New Rules for Maritime Traffic Safety

<Effective as of July 1, 2010>

(Partial Revision of the Act on Port Regulations and the Maritime Traffic Safety Act)

<Background of Revision>

Based on the recent trends of the accidents on the sea and the changes of the environment of the maritime traffic including the dissemination of Automatic Identification System (AIS), the Act on Partial Revision of the Act on Port Regulations and the Maritime Traffic Safety Act was promulgated on July 2009 to increase the safety of maritime traffic. The main items of this revision are following;

- Strengthening measures for assisting the safe navigation of vessels; and
- Establishment of new navigation rules according to the features of each sea area.

The revision will be effective as of July 1, 2010 (June 1, 2010, for the part of the revision concerning advance notification (see pp. 13 and 14) and October 1, 2010, for the part of the revision concerning the designation of the track in the sea area near the Tokyo Offing Light Buoy (see p.7)).

This brochure aims to help all those concerned to fully understand the intention of this revision and observe the new rules.

Japan Coast Guard

JCG

Our mission is to protect and guard the seas around Japan!

○ Measures for Assisting　the Safe Navigation of Vessels

Notes: Specified Vessels
The following vessels navigation in the striped areas shown in the figure below:
- **Vessels of 50 meters in length and upwards(in all sea areas other than Kanmon Kaikyo): and**
- **Vessels over 300 gross tonnage (in Kanmon Kaikyo).**

JCG, so far, has provided information to assist vessels' safe navigation in certain congested sea areas through the Traffic Service Centers (generally called MARTISs). JCG strengthens these assistances by providing more safety-related information and advice to the specified vessels.

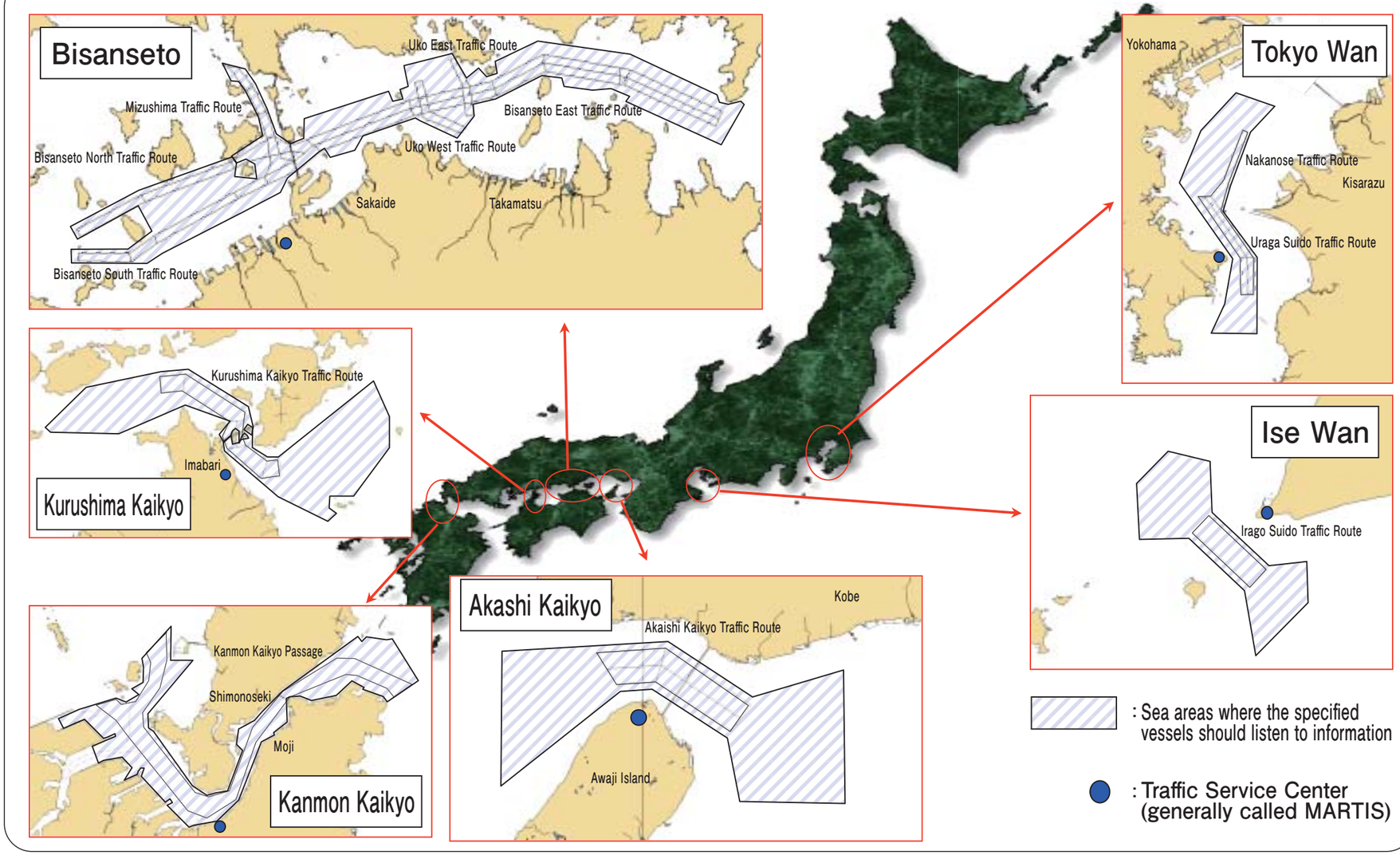
Check your radio-communication equipment in advance!

The specified vessels should listen to the information provided by JCG through MARTISs.
In addition, advice may be issued by JCG to specified vessels whenever necessary to prevent danger. These vessels may be requested to report the actions they have taken in accordance with the advice.

Information and advice will be provided in Japanese or English via international VHF-radiotelephone. However, other methods, such as maritime telephones, may be used as necessary.

* Information and advice provided by JCG are solely to assist vessel operators in making their own decisions for their safe navigation. The intention of providing information and advice should not be interpreted as instructions or orders on conduct or navigation of vessels.

<Areas Where the Specified Vessels Should Listen to Information>



The specified vessels (see notes on p.1) navigating in the striped areas shown in the left figure should listen to information and advice provided by JCG. The specified vessels are responsible for their own safe navigation by utilizing these information and advice.

Information provided by JCG is as follows.

<Information Provided by JCG>

- ·Information on traffic rules;
- ·Information on traffic obstacles;
- ·Information on dangerous sea areas;
- ·Information on vessels restricted in their ability to manoeuver;
- ·Information on other specified vessels in a close-quarters situation; and
- ·Other information as necessary for safety.

○ Instructions for Waiting Off the Traffic Routes or Port Passages

On the traffic routes located in Tokyo Wan, Ise Wan, and Seto-Naikai, vessels will be instructed to wait off the traffic routes under certain conditions such as limited visibility.

Similar instructions will be issued in some ports.

Vessels failing to follow instructions to wait may be subject to a penalty.

<Maritime Traffic Safety Act>

<Criteria for Instructions and Applicable Vessels>

	Case of Limited Visibility and Applicable Vessels		Other Cases and Applicable Vessels
	Visibility Range of 2,000 meters or Less	Visibility Range of 1,000 meters or less	
Uraga Suido Traffic Route Nakanose Traffic Route	・Huge vessels (*1) ・Vessels loaded with special dangerous goods (*2) ・Vessels towing or pushing long objects (*3)	・Vessels of 160 meters in length and upwards but less than 200 meters ・Vessels of 10,000 gross tonnage and upwards and loaded with dangerous goods (excluding vessels loaded with special dangerous goods)	
Irago Suido Traffic Route	・Huge vessels ・Vessels loaded with special dangerous goods ・Vessels towing or pushing long objects	・Vessels of 10,000 gross tonnage and upwards and loaded with dangerous goods (excluding vessels loaded with special dangerous goods)	・In the event where a vessel of 130 meters in length and upwards but less than 200 meters is expected to meet a huge vessel in a head-on situation (*4)
Akashi Kaikyo Traffic Route	・Huge vessels ・Vessels loaded with special dangerous goods ・Vessels towing or pushing long objects	・Vessels of 160 meters in length and upwards but less than 200 meters ・Vessels loaded with dangerous goods (excluding vessels loaded with special dangerous goods) ・Towing or pushing vessels of 160 meters in length and upwards but less than 200 meters	
Bisanseto East Traffic Route Uko East Traffic Route Uko West Traffic Route Bisanseto North Traffic Route Bisanseto South Traffic Route	・Huge vessels ・Vessels loaded with special dangerous goods ・Vessels towing or pushing long objects	・Vessels of 160 meters in length and upwards but less than 200 meters ・Vessels loaded with dangerous goods (excluding vessels loaded with special dangerous goods)	
Mizushima Traffic Route	・Huge vessels ・Vessels loaded with special dangerous goods ・Vessels towing or pushing long objects	・Vessels of 160 meters in length and upwards but less than 200 meters ・Vessels loaded with dangerous goods (excluding vessels loaded with special dangerous goods)	・In the event where a vessel of 70 meters in length and upwards but less than 200 meters is expected to meet a huge vessel in a head-on situation
Kurushima Kaikyo Traffic Route	・Huge vessels ・Vessels loaded with special dangerous goods ・Vessels towing or pushing long objects	・Vessels of 160 meters in length and upwards but less than 200 meters ・Vessels loaded with dangerous goods (excluding vessels loaded with special dangerous goods) ・Towing or pushing vessels of 100 meters in length and upwards but less than 200 meters	・Vessels that cannot maintain a speed of 4 knots or more, exceeding the speed of the tidal current. (For details, see p. 5.)

*1 Vessels of 200 meters in length and upwards

*2 Vessels loaded with special dangerous goods: Vessels of 50,000 gross tonnage and upwards and loaded with dangerous goods (25,000 gross tonnage and upwards when dangerous goods loaded on vessels are liquefied gas).

*3 Vessels towing or pushing long objects : Towing or pushing vessels of 200 meters in length and upwards, measuring from the stem of the towing vessel to the after end of the towed object or measuring from the top end of the pushed object to the stern of the pushing vessel.

*4 On Irago Suido Traffic Route, instructions for waiting off the traffic route will be issued when either a huge vessel or a vessel of 130 meters in length and upwards but less than 200 meters is loaded with dangerous goods or when the navigable width of the traffic route is narrowed to about 2/3 or less due to fishing activities or other reasons.

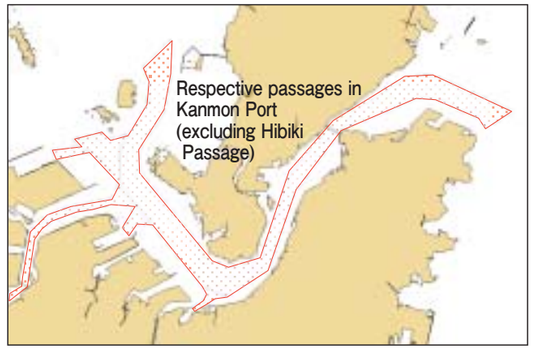
* Instructions for waiting off the traffic route will be issued by the Traffic Service Centers or Coast Guard Offices mainly via international VHF-radiotelephone. However, other methods, such as maritime telephone and signals, may be used as necessary.

<Act on Port Regulations>

<Criteria for Instructions and Applicable Vessels>

	Case of Limited Visibility and Applicable Vessels	Other Cases and Applicable Vessels
	Visibility Range of 500 meters or Less	
Passage in Shiogama Section of Sendai Shiogama Port	・Vessels of 500 gross tonnage and upwards	
Respective Passages in Kanmon Port (excluding Hibiki Passage)	・All vessels	・Vessels that cannot maintain a speed of 3 knots or more, exceeding the speed of the tidal current.

<Kanmon Port>



<Sendai Shiogama Port>

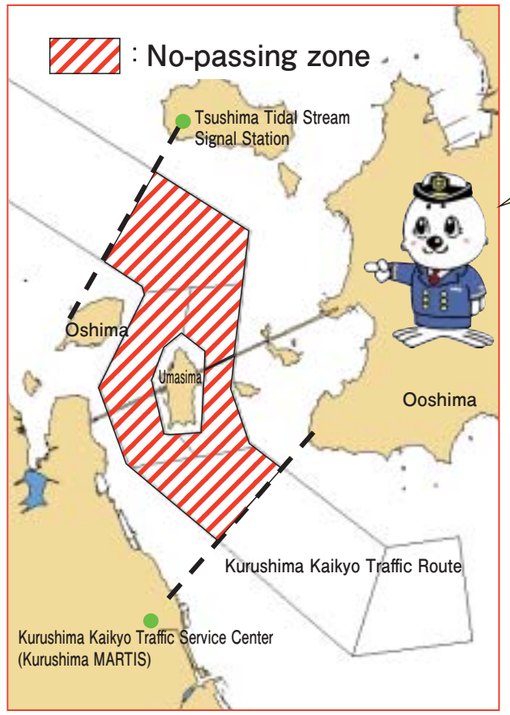
Navigation rules are renewed!

○Navigation Rule on Kurushima Kaikyo Traffic Route

No passing zones and minimum speeds are introduced in order to enhance the safety in Kurushima Kaikyo.

Items from ① to ③ apply to all vessels which are navigating or will navigate the traffic route.
Item ④ applies to vessels which are navigating or will navigate the traffic route during the period from one hour before to the time of the tidal direction turns.

<① Prohibition of Overtaking>



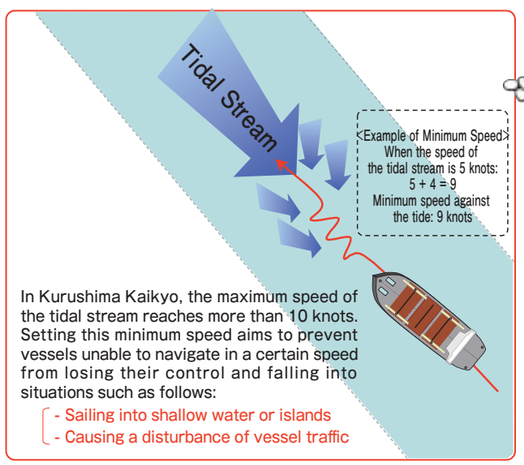
Prohibition against overtaking is allowed in the narrow and crooked section of the Kurushima Kaikyo Traffic Route.

Vessels on Kurushima Kaikyo Traffic Route should not ovetake other vessels excluding those shown below:

①Vessels engaged in fishing;
②Vessels engaged in construction work under permission;
③Vessels sailing at low speed to perform urgent services; and
④Vessels unable to maintain a ground speed of 4 knots.

The above Prohibition shall not apply for unavoidable reasons including avoidance of marine accidents.

<② Minimum Speed to Navigate against the Tidal Stream>



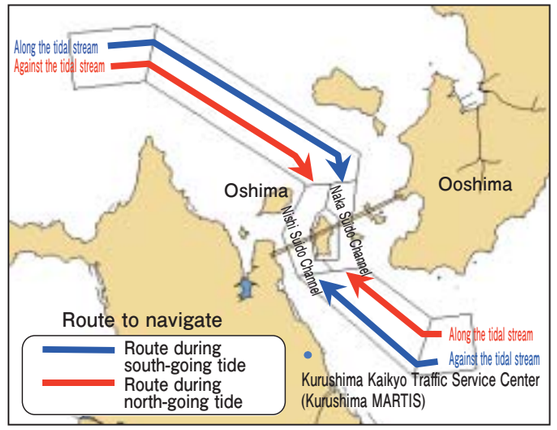
The minimum speed is 4 knots, exceeding the speed of the tidal stream.

In Kurushima Kaikyo, the maximum speed of the tidal stream reaches more than 10 knots. Setting this minimum speed aims to prevent vessels unable to navigate in a certain speed from losing their control and falling into situations such as follows:
- Sailing into shallow water or islands
- Causing a disturbance of vessel traffic

* For vessels unable to maintain minimum speed, instructions to wait off the traffic route may be issued to ensure safety.
See page 3.

* Information concerning tidal stream in Kurushima Kaikyo is provided on the following website:
http://www6.kaiho.mlit.go.jp/kurushima/

<③ Instructions for Channels to Navigate during the Time of Tidal Direction Turns>



A unique navigation rule has been applied to Kurushima Kaikyo Traffic Route so far. Under this rule, vessels are required to navigate different channels in accordance with the direction of the tidal stream. As of July 1, 2010, JCG will issue instructions for channels to navigate to respective vessels during the time of tidal direction turns.

The Traffic Service Center will independently issue instructions via international VHF radiotelephone. Vessels must always monitor the radiotelephone for information and confirm the notification.

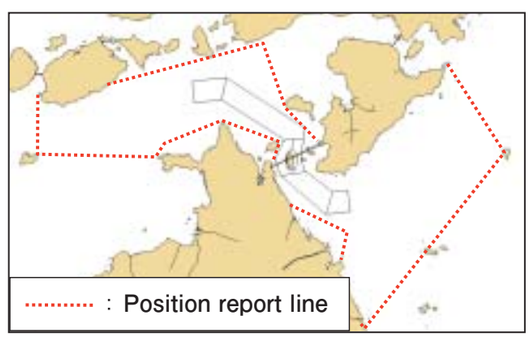
CAUTION

The instructions simply indicate the channel to navigate (Nishi Suido Channel or Naka Suido Channel) and should not be interpreted as instructions or orders on conduct or navigation of vessels. (rudder angle, engine operation, etc.)

* When navigating Kurushima Kaikyo Traffic Route, pay careful attention to the small vessels including fishing boats nearby.

<④ Mandatory Report before Entering the Traffic Route>

The captain of the vessel which is navigating or will navigate the traffic route during the period from one hour before to the time of the tidal direction turns is requested to report to the Traffic Service Center when crossing the position report line.



The report includes the following:
- Vessel name;
- Communication means with JCG;
- Sailing speed; and
- Expected time of entry onto the traffic route.

○Navigation in Sea Areas off the Traffic Routes (Designation of Tracks 1/2)

Applicable vessels are shown.

Even off the traffic routes, there are some sea areas where traffic flow needs to be organized. JCG provides designated tracks for vessels to navigate on in such areas.

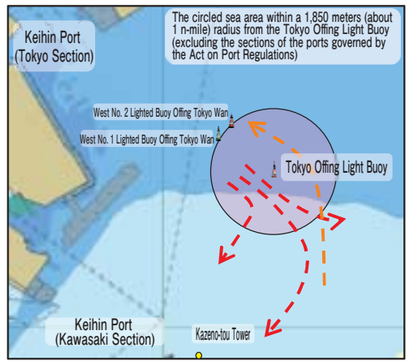
Unlike to the traffic routes, particular navigation rules (e.g. special rules of give-way and stand-on relationships, the obligation to navigate, etc.) are not applied to the designated tracks. However, they are intended to enhance the safety of vessel traffic as a whole in the areas. You are strongly recommended to navigate on the designated tracks.

[Sea area near Tokyo Offing Light Buoy]

<Effective as of October 1, 2010>

Vessels sailing within the circled sea area shown in the drawing on the right

Vessels navigating, for the purpose of passing through, the circled sea area within a 1,850 m (about 1 n-mile) radius from the point of the Tokyo Offing Light Buoy should navigate with this point on their portside.

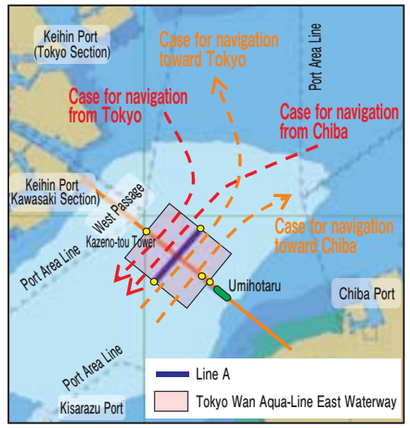


[Sea area near Tokyo Wan Aqua Line East Waterway]

Vessels sailing in Tokyo Wan Aqua Line East Waterway

①Vessels navigating, for the purpose of passing through, Tokyo Wan Aqua Line East Waterway southward should
- Navigate in the area to the west of Line A;
- Navigate close to Line A when navigating from Chiba; and
- Navigate away from Line A when navigating from Tokyo.

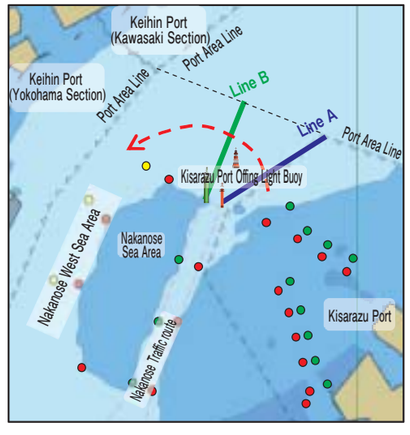
②Vessels navigating, for the purpose of passing thorough, Tokyo Wan Aqua Line East Waterway northward should
- Navigate in the area to the east of Line A;
- Navigate away from Line A when navigating toward Chiba; and
- Navigate close to Line A when navigating toward Tokyo.



[Sea area near the Kisarazu Port Offing Light Buoy]

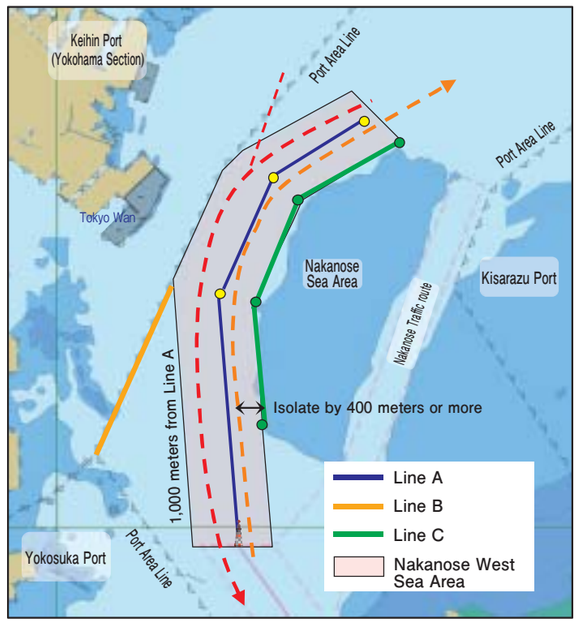
Vessels departing from Kisarazu Port

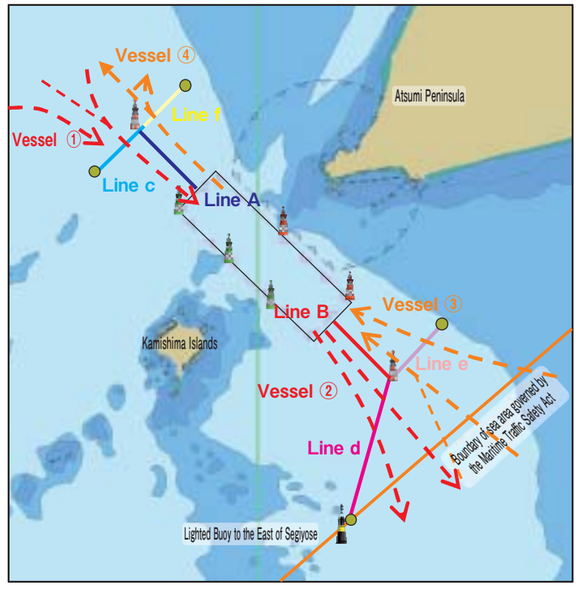
Vessels which will navigate by crossing Line B after crossing Line A should navigate with the point of Kisarazu Port Offing Light Buoy on their portside.



The give-way and stand-on relationship among vessels on the designated tracks is subject to the general rules by the COLREG.

Since the designated tracks intend to organize the traffic flow in certain sea areas, small vessels such as those engaged in fishing, by their nature, may be sailing not along on the designated tracks. So be careful of such vessels even when navigating on the tracks.





[Nakanose West Sea Area]

Vessels navigating in Nakanose West Sea Area

①Vessels navigating in Nakanose West Sea Area southward should navigate in the area to the west of Line A.

②Vessels navigating in Nakanose West Sea Area (excluding those navigating toward the area to the west of Line B) should
- Navigate in the area to the east of Line A until turning their course to the destination ports.
- Navigate in the area more than 400 meters off Line C when their draft is 20m or more.

[Sea Area near Entrance to Irago Suido Traffic Route]

Vessels navigating on the traffic route

① Vessels which will navigate southward along Irago Suido Traffic Route should
- Navigate in the area to the west side of Line A; and
- Navigate by crossing Line C.

② Vessels which have navigated southward along Irago Suido Traffic Route should
- Navigate in the area to the west of Line B; and
- Navigate by crossing Line d.

③ Vessels which will navigate northward along Irago Suido Traffic Route should
- Navigate in the area to the east of Line B; and
- Navigate by crossing Line e.

④ Vessels which have navigated northward along Irago Suido Traffic Route should
- Navigate in the area to the east of Line A; and
- Navigate by crossing Line f.

○Navigation in Sea Areas off the Traffic Routes (Designation of Tracks 2/2)

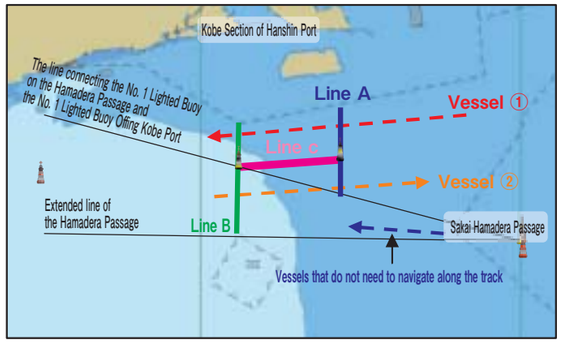
Applicable vessels are shown.

[Sea Area in the North of Osaka Wan]

Vessels of 500 gross tonnage and upwards

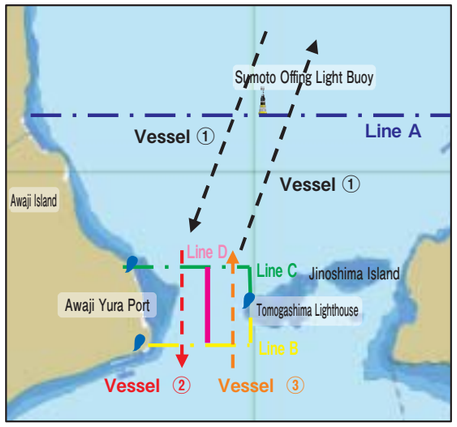
①Vessels which are of 500 gross tonnage and upwards and will navigate by crossing Line B after crossing Line A should navigate in the area to the north of Line C.

②Vessels which are of 500 gross tonnage and upwards and will navigate by crossing Line A after crossing Line B should navigate in the area to the south of Line C.



[Sea Area Near Sumoto Offing Light Buoy and Yuraseto]

Vessels navigating in Tomogashima Suido
<Sea Area Near Sumoto Offing Light Buoy>
Vessels crossing Line A and Line B
<Sea Area Near Yuraseto>
Vessels crossing Line B and Line C



①Vessels which will navigate by crossing Line B after crossing Line A or by crossing Line A after crossing Line B should navigate with the point of the Sumoto Offing Light Buoy on their portside.

②Vessels which will navigate by crossing Line B after crossing Line C should
- Navigate in the area to the west of Line D; and
- Navigate in the area more than 150 meters off Line D to the west of the line.

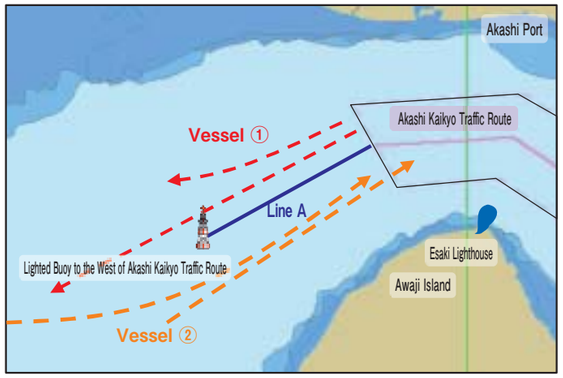
③Vessels which will navigate by crossing Line C after crossing Line B shall
- Navigate in the area to the east of Line D; and
- Navigate in the area more than 150 meters off Line D to the east of the line.

[Sea Area Near the West Entrance of Akashi Kaikyo Traffic Route]

Vessels of 5,000 gross tonnage and upwards

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

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

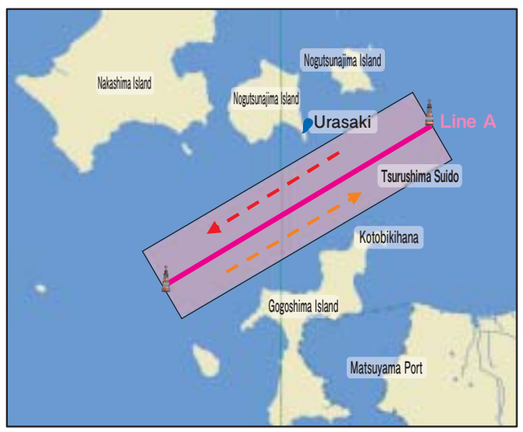


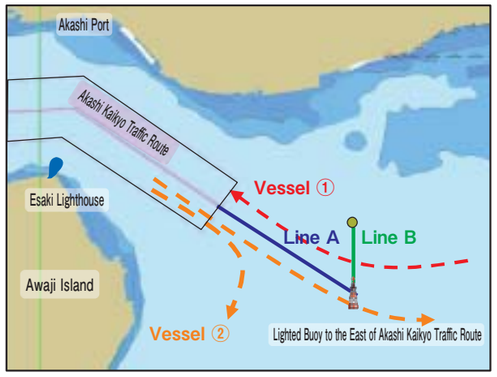
[Sea Area Near Tsurushima Suido]

Vessels navigating in Tsurushima Suido

①Vessels navigating eastward along Tsurushima Suido should navigate in the area to the south of Line A.

②Vessels navigating westward along Tsurushima Suido should navigate in the area to the north of Line A.





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

[Sea Area Near the East Entrance of Akashi Kaikyo Traffic Route]

Vessels of 50 meters in length and upwards

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

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

[Sea Area Near Ondo Seto]

Vessels of 5 gross tonnage and upwards

①Vessels which are of 5 gross tonnage and upwards and have navigated or will navigate by crossing Line A should navigate with the point of the Lighted Buoy at the North Entrance of Ondo Seto on their portside.

②Vessels which are of 5 gross tonnage and upwards and have navigated or will navigate by crossing Line B should navigate with the point of the Lighted Buoy at the South Entrance of Ondo Seto on their portside.

○Measures to Indicate the Destination by Using AIS

Concerning the “Destination Field” in Automatic Identification System (AIS) messages,

①The method of entering data is established along with IMO’s guidance.

②Entering 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.

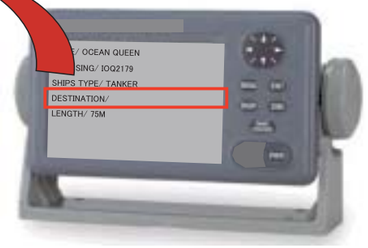
<Entry Method>

Destination Field in AIS Message

> ○○␣○○○␣○○／○○○

① ② ③

<Automatic Identification System>



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

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.

NOTE

Incorrect entries may increase the risk of dangerous situations.

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.

Static Information
- Call sign and vessel name
- Length and width of vessel
- Type of vessel
- Other

Dynamic Information
Position, navigation state, course over land, speed over land, etc.

Voyage Information
- Draft of vessel
- Destination
- Other

<Entry Examples>

【Example 1】

A vessel is heading for Section 2 of Hakata Port via Kanmon Port. The vessel will pass through Kanmon Port westward and leave the port from the east of Mutsurejima

> JP␣HKT␣E2／WM

① ② ③

①The destination port is Hakata Port (JP HKT).
②In the destination port, the vessel is heading for the berth in Section 2 (E2).
③The vessel passes by Kanmon Port in the westbound direction and leaves the port from a point to the east of Mutsurejima (WM).

For the code ②, 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.

For the codes to enter, refer to the booklet (Note 1) or JCG’s website.

【Example 2】

The vessel’s destination port is Nagoya Port. The vessel will be anchoring near the boundary of the port before entering port.

> JP␣NGO␣OFF

① ②

①The destination port is Nagoya Port (JP NGO).
②The 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.

> JP␣YOK␣K／NNX

① ② ③

①The destination port is Yokohama Port (JP YOK).
② In the destination port, the vessel will be heading for the pier of East Japan Works of JFE Steel Corporation in Section 3 (K).
③On 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)

Port	Port Prefecture	Code
Hakata (Fukuoka)	HAKATA FUKUOKA	JP HKT
Nagoya (Aichi)	NAGOYA AICHI	JP NGO
Keihin Yokohama-Ku (Tokyo/Kanagawa)	KEIHIN YOKOHAMAKU TOKYO・KANAGAWA	JP YOK

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 anchore in the Nakanose sea area in Tokyo Wan on its way to the final port.	NNX

(Note 1) 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

◯Expansion of the Scope of Vessels Subject to the Notification Obligation before Navigating Traffic Routes

(Expansion of the Scope of Vessels Subject to Instruction and Adjustment of the Entry Time to the Traffic Routes)

In recent years, the congestion on traffic routes has relatively increased because the size of vessels, in general, has grown. To address this situation, it is important to expand the scope of vessels subject to entry interval adjustment and thereby to control the volume of vessel traffic on the traffic routes.

The scope of the vessels required to submit notification prior to entering onto the traffic routes and the vessels to which instructions are issued is expanded.

* Vessels failing to make notification may be subject to a penalty.

<Outline of the Revision>

- So far, safety measures have been implemented to ensure safety on congested traffic routes. Such measures include an advance notitfication from huge vessels (those of 200 meters in length and upwards) and vessels loaded with dangerous goods, and the entry intervals adjustment by issuing instructions on entry time to the relevant vessels.
- In recent years, the congestion on traffic routes has relatively increased because the size of vessels have grown in size. To address the situation, it is necessary to expand the scope of vessels subjects to these safety measures.
- For this purpose, the scope of the intended vessels subject to notification obligation is expanded (as well as vessels receiving instructions for entry time onto the traffic route).
- Be advised that those vessels newly subject to the traffic route notification as of July 1, 2020, and thereafter navigating on the traffic route will be able to submit the notification from June 1, 2010. Pleae do not forget to make the report.

<When to Report and Applicable Vessels>

Present intended vessels (huge vessels etc.) and intended vessels added anew are as follows.

	Intended vessels for reporting by 12:00 N of the day before the scheduled entry date onto the traffic route		Intended vessels for reporting before three hours of the scheduled entry time onto the traffic route	
	Present intended vessels	Intended vessels to be added anew	Present intended vessels	Intended vessels to be added anew
Uraga Suido Traffic Route Nakanose Traffic Route Bisanseto East Traffic Route Uko East Traffic Route Uko West Traffic Route Bisanseto North Traffic Route Bisanseto South Traffic Route	・Huge vessels ・Vessels of 25,000 gross tonnage and upwards and loaded with dangerous goods, where the dangerous goods are liquefied gas ・Vessels towing or pushing long objects (*1)	・Vessels of 160 meters in length and upwards but less than 200 meters	・Vessels loaded with dangerous goods (excluding huge vessels, vessels of 25,000 gross tonnage and upwards and loaded with dangerous goods, where the dangerous goods are liquefied gas, and very long towing or pushing vessels	–
Irago Suido Traffic Route		・Vessels of 130 meters in length and upwards but less than 200 meters		
Akashi Kaikyo Traffic Route		・Vessels of 160 meters in length and upwards but less than 200 meters ・Towing and pushing vessels of 160 meters in length and upwards but less than 200 meters		
Kurushima Kaikyo Traffic Route		・Vessels of 160 meters in length and upwards but less than 200 meters ・Towing and pushing vessels of 100 meters in length and upwards but less than 200 meters		
Mizushima Traffic Route		・Vessels of 160 meters in length and upwards but less than 200 meters		・Vessels of 70 meters in length and upwards but less than 160 meters

*1: Vessels towing or pushing long objects: Towing or pushing vessels of 200 meters in length and upwards, measuring from the stem of the towing vessel to the after end of the towed object or measuring from the top end of the pushed object to the stern of the pushing vessel

◯Efficient Traffic Control in Port Waterways by Using AIS

<Outline of Revision>

1. "Vessel name," "gross tonnage/length of vessel," "communication means between the vessel and the port commander," and "berthing facility to anchor" are added to the list of the items of the report required prior to navigating certain waterways in ports. Starting June 1, 2010, a vessel that will navigate such waterways on July 1, 2010, and thereafter is able to report under the new reporting items.
2. Because the number of installations of AIS has increased, efficient traffic control is able to be implemented. In this efficient traffic cotroll, navigation of vessels controlled with a certain length or shorter is allowed according to the lengths of the two vessels meeting in waterways by taking advantage of information on length of vessels by AIS.

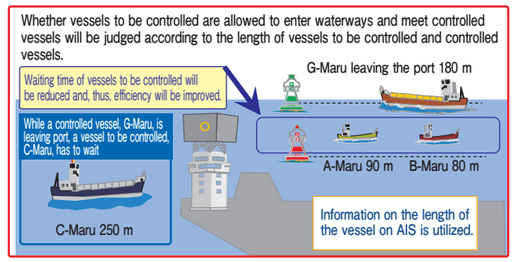
In the port where the new traffic control is implemented, the criteria of applicable vessels and the operation method of the control will be changed as follows:

●Criteria of Applicable Vessels
The standards for the controlled vessels and the vessels to be controlled are changed to "length (total length)" from "gross tonnage."
(For the standards of the "controlled vessels" (i) and the "vessels to be controlled according to the vessels of (i)" (ii) in respective ports, see the column described below.)

●Operation Method
Vessels to be controlled may be able to enter onto waterways even when controlled vessels are navigating or are expected to navigate on the same waterways, if the port commander confirms the safety of the meeting of these vissels based on the information about their length that the port master can acquire through AIS.

●Applicable Ports
①Kashima Waterway in Kashima Port
（ｉ）Vessels of 190 meters in length and upwards (1,000 gross tonnage and upwards for oil tankers)
（ii）Vessels of 70 meters in length and upwards (excluding those of less than 500 gross tonnage)
②Chiba Waterway in Chiba Port
（ｉ）Vessels of 140 meters in length and upwards
(1,000 gross tonnage and upwards for oil tankers)
（ii）Vessels of 50 meters in length and upwards
(excluding those of less than 500 gross tonnage)
③Ichihara Waterway in Chiba Port
（ｉ）Vessels of 125 meters in length and upwards
(1,000 gross tonnage and upwards for oil tankers)
（ii）Vessels of 50 meters in length and upwards
(excluding those of less than 500 gross tonnage)
④Yokohama Waterway in Yokohama Section in Keihin Port
（ｉ）Vessels of 160 meters in length and upwards
(1,000 gross tonnage and upwards for oil tankers)
（ii）Vessels of 50 meters in length and upwards
(excluding those of less than 500 gross tonnage)

<Image of New Traffic Control on Port Waterway>



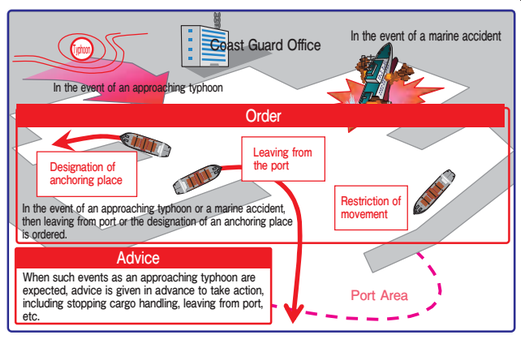
* In the future, this new traffic control in port waterways will be introduced at the Tokyo Section in Keihin Port, Nagoya Port, etc.

◯Safety Measures in the Ports during Abnormal Weather/Marine Condition

<Outline of Revision>

In the event of abnormal weather/marine phenomena, such as a large typhoon, or a marine accident, a deportation order or evacuation instructions from the Captaion of the port may be issued to vessels in the port.

This will apply to all ports governed by the Act on Port Regulations.



[Contact Addresses for Regional Coast Guard Headquarters]

- First Regional Coast Guard Headquarters
  5-3 Minato-machi, Otaru, Hokkaido 047-8560
  TEL : +81-134-27-0118
  URL : http://www.kaiho.mlit.go.jp/01kanku/
- Second Regional Coast Guard Headquarters
  3-4-1 Teizan-dori, Shiogama, Miyagi 985-8507
  TEL : +81-22-363-0111
  URL : http://www.kaiho.mlit.go.jp/02kanku/
- Third Regional Coast Guard Headquarters
  5-57 Kitanaka-dori, Naka-ku, Yokohama, Kanagawa 231-8818
  TEL : +81-45-211-1118
  URL : http://www.kaiho.mlit.go.jp/03kanku/
- Fourth Regional Coast Guard Headquarters
  2-3-12 Irifune, Minato-ku, Nagoya, Aichi 455-8528
  TEL : +81-52-661-1611
  URL : http://www.kaiho.mlit.go.jp/04kanku/
- Fifth Regional Coast Guard Headquarters
  1-1 Hatoba-cho, Chuo-ku, Kobe, Hyogo 650-8511
  TEL : +81-78-391-6551
  URL : http://www.kaiho.mlit.go.jp/05kanku/
- Sixth Regional Coast Guard Headquarters
  3-10-17, Ujina-kaigan, Minami-ku, Hiroshima, Hiroshima 734-8560
  TEL : +81-82-251-5111
  URL : http://www.kaiho.mlit.go.jp/06kanku/
- Seventh Regional Coast Guard Headquarters
  1-3-10 Nishi-kaigan, Moji-ku, Kitakyushu, Fukuoka 801-8507
  TEL : +81-93-321-2931
  URL : http://www.kaiho.mlit.go.jp/07kanku/
- Eighth Regional Coast Guard Headquarters
  901 Aza-shimo-fukui, Maizuru, Kyoto 624-8686
  TEL : +81-773-76-4100
  URL : http://www.kaiho.mlit.go.jp/08kanku/
- Ninth Regional Coast Guard Headquarters
  2-2-1 Bandai, Chuo-ku, Niigata, Niigata 950-8548
  TEL : +81-25-245-0118
  URL : http://www.kaiho.mlit.go.jp/09kanku/
- Tenth Regional Coast Guard Headquarters
  4-1 Higashi-kori Moto-cho Kagoshima, Kagoshima 890-8510
  TEL : +81-99-250-9800
  URL : http://www.kaiho.mlit.go.jp/10kanku/
- Eleventh Regional Coast Guard Headquarters
  2-11-1 Minato-machi, Naha, Okinawa 900-8547
  TEL : +81-98-867-0118
  URL : http://www.kaiho.mlit.go.jp/11kanku/

[Contact Addresses for Traffic Service Centers]

- Tokyo Wan Traffic Service Center (Tokyo MARTIS)
  4-1195 Kamoi, Yokosuka, Kanagawa 239-0813
  TEL : +81-46-842-0118
  URL : http://www6.kaiho.mlit.go.jp/tokyowan/
- Ise Wan Traffic Service Center (Ise Wan MARTIS)
  2814-38 Koyama, Irago-cho, Tahara, Aichi 441-3624
  TEL : Tel: +81-531-34-2700
  URL : http://www6.kaiho.mlit.go.jp/isewan/
- Nagoya-ko Traffic Service Center (Nagagoya HABOR RADAR)
  3-1 Kinjo-futo, Minato-ku, Nagoya, Aichi 455-0848
  TEL : +81-52-398-0711
  URL : http://www6.kaiho.mlit.go.jp/nagoyako/
- Osaka Wan Traffic Service Center (Osaka MARTIS)
  914-2 Nojima Ezaki, Awaji, Hyogo 656-1725
  TEL : +81-799-82-3050
  URL : http://www6.kaiho.mlit.go.jp/osakawan/
- Bisanseto Traffic Service Center (Bisan MARTIS)
  3810-2 Aonoyama, Tazu-cho, Ayautaa-gun, Kagawa 769-0200
  TEL : +81-877-49-3366
  URL : http://www6.kaiho.mlit.go.jp/bisan/index.htm
- Kurushima Kaikyo Traffic Service Center (Kurushima MARTIS)
  2-5-100 Minato-cho, Imabari, Ehime 794-0003
  TEL : +81-898-31-4922
  URL : http://www6.kaiho.mlit.go.jp/kurushima/
- Kanmon Kaikyo Traffic Service Center (Kanmon MARTIS)
  2-10-11 Matsubara, Moji-ku, Kitakyushu, Fukuoka 800-0064
  TEL : +81-93-381-6699
  URL : http://www6.kaiho.mlit.go.jp/kanmon/index.htm

On the sea:
Wear a life jacket and
carry a mobile phone.
Dial 118 for emergencies at sea.