

TRAFFIC MANAGEMENT

Traffic Control

Ships' Routing

A Navigation Rules

Vessels should observe the following in addition to navigation pursuant to the provisions of Maritime Traffic Safety Law at Uruga Suido Traffic Route, Naka-no-Se Traffic Route and nearby sea areas:

1. Measures for notifying routes (Article 7 of Maritime Traffic Safety Law, Article 6 of Regulations for the Enforcement of Maritime Traffic Safety Law)

1) Vessels (excluding vessels without a whistle and less than 100 t) should display with signals when entering the traffic routes or leaving the traffic routes, or crossing the traffic routes. (Fig. 1)

2) Vessels (excluding vessels without a whistle, without Automatic Identification System, and vessels not operating Automatic Identification System pursuant to Article 3-16 of Regulations for the Enforcement of Mariners Law) should transmit information pertaining to ports of destination and other necessary information to make course notification as destination information of Automatic Identification System, while navigating traffic routes.

(Note) For symbols to indicate information pertaining to ports of destination and necessary information for notification of courses, etc., refer to notice of signals that indicate information pertaining to ports of destination and necessary information for notification of courses pursuant to the Provisions of Article 6 Paragraph 4 of Regulations for the Enforcement of Maritime Traffic Safety Law (Japan Coast Guard Notice No. 95, 2010). and the symbols to be transmitted to other vessels about the courses as destination information of Automatic Identification System are listed pursuant to provisions in Article 11 Paragraph 1 of Regulations for the Enforcement of Port Regulations Law (Japan Coast Guard Notice No. 94, 2010).

	Information	Signals	Remarks
Information pertaining to ports of destination	① In the case of designated ports by Port Regulations Law or sections within the port as ports of destination.	Combination of “>” and the signals that indicate designated ports or the signals that indicate the sections within the port.	
	② In the case that ports of destination are issued LO CODE (excluding ①)	Combination of “>” and LO CODE indicating the ports.	There should be one space between the first 2 letters of L O CODE and the 3 letters that come after that.
	③ In the case that ports of destination are not issued LO CODE (excluding ①)	Combination of “> = = =” and the commonly used English names of the ports or alphabet of the locally used names of the ports.	
	④ In case the names of ports of destination are unknown, e.g. undetermined, etc.	“? ? ? ? ?”	
Other information related to Courses	In the case of anchoring in Tokyo Wan Naka-no-Se on the way to ports of destination.	Combination of “/” and “NNX”	It should be sent right after the signal indicating information categories pertaining to ports of destination in this chart (a signal, if any, to indicate courses in ports of destination)

Note: FOR REASONS OF ECONOMY, DELEGATES ARE KINDLY REQUESTED TO BRING THEIR OWN COPIES OF THE DOCUMENTS TO THE MEETING

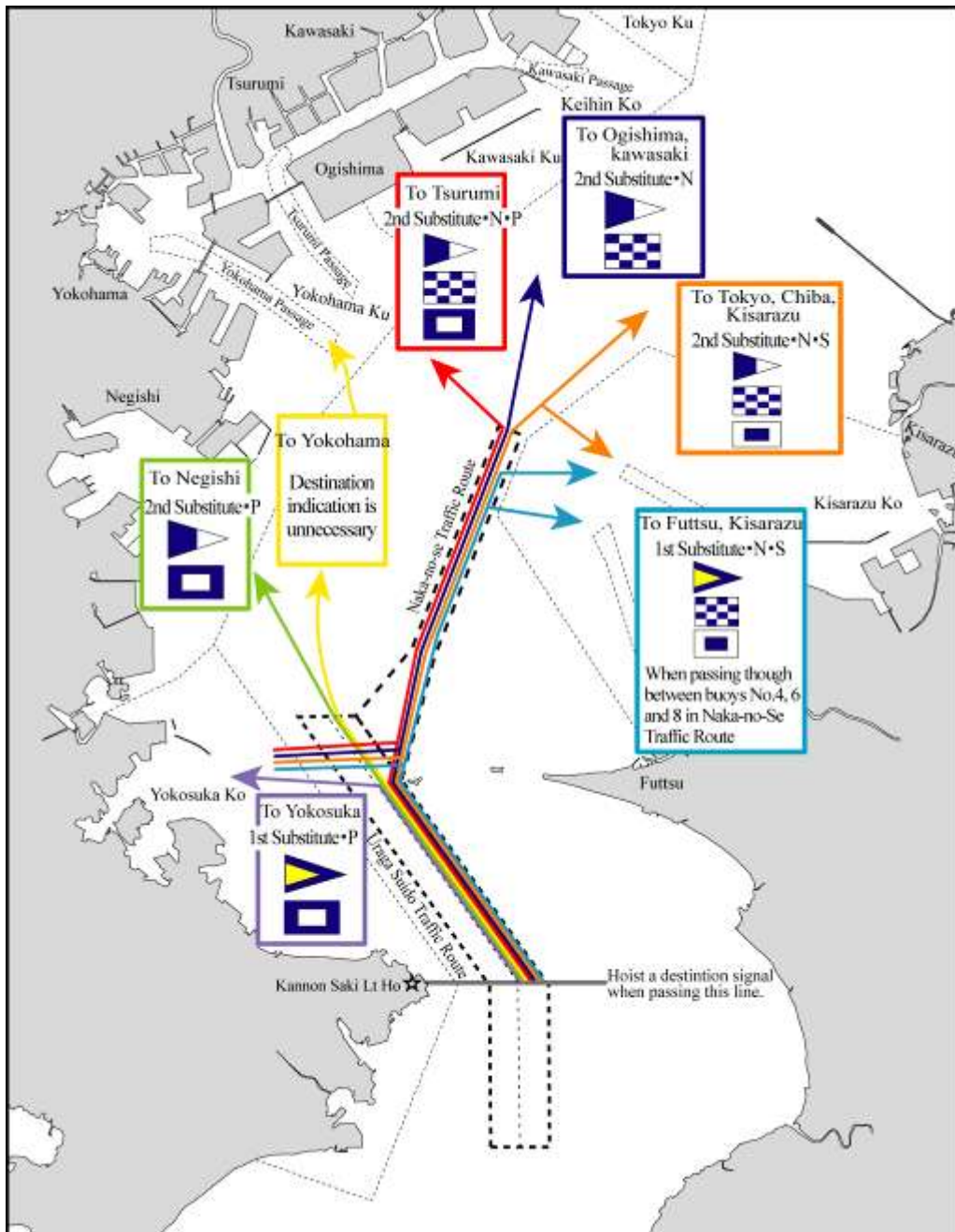
Note 1: In this table, “Tokyo Wan Nakanose” refers to the navigation area between the lines listed in the following items.

- a The line drawn up to the point at 021° 7,200 m (as a reference for this point, Nakanose Traffic Route No.7 Light Beacon is installed) from the point at 000° 4,030 m (as a reference for this point, Nakanose Traffic Route No.1 Light Beacon is installed) from Dainikaiho Light (35° 18' 42" N, 139° 44' 29" E).
- b The line that connects the following points in order: the point at 118° 6,810 m (as a reference for this point, Tokyo Wan Nakanose Traffic Route D Light Buoy is installed) from Yokohama Honmoku Breakwater Light (35° 26' 36" N, 139° 41' 21" E), the point at 141° 30' 5,920 m (as a reference for this point, Tokyo Wan Nakanose Traffic Route C Light Beacon is installed) from Yokohama Honmoku Breakwater Light, the point at 159° 30' 7,450 m (as a reference for this point, Tokyo Wan Nakanose Traffic Route B Light Beacon is installed) from Yokohama Honmoku Breakwater Light, the point at 338° 5,030 m (as a reference for this point, Tokyo Wan Nakanose Traffic Route A Light Beacon is installed) from Dainikaiho Light.

Note 2: For cases when it is difficult to send the signals listed in the following items due to functionality of the boarded Automatic Identification System, it shall be deemed possible to replace by taking the measures listed in each respective item.

1. “>” : Add “to” and open up 1 space after it.
2. “===” : Add “000” and open up 1 space after it.
3. “?? ???” : Add “UNKNOWN”.
4. “/” : open up 1space and add “00” after it.

Fig. 1 Destination Indication Flag in Tokyo Wan



2. Instructions for waiting off the traffic route.(Article 10-2 of Maritime Traffic Safety Law and Article 8 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Tokyo Wan Vessel Traffic Service Center may issue instructions (to stand by off the traffic routes during the necessary period of time to avoid danger) which are found to be necessary to prevent danger to vessels which are navigating or are intending to navigate the traffic routes, by the VHF radiotelephone system or other appropriate methods when it is applied to the following cases:

- 1) In the case of visibility being between 1,000 m and 2,000 m, and when huge vessels, special vessels carrying dangerous cargo and vessels towing very long object, etc. are navigating the traffic routes.
- 2) In the case of visibility being 1,000 m or less, and when vessels with a length of 160 m or more, or vessels carrying dangerous cargo or vessels towing object, etc. which are pushing or towing vessels or rafts or other objects at a distance of 160 m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects,

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are navigating the traffic route.

(Note) "Huge vessels, etc." applies to the following:

a Huge vessels

Vessels with a length of 200 m or more.

b Vessels carrying dangerous cargo. : Vessels of specified or more than specified gross tonnage (hereinafter referred to as G/T) , depending on the types of dangerous cargo being carried. As follows.

a). Gunpowder, etc. : Vessels of 300 G/T or more carrying explosives of 80 t or more.

b). High-pressure, flammable gas loaded in bulk. : Vessels of 1,000 G/T or more carrying flammable compressed gas.

c). Flammable liquids, etc. loaded in bulk: Vessels of 1,000 G//T or more carrying flammable liquid.

d). Organic peroxides: Vessels of 300 G/T or more carrying organic peroxides of 200 t or more.

3) Special vessels carrying dangerous cargo

Vessels of 50,000 G/T or more carrying dangerous substances. (25,000 G/T or more in case of carrying the dangerous substance of liquefied gas).

4) Vessels Towing Very Long Object, etc.

Vessels navigating while pushing or towing vessels or rafts or other objects and with a distance of 200 m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects.

3. Notification concerning the navigation of huge vessels, etc. (Article 22 of Maritime Traffic Safety Law and Articles 10 to 14 of Regulations for the Enforcement of Maritime Traffic Safety Law)

The captains of the following vessels should report the following information in advance to Tokyo Wan Vessel Traffic Service Center when navigating Tokyo Wan Traffic Route.

1) Vessels

a. Huge vessels.

b. Vessels except huge vessels, and with a length of 160 m or more.

c. Vessels of 25,000 G/T or more and carrying the dangerous substance of liquefied gas.

d. Vessels navigating while pushing or towing vessels or rafts or other objects and with a distance of 200 m or more from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects.

2) Reporting items

①Name, Gross tonnage and length of the vessels.

②The sections of the traffic routes intended to be navigated, the time of entering the traffic routes and the time of leaving the traffic routes.

③Call sign or call name in the case of vessels that have a ship station.

④Methods for communicating with Japan Coast Guard in the case of vessels that do not have a ship station.

⑤Port of destination in the case of vessels having a port of destination.

⑥Draft in the case of huge vessels.

⑦The type and each amount dangerous cargo in the case of vessels carrying dangerous cargo.

⑧In the case of vessels towing objects, etc., the length from the tugboat bow to the back end of the objects or from push boat stern to the head of the objects, and general information about the objects.

4. Navigation in the sea areas off the traffic routes (Article 25 Paragraph 2 of Marine Traffic Safety Law, Notice on Designation of Tracks Pursuant to Provisions of Article 25 Paragraph 2 of the Law (Japan Coast Guard Notice No. 92, 2010))

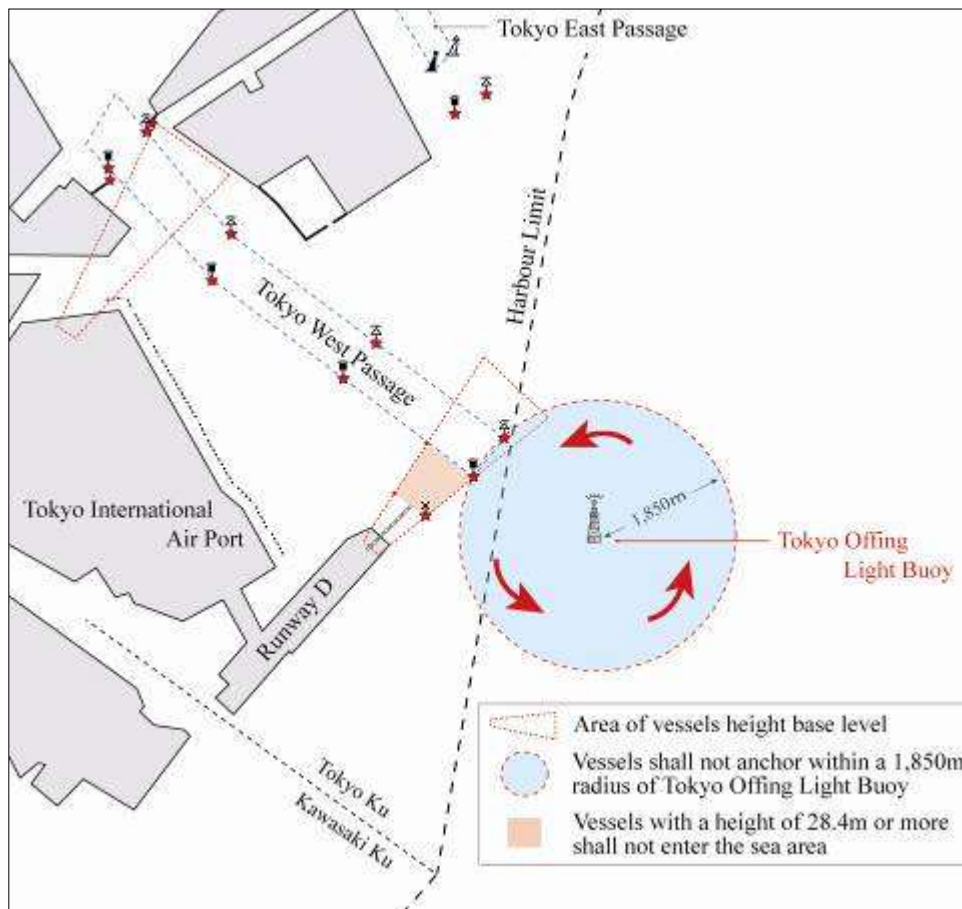
1) Tracks in the sea areas near Tokyo offing Light buoy.

Vessels navigating through the circle of sea areas with a 1,850 m radius (excluding the areas of the port designated by

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Port Regulations Law) from the point 8,210 m from Tokyo W Breakwater Light (35° 35' 10" N 139° 47' 2" E, bearing 126° 30' (hereinafter referred to as "Point X" in this Paragraph) should navigate with Point X on the port side).

(Remarks) Tokyo Offing Light Buoy is the landmark for Point X. (Fig. 2.)



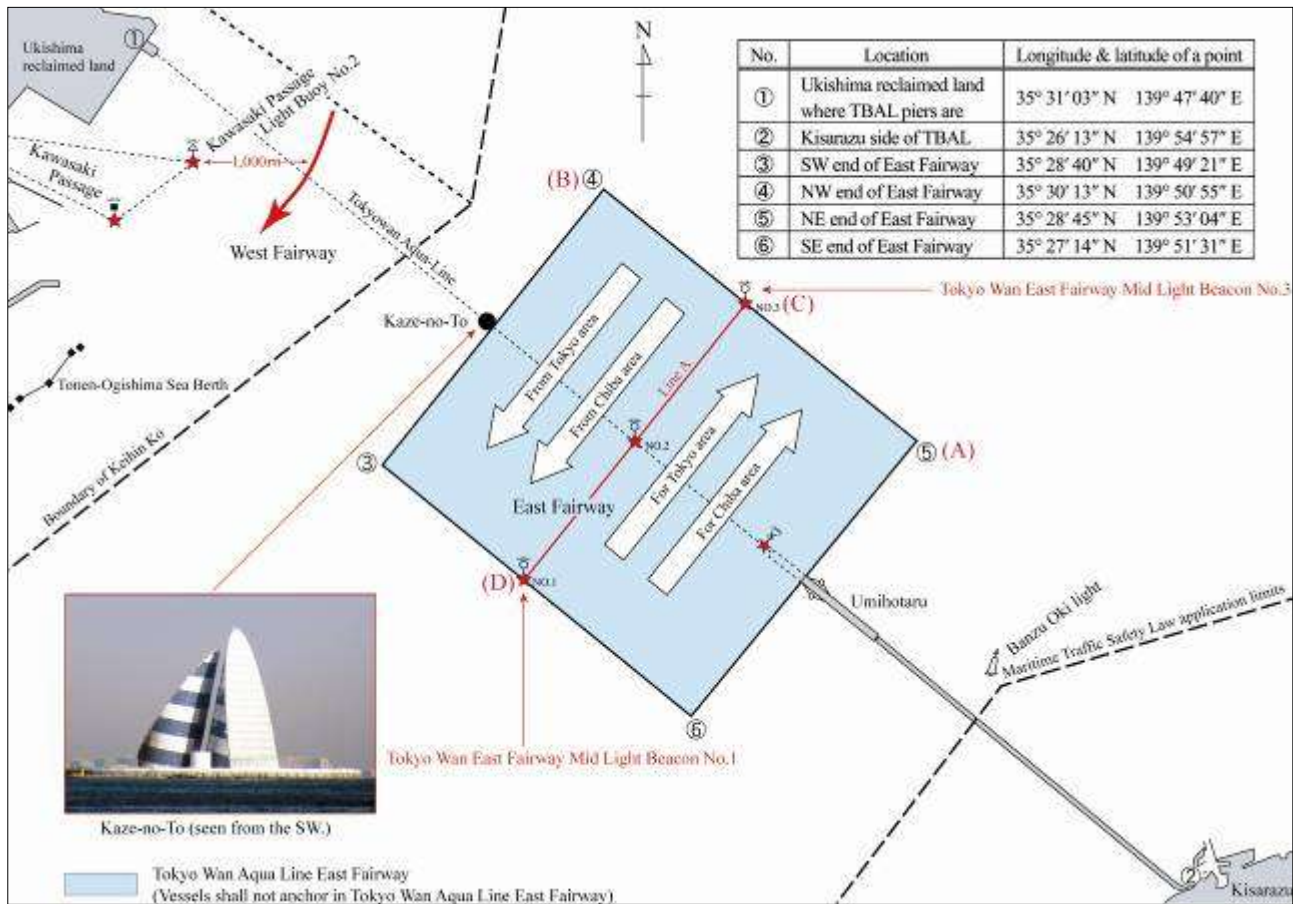
2) Tracks in the sea areas near Tokyo Wan Aqua Line East Fairway.

① Vessels navigating southbound passing the sea areas (hereinafter referred to as "Tokyo Wan Aqua Line East Fairway" in this Paragraph) surrounded by the line drawn in order from the point 9,370 m from Kawasaki Higashi Ogi Shima Breakwater E Light (35° 29' 41" N 139° 46' 59" E), bearing 100° 30' (hereinafter referred to as "Point A" in this Paragraph), a point 8,230 m from the same light, bearing 123° 30', a point 4,040 m from the same light, bearing 117° 30', and a point 6,030 m from the same light, bearing 80° 30' (hereinafter referred to as "Point B" in this Paragraph), and the line between Point A and Point B, should navigate the W side of the line (hereinafter referred to as "Line A" in this Paragraph) drawn from the point 7,410 m from the same light, bearing 92°, (hereinafter referred to as "Point C" in this Paragraph) to the point 5,910 m from the same light, bearing 121° 30' (hereinafter referred to as "Point D" in this Paragraph). On this occasion, navigate close to Line A when navigating from the direction of Chiba Ko, and navigate away from Line A when navigating from the direction of Keihin Ko Tokyo Ku.

Vessels navigating through Tokyo Wan Aqua Line East Fairway northbound, navigate the sea area on the E side of Line A. On this occasion, navigate away from Line A when navigating in the direction of Chiba Ko, and navigate close to Line A when navigating toward the direction of Keihin Ko Tokyo Ku.

(Remarks) The landmark for Point C is Tokyo Wan E Fairway Central No. 3 Light Beacon.

The landmark for Point D is Tokyo Wan E Fairway Central No. 1 Light Beacon. (Fig. 3)



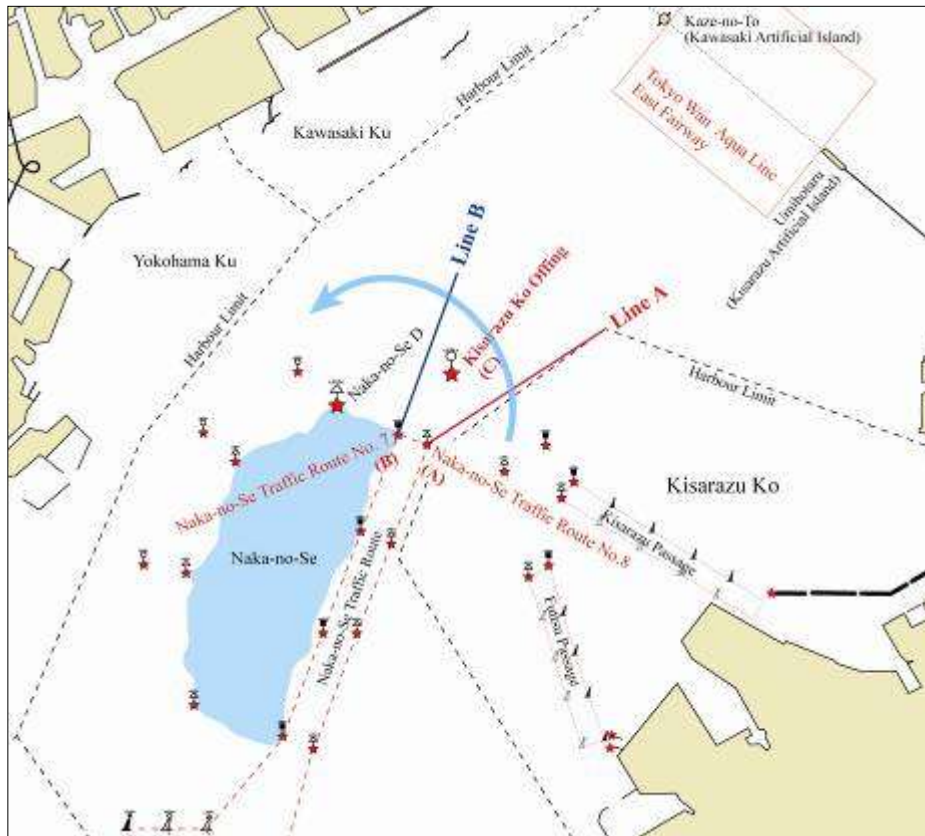
3) Tracks in the sea areas near Kisarazu Ko Offing Light Beacon.

After crossing the line between the point 3,820 m from Daini Kaiho Light (35° 18' 42" N 139° 44' 29" E), bearing 10°, and the point 7,200 m from that point, bearing 21° (hereinafter referred to as "Point A" in this Paragraph), and crossing the line between the point 4,830 m from Kisarazu Ko Breakwater W Light (35° 22' 37" N 139° 51' 40" E), bearing 49°, and the point 8,040 m from that point, bearing 290°, vessels intending to cross the line through the point 4,030 m from Daini Kaiho Light, bearing 000°, and the point 7,200 m from that point, bearing 21° (hereinafter referred to as "Point B" in this Paragraph), and the point 3,780 m from that point, bearing 21°, should navigate with the point 8,500 m from Kisarazu Ko Breakwater W Light, bearing 303° 30', (hereinafter referred to as "Point C" in this Paragraph) on the port side.

(Remarks) The landmark for Point A is Naka-no-Se Traffic Route No. 8 Light Beacon. The landmark for Point B is Nakanose Traffic Route No. 7 Light Beacon. The landmark for Point C is Kisarazu Ko Offing Light Beacon. (see Fig.4)

Fig.4 Sea areas near Kisarazu Ko Offing Light Beacon

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4) Tracks in the W sea areas of Naka-no-Se.

a Vessels navigating southbound in the sea areas (hereinafter referred to as "Naka-no-Se W Sea Area" in this Paragraph) surrounded by the line drawn in order from the point 6,810 m from Yokohama Honmoku Breakwater Light ($35^{\circ} 26' 36''$ N $139^{\circ} 41' 21''$ E), bearing 118° (hereinafter referred to as "Point A" in this Paragraph), the point 5,920 m from the same light, bearing $141^{\circ} 30'$ (hereinafter referred to as "Point B" in this Paragraph), the point 7,450 m from the same light, bearing $159^{\circ} 30'$ (hereinafter referred to as "Point C" in this Paragraph), the point 5,030 m from Daini Kaiho Light, bearing 338° , (hereinafter referred to as "Point D" in this Paragraph), the point 2,600 m from Daini Kaiho Light bearing 320° , the point 4,030 m from Daini Kaiho Light, bearing 299° , the point 6,300 m from Yokohama Honmoku Breakwater Light, bearing $173^{\circ} 30'$, the point 9,280 m from Tokyo Light Beacon ($35^{\circ} 33' 58''$ N $139^{\circ} 49' 41''$ E), bearing $25^{\circ} 30'$, the point 5,370 m from that point, bearing 199° , the point 10,610 m from that point, bearing 190° , the point 9,360 m from that point, bearing 233° , the point 6,000 m from that point bearing 219° , the point 4,040 m from the Yokohama Honmoku Breakwater Light, bearing 149° , the point 4,990 m from the same light, bearing 112° (hereinafter referred to as "Point E" in this Paragraph), and the line drawn from Point A to Point E – such vessels should navigate the sea areas on the W side of the line (hereinafter referred to as "Line A" in this Paragraph) drawn from the point 5,830 m from the same light, bearing $117^{\circ} 30'$ (hereinafter referred to as "Point F" in this Paragraph), the point 5,050 m from the same light, bearing $143^{\circ} 30'$ (hereinafter referred to as "Point G" in this Paragraph), the point 7,050 m from the same light, bearing $165^{\circ} 30'$ (hereinafter referred to as "Point H" in this Paragraph), and the point 3,210 m from Daini Kaiho Light, bearing 308° (hereinafter referred to as "Point I" in this Paragraph).

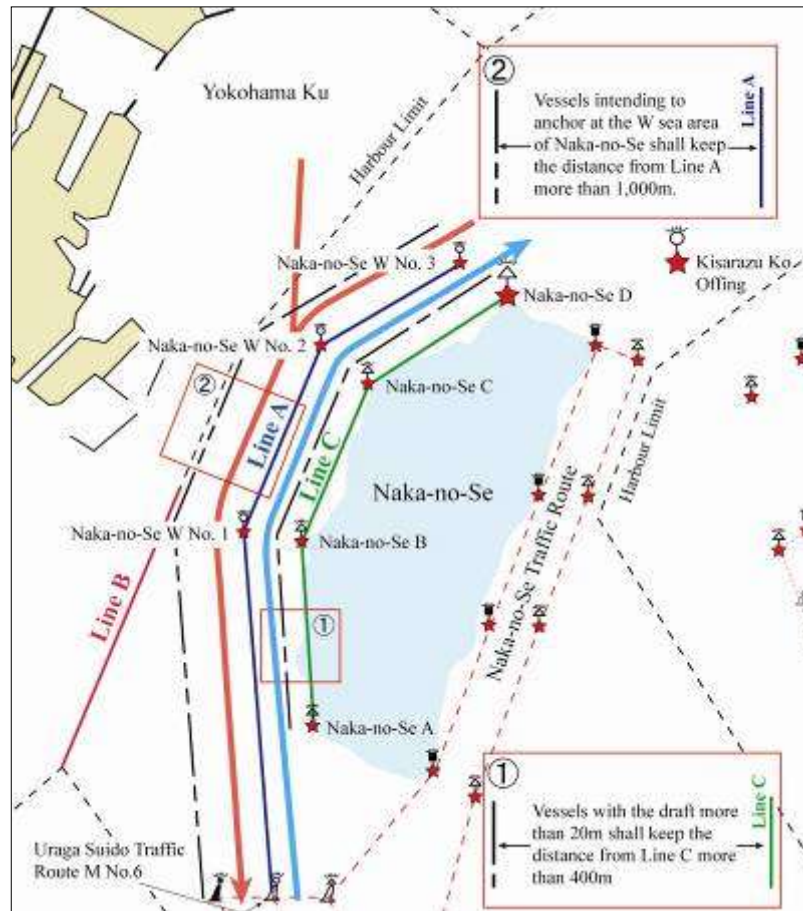
(Remarks) The landmark for Point A is Tokyo Wan Nakanose D Light Buoy, for Point B is Tokyo Wan Nakanose C Light Beacon, for Point C is Tokyo Wan Nakanose B Light Beacon, for Point D is Tokyo Wan Nakanose A Light Beacon, for Point F is Tokyo Wan Nakanose W No. 3 Light Beacon, for Point G is Tokyo Wan Nakanose W No. 2 Light Beacon, for Point H is Tokyo Wan Nakanose W No. 1 Light Beacon and for Point I is Uraga Suido Traffic Route Center No. 6 Light Buoy. (see Fig. 5)

b Vessels (excluding vessels crossing the line (referred to as "Line B" in this Paragraph), drawn from the point 6,300 m from

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Yokohama Honmoku Breakwater Light, bearing 173° 30', to the point 2,470 m from the N extremity of Natsushima Cho, Yokosuka Shi (35° 19' 49" N 139° 38' 27" E), bearing 64°, and to the point 1,450 m from that point, bearing 46° 30', and then navigating toward sea areas W of Line B) navigating the Naka-no-Se W Sea Area northbound should navigate the sea areas E of Line A till altering course toward the port area of destination. On this occasion, vessels with a draft of 20 m or more should navigate the sea areas 400 m or more away from the line drawn in order through Points A, B, C and D within Naka-no-Se W Sea Area.

Fig. 5 Nakanose W sea areas



5. Observation of information provided by Japan Coast Guard Commandant (Article 29-2, 29-3 of Maritime Traffic Safety Law, Article 23-3 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Tokyo Wan Vessel Traffic Service Center provides the following information by the VHF radiotelephone system to specified vessels (Vessels navigating the sea areas shown in Fig. 6 with a length of 50 m or more). Specified vessels should listen to the information provided by Tokyo Wan Vessel Traffic Service Center while navigating sea areas shown in Fig.D.

- 1) Information concerning to traffic rules when there is a possibility of specified vessels navigating traffic routes and the sea areas surrounding the traffic routes (see Fig. 6) against the traffic rules applying to the areas.
- 2) Information pertaining to occurrence of sinking vessels, failure of aids to navigation and problems of other vessel traffic that are likely to hinder considerably the safety of the navigation of the specified vessels.
- 3) Information pertaining to the sea areas under construction and other work, sea areas which are extremely shallow and other sea areas difficult to navigate safely for the specified vessels when the specified vessels are found to be at risk from approaching too close to these sea areas.
- 4) Information pertaining to vessels, which are not able to avoid the course of other vessels easily, and whose navigation is likely to hinder considerably the safety of the navigation of the specified vessels.

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5) Information pertaining to other specified vessels when the specified vessels are found to be approaching too close to the other specified vessels.

6) Information considered necessary to be observed by the specified vessels besides from (1) to (5) above.

6. Observance of Navigation and Hazard Prevention Recommendations (Article 29-3 of Maritime Traffic Safety Law, Article 23-4 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Tokyo Wan Vessel Traffic Service Center may issue recommendations for changing course or taking other necessary measures to specified vessels by the VHF radiotelephone system or other appropriate methods when it is found necessary to comply with navigation or to prevent danger.

7. Providing information by Tokyo Wan Vessel Traffic Service Center, etc.

Tokyo Wan Vessel Vessel Traffic Service Center provides information, etc. by VHF radiotelephone system, etc. with the following codes to start, depending on the contents. Refer to "Notice of Information Provisional Methods, etc. (provided by Kannonsaki Vessel Navigation Signal Station Operated by Tokyo Wan Vessel Traffic Service Center and by the Center)" (Japan Coast Guard Notice No. 165, 2010) for more details:

1) INFORMATION: Providing informations (providing information, etc. pursuant to Provisions of Article 29-2 of Maritime Traffic Safety Law)

2) WARNING: Warnings (providing information to make notice of any dangerous situation that may impede safe navigation of vessels): warnings

3) ADVICE: Advices (advice pursuant to the Provision of Article 29-3 of Maritime Traffic Safety Law)

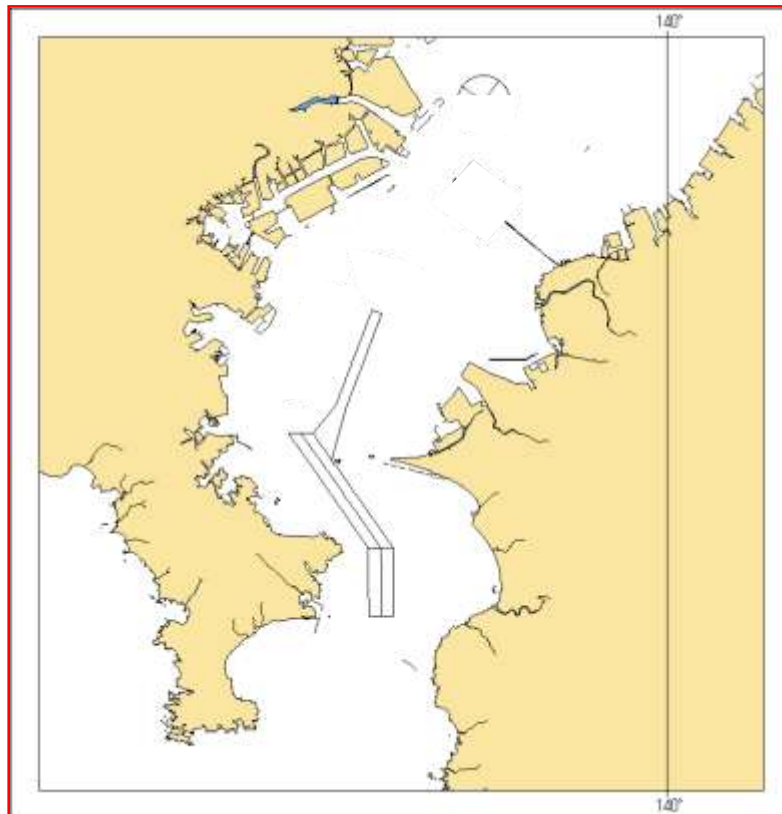
4) INSTRUCTION: Instructions (instructions under Article 10-2 and Article 23 of Maritime Traffic Safety Law)

(Note) Providing information, etc. by Tokyo Wan Vessel Traffic Service Center does not give instructions for maneuvering.

Tokyo Wan Vessel Traffic Service Center provides the "Tokyo Martis User Manual" on the internet:

URL: <http://www6.kaiho.mlit.go.jp/tokyowan/index.htm>

Fig. 6 Tokyo Wan Sea areas where the specified vessels should listen to information.

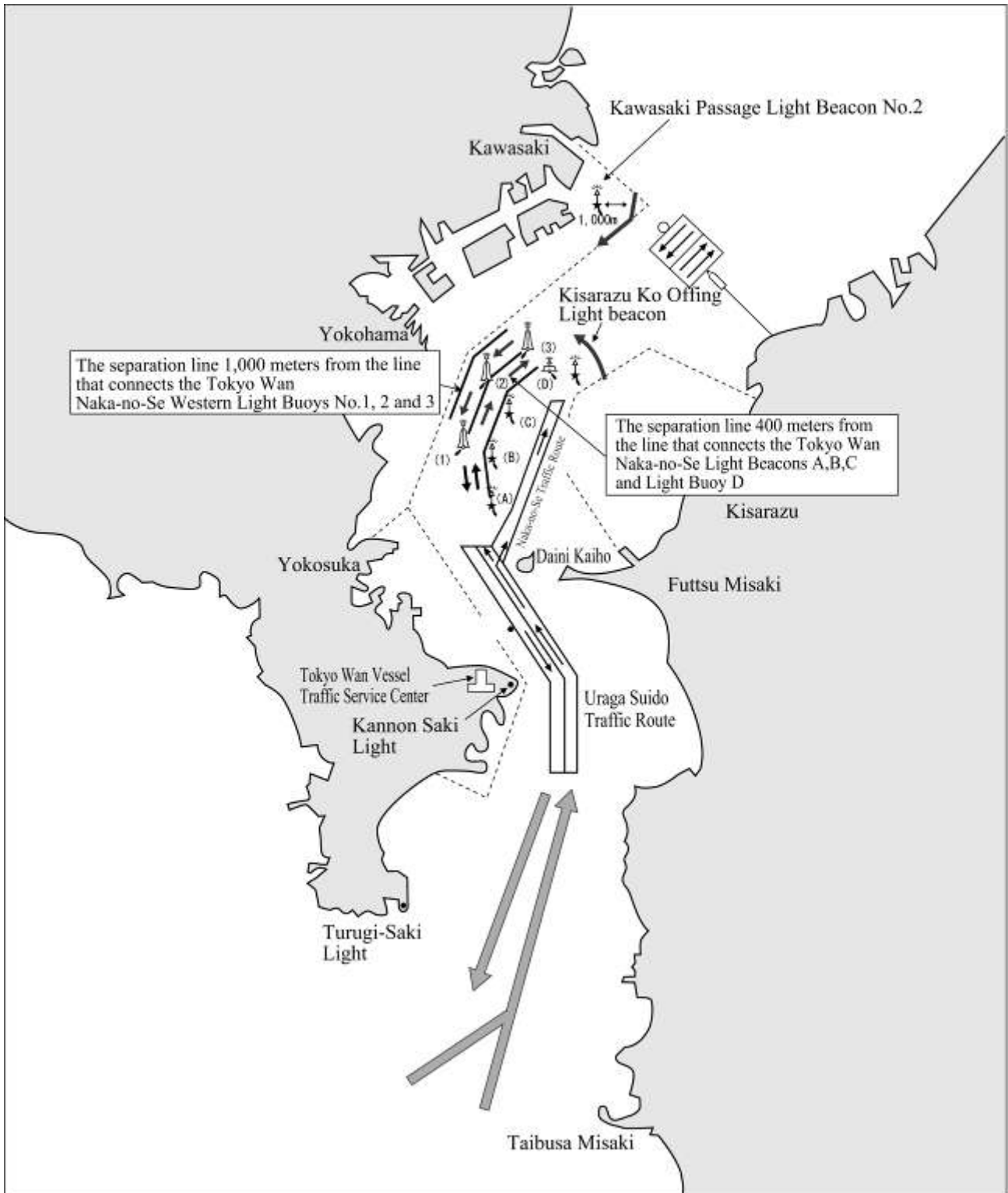


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Caution: Vessels navigating Uruga Suido Traffic Route and Naka-no-Se Traffic Route should pay strict attention to the following in addition to observing the rules applicable to the traffic routes prescribed in the Maritime Traffic Safety Law, particularly in the ways of conducting vessels in each traffic route and special rules regarding special vessels such as large vessels including ways of conducting such vessels and display of lights.

- a The traffic in the water between Kannon Saki and each Kaiho is very heavy where vessels coming from Yokohama, Tokyo and Chiba cross the track of vessels entering Yokosuka Ko.
- b Area around Daini Kaiho is mist-prone. In addition, Daini Kaiho is easily mistaken for a structural object at Futtsu Misaki or Daiichi Kaiho as they resemble each other. Also, Daiichi Kaiho and Daini Kaiho may be confused with each other on radar screens by trusting radars too much. As a result, frequent stranding accidents occur between Daiichi Kaiho and Daini Kaiho.
- c When a tidal stream flows strongly between Kannon Saki and Futtsu Misaki, vessels may be pushed towards Daini Kaiho at times.
- d In the water N of Naka-no-Se, vessels bound for Tokyo or Chiba from Naka-no-Se Traffic Route cross the track of vessels bound for W of Naka-no-Se from Kisarazu.
- e In the approaches to the S entrance of Uruga Suido Traffic Route, tracks of vessels bound N and S along the route and tracks of car ferries between Kurihama ~ Kanaya cross each other.
- f In the area on the N side of the East Fairway of Tokyo [Wan](#) Aqua-Line, vessels bound for Tokyo cross the track of the vessels bound for N entrance of the East Fairway from Chiba. In the vicinity of the S entrance of the East Fairway vessels departing from Tokyo or Chiba cross the track of vessels bound for the East Fairway from Yokohama or Kawasaki.

Fig. 7 Navigation in the Vicinity of the Traffic Route Entrances



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8 Other instruction matters.

Navigation rule on Kurushima Kaikyo Traffic Route.(Article 20 of Maritime Traffic Safety Law and Article 9 of Regulations for the Enforcement of Maritime Traffic Safety Law)

Vessels navigating Kurushima Kaikyo Traffic Route shall follow the following navigation rules:

- A To navigate Kurushima Kaikyo Naka Suido (hereinafter referred to as “Naka Suido”) with the tidal current and to navigate Kurushima Kaikyo Nishi Suido (hereinafter referred to as “Nishi Suido”) against the tidal current. Provided that, if there is a direction change of the tidal current while the vessel is navigating any of these channels, the vessel may continue to navigate the channel concerned and that a vessel navigating Nishi Suido to enter the channel between O Shima and Hashihama or a vessel intending to enter from the same channel into Kurushima Kaikyo Traffic Route and navigate Nishi Suido, may navigate Nishi Suido even when navigating with the tidal current.
- B Navigate as close as possible to O Shima and Oge Shima in case of fair tide.
- C Navigate as close as possible to the Shikoku side in case of head tide.
- D A vessel navigating Nishi Suido to enter the channel between O Shima and Hashihama or a vessel intending to enter from the same channel into Kurushima Kaikyo Traffic Route and navigate Nishi Suido, shall keep to the Shikoku side of other vessel regardless of (B) and (C).
- E Vessels navigating through the Kurushima Kaikyo Traffic Route against the tidal current must maintain a speed over the ground more than 4 kn.

B Control signals.

In order to prevent the constant number of vessels navigating the Tokyo E Passage from coming upon each other, Tokyo E Passage signal control is being performed at 15 Go Chi N, 15 Go Chi S, Central Breakwater, and 10 Go Chi signal stations, so navigation must be performed in accordance with the signals given at each Signal Station as described in the following chart.

Passage	Tokyo E Passage	Meanings of signals
Signal Station Designation	Point No.15 N Point No.15 S Central Breakwater, Point No. 10	
Entering signal	Flashing letter “I”	Inward-bound vessels can enter the passage. Outward-bound vessels with a length of 50 m or more (excluding vessels less than 500 t) should stop navigating and stand by. Outward-bound vessels with a length of less than 50 m or less than 500 t can leave the port.
Leaving signal	Flashing letter “O”	Outward-bound vessels can leave the passage. Inward-bound vessels with a length of 50 m or more (excluding vessels less than 500 t) should stand by off passage, avoiding the course of other outward-bound vessels. Inward-bound vessels with a length of less than 50 m or less than 500 t can enter the port.

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Free signal	Flashing letter “F”	Inward-bound vessels with a length of 150 m or more (excluding tanker 1,000 t or more) should stand by off passage, avoiding the course of other outward-bound vessels. Outward-bound vessels with a length of 125 m or more (tankers of 1,000 t or more) should stop navigating and stand by. Inward (Outward)-bound vessels with a length of less than 150 m (tankers less than 1,000 t) can proceed and leave the port.
Warning signal	Alternating flashing of Letters “X” and “I” (or “O” and “F”)	Vessels navigating in the passage can enter and leave. Inward (Outward)-bound vessels off the passage with a length of 50 m or more (excluding vessels less than 500 t should stand by off the passage, avoiding the course of other inward (outward)-bound vessels on the passage. Vessels off the passage with a length of less than 50 m or less than 500 t can enter and leave. The signal will change to flashing “I” (or “O” or “F”) soon.
	Flashing letter “X”	Vessels navigating in the passage can enter and leave. Inward (Outward)-bound vessels off the passage should stand by off the passage, avoiding the course of other inward (outward)-bound vessels on the passage. The signal will change to lighting “X” soon.
Prohibition signal	Lighting letter “X”	All traffic prohibited except the vessels instructed by the Captain of the Port.
Navigational signal	Lighting letter “E”	Eastbound vessels can navigate.
	Lighting letter “W”	Westbound vessels can navigate.
	Lighting letter “N”	Northbound vessels can navigate.
	Lighting letter “S”	Southbound vessels can navigate.

C Restrictions apply

1 Anchoring prohibited.

An area prohibited from laying at anchor is designated from the S entrance of Tsurumi Passage to about 0.6 M southeastward.

2 Area prohibited from laying at Anchor

Vessel should not drop anchor in areas from the E entrance of Yokohama Passage to about 1 M southeastward.

3 Entry restricted.

Cargo vessels are prohibited to navigate and anchor within the area 30 m from a vessel loading or discharging liquefied gas such as liquefied petroleum gas, liquefied ammonia gas or propylene at a dedicated dangerous cargo berth. Vessels without frame arrester, using naked heating source or found their fire control measures are insufficient should not navigate, anchor or work in the area within 30 m from facilities handling petroleum products such as oil refineries and oil storages and vessels transferring such cargoes at berths of such facilities.

4 Traffic restricted.

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- 1) In the offshore area around Yokohama Ku Section 5 Kanazawa Area, general ships are not allowed to pass through while American ships are stopping or berthing cargo. General ships are not allowed to pass through while American ships are stopping or berthing cargo within a 365.5m radius surrounding the following points of 35° 21'37.4"N 139° 39'32.6"E.
- 2) One-way traffic system is in force as to passages in Tsurumi Passage, Kawasaki Passage and Keihin Unga. Vessels of 1,000 t or more are required to enter from Tsurumi Passage and leave from Kawasaki Passage during daytime as a rule.
However, vessels of 5,000 t or more, or 1,000 t or more in case entering Keihin Unga Section 4 or entering Daishi Unga, oil tankers and vessels permitted by the Captain of the Port can enter from Kawasaki Passage where the destinations are in the controlled area E of Keihin Unga Section 3 or its branch channels. And vessels may leave from Tsurumi Passage where departing from the controlled area W of Keihin Unga Section 2 or its branch channels.
- 3) Vessels navigating some section of Kurushima Kaikyo Traffic Route along the course of such route shall not pass other vessels navigating the same sections. But following vessels are excluded. (Refer to Fig.32 on page 94.)
 - a Fishing boats in operation.
 - b Vessels which are not able to avoid the course of other approaching vessels easily due to construction operations or other works.
 - c Vessels to be engaged in emergency work under the Cabinet Order for the Enforcement of the Maritime Traffic Safety Law Article 4 are navigating the traffic route at significantly low speed due to the emergency works.
 - d Vessels navigating at less than 4 knots speed over the ground.

Mandatory Ship Reporting Systems

Emergency Refuge (for Avoiding Distress)

Emergency Refuge into a port or harbor has been accepted as an international practice as long as the conditions in the following table are satisfied. Moreover, the Jussland Coast Guard had set out the guideline in the following table. The infringement of the guideline may be subject to the punishment based on the national laws and regulations.

Any foreign ships not within the scope of the Emergency Refuge shall enter an open port by usual entry formalities. A foreign ship which had entered a port as an Emergency Refuge, shall evacuate it as soon as the following conditions have not been met, after the cause of the Emergency Refuge has been removed.

1 Necessary conditions

- 1) There is an imminent danger to your ship due to an accident, such as serious damages to the hull or the engine.
- 2) There is an imminent danger to your ship due to unusual weather or sea condition.
- 3) A person on board your ship is affected by a serious injury or disease and he/she is in need of immediate treatment by a medical specialist.
- 4) There is an imminent danger to the safety of your ship or the life of a person on board due to an unexpected shortage of fuel, fresh water or food.
- 5) There is an imminent danger to the safety of your ship or the life of a person on board for other reasons than the above.

2 Measures to be taken

- 1) You (foreign ships falling under the required conditions for the emergency entry) are to inform the nearest Coast Guard authorities concerned of items given on the annexed paper if you want to enter.
- 2) You may be punished according to Japanese laws if you do not inform us of the items immediately when you have entered Jussland ports, Bonbonkrema Wan etc.
- 3) And the ship shall enter the above area indicating her call sign and "UP" of the International Flag Signals.
- 4) When leaving such area, the ship shall contact the nearest Coast Guard Office without fail.

3 Compliance requirements, etc.

- 1) You are to observe the following points during your entry. Otherwise, you may be punished according to Japanese laws.
 - a. Not to go ashore.
 - b. Not to come closer to the shore more than necessity.
 - c. Not to be at anchor on the bay head.
 - d. Not to cause damages to fishing gears or structures, such as breakwater or lighthouse.
 - e. Not to discharge waste material or make bad smell or noise.
 - f. Not to affect the daily life activities along the shore, such as blocking the sea route.
 - g. Not to catch or collect marine animals and plants or transship the fish caught by fishing boats.
 - h. Comply with the instruction issued by authorities including the Jussland Coast Guard.
- 2) Pay attention to the following points to prevent doing damages to fishing gears.
 - a. Keep clear of fishing gears installed along the shore, fishing boats in operation and their fishing gears.
 - b. Keep watch and lookout with machinery ready for use.
 - c. No hindrance to fishing operations.
 - d. Not to disturb Japanese fishing boats with your lights when they are in operation using lights to gather fish.
- 3) You are to build up the connection with the nearest Coast Guard authorities and always stand by for contact during your entry.

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4 Items to be reported when making an Emergency Refuge

1) Items common to all foreign ships

- a. Ship's flag.
- b. Ship's type.
- c. Ship's name.
- d. Call sign.
- e. Gross tonnage and length overall.
- f. The number of crew.
- g Name of master
- h. The name or appellation and the address of the owner and the agent.
- i Ship's operator name and address.
- j. The reason for the emergency entry.
- k. Details leading to the entry.
- l. The present position, the place you hope to enter, and the estimate time of arrival.
- m. The method of communication and contact.
- n Details concerning the assistance you need in medical treatment, repair and supply.
- o. Departure port and a port of call
- p. Type of cargo and quantity

2) In case of entry into Japanese ports or the specified sea areas (Bonbonkrema Wan, etc.)

You are to report the following items in addition to the above common to all ships. Cargo ships, fishing boats and others of less than 500 gross tons. You may omit items marked with *.

- a. IMO number (Registration Number with fishing boats).
- b. The name or appellation and the address of the ship's operator.
- c. The name of the port you are entering and the mooring facility you are taking up, and the estimated time of port entry.
- d. The position you are entering within the specified sea areas, and the estimated time of entry.
- e. The names of Japanese ports you are entering and the mooring facilities of the ports in question you are taking up after leaving a Japanese port, and the estimated time of port entry.
- f. The position you are entering within the specified sea areas after a leaving Japanese port, and the estimated time of entry.
- *g. Whether or not you have a Ship Security Alert System on board or a device equivalent to it.
- *h. A Security Level set to the ship in question engaged in international sailing or an index equivalent to it.
- *i. The Security Level implemented by the ship in question engaged in international sailing, or an index equivalent to it.
- *j. The name of the Ship Security Officer or a person equivalent to him/her and where to make contact.
- *k. The name and the official title of the Company Security Officer or a person equivalent to him/her.
- *l. Whether or not you have the records on ship security.
- *m. The number and the issuer of your International Ship Security Certificate or Interim International Ship Safety Certificate or a certificate equivalent to it.
- n. The list of Items concerning the ports on the route of the ship in question engaged in international sailing (restricted to the last 10 ports visited just prior to the emergency entry), is as follows.
 - a). The names of the countries where the ports in question are located, the names of the ports, and the date of entering and leaving them.
 - *b). The Security Level set to the ship in question engaged in international sailing or an index equivalent to it.
 - *c). The Security Level set to the ports in question or an index equivalent to it.
 - *d). The Security Level implemented at the ports in question or an index equivalent to it.
 - e). The particular measures implemented at the ports in question.
 - f). Whether or not there are any goods or passengers to be unloaded in Japan which you loaded at the ports in question.
 - g). Whether or not you have ever entered Japanese port.
 - h) Something wrong during your sailing, the matters concerning to maintain the security of the ship in question engaged in international sailing.

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