

NEW!

New Shipping Route Designation at the Tokyo Bay Entrance



To be effective on March 1, 2019 a new maritime traffic route designation will be established in accordance with the Maritime Traffic Safety Act in the vicinity of the Tokyo Bay entrance. The new rules as indicated hereunder apply to all vessels regardless of whether they are equipped with AIS or not. *** Precautions for navigation are described on the back side.**

Southbound vessels

Vessels that navigate the Uraga Suido Traffic Route and intend to cross the E-Line

▶ Sail along the **western side** of the center line

Northbound vessels

Vessels that cross the E-Line*¹ and intend to enter the Uraga Suido Traffic Route

▶ Sail along the **eastern side** of the center line*²

E Line*⁽¹⁾

The line running from the Tsurugisaki Lighthouse by 130° to the opposite land

Center line*⁽²⁾

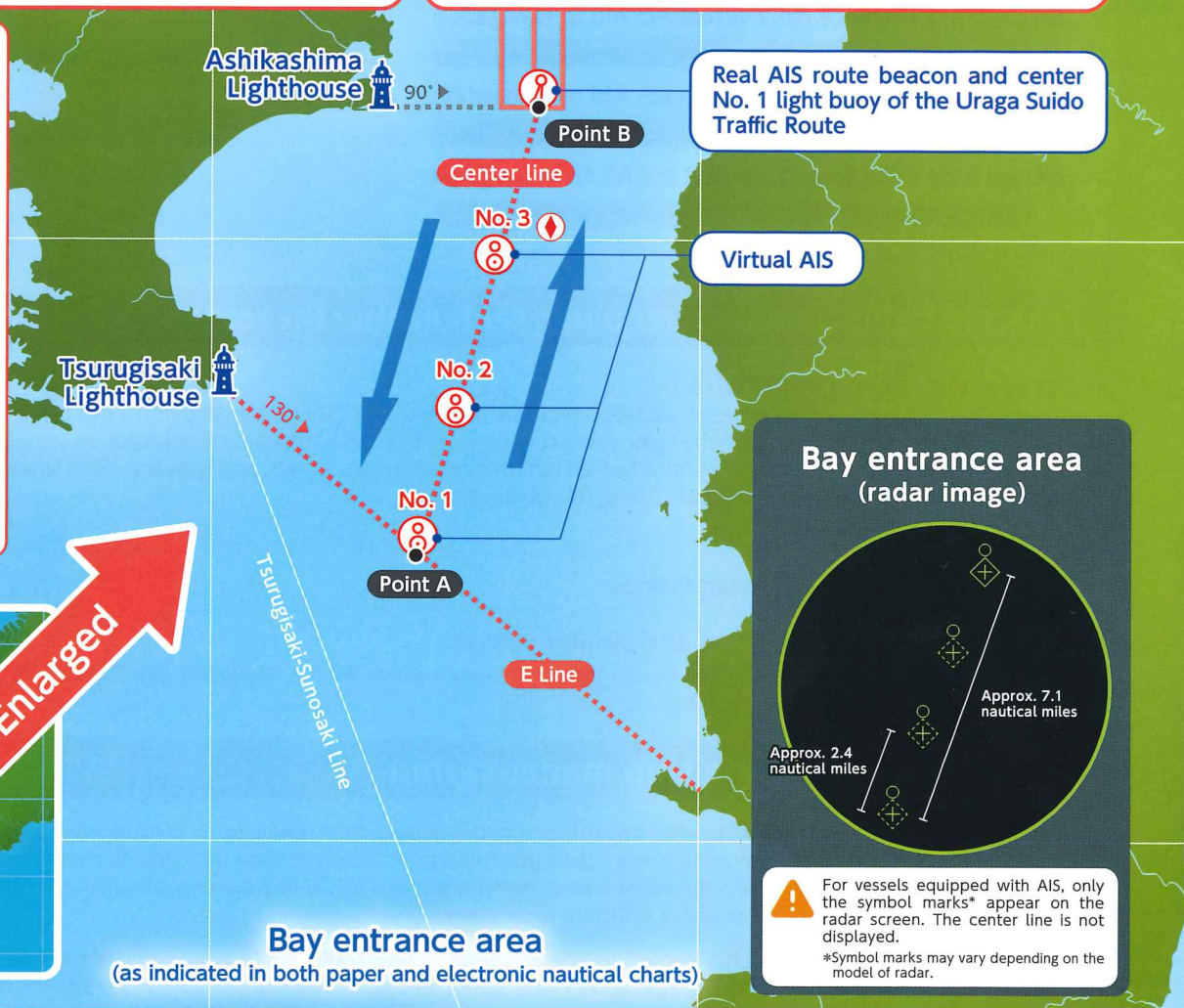
The line connecting Points A and B as shown below

Point A

Point at 7,590 meters from the Tsurugisaki Lighthouse by 130°

Point B

Point at 3,770 meters from Ashikashima Lighthouse by 90°



Due to the establishment of the new designated route, the Uraga Suido Traffic Route south entrance radar beacon located next to the Uraga Suido Traffic Route center No. 1 light buoy will be replaced by the AIS signal station to be relocated from the eastern edge of the Uraga Suido Traffic Route south entrance.

Edited Navigation Safety Division, Maritime Traffic Department, TEL 045-211-1118
the 3rd Regional Coast Guard Headquarter

Issued (Public Interest Incorporated Association) TEL 045-212-1817
Tokyo Wan Association for Marine Safety

March 2019

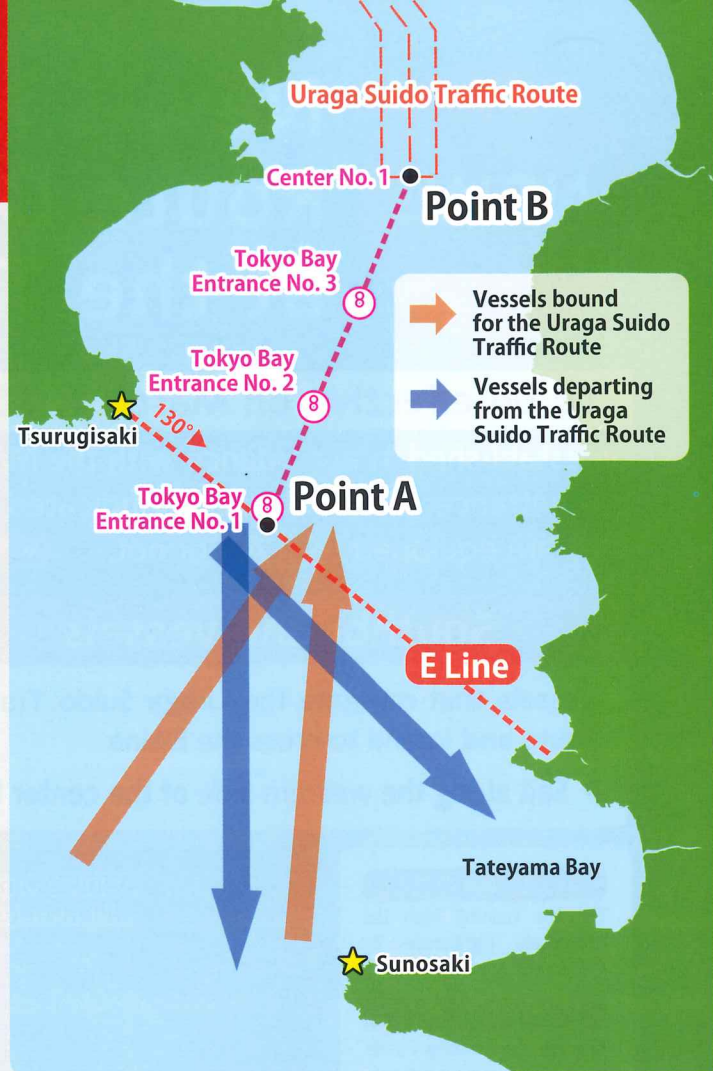
Obeying the Designated Route Navigation

As a result of the route designation, the virtual AIS Aids to Navigation* show Point A and 2 points between Point A and Point B. The real AIS Aids to Navigation show Point B. Vessels which are not equipped with AIS and are equipped with a GPS plotter that does not include nautical chart data are recommended to use nautical charts which include these Aids to Navigation, and are also recommended to enter the AIS course beacon data into the GPS plotter.

*Virtual AIS Aids to Navigation
Aids to Navigation which do not actually exist and are displayed by means of the AIS signal

The AIS Aids to Navigation data are in the followings.

- Tokyo Bay Entrance No.1 virtual AIS Aid to Navigation
North latitude 35° 05' 50" East longitude 139° 44' 27"
- Tokyo Bay Entrance No.2 virtual AIS Aid to Navigation
North latitude 35° 08' 08" East longitude 139° 45' 10"
- Tokyo Bay Entrance No.3 virtual AIS Aid to Navigation
North latitude 35° 10' 26" East longitude 139° 45' 53"
- Uraga Suido Traffic Route Center No.1 real AIS Aid to Navigation
North latitude 35° 12' 43" East longitude 139° 46' 36"



Expected traffic conditions requiring caution after the route designation Refer to the above map.

● Occurrence of crossing relations

Crossing relations will occur between vessels bound for the Sunosaki Offing after departing the Uraga Suido Traffic Route (give-way vessels) and ones travelling toward the same route coming from the Izu Oshima direction (stand-on vessels), and between vessels bound for Tateyama Bay after departing the Uraga Suido Traffic Route (give-way vessels) and ones travelling toward the same route coming from the Izu Oshima direction or the Sunosaki Offing (stand-on vessels).

● Vessel congestion

Vessel congestion is expected around Point A.

● Navigation by fishing vessels and similar vessels

Fishing vessels (including sport fishing boats) and other vessels which are not navigating the Uraga Suido Traffic Route will be operated and navigate in the same way as before.

★ Precautions for safe ship maneuvering

- Vessels bound for the Sunosaki Offing after departing from the Uraga Suido Traffic Route are supposed to endeavor to take early action in order to evade vessels that are travelling toward the same route from the Izu Oshima direction. Because there is a possibility of congestion around Point A, the give-way vessels should whenever possible travel south before turning toward the Sunosaki Offing so that it is possible for them to take evasive maneuvers with a sufficient extra margin.
- Vessels bound for Tateyama Bay after departing from the Uraga Suido Traffic Route must endeavor to take early action in order to evade vessels that are travelling toward the Uraga Suido Traffic Route. Because there is a possibility of congestion around Point A, the give-way vessels should whenever possible travel south before turning toward Tateyama Bay so that it is possible for them to take evasive maneuvers with a sufficient extra margin.
- Because there is a possibility of congestion around Point A, vessels bound for the Uraga Suido Traffic Route need to avoid large changes in heading around Point A, and should change heading in the sea area to the south of Point A where congestion does not occur and navigate in accordance with the designated route navigation.
- Vessels that intend to navigate the Uraga Suido Traffic Route must pay attention to the movement of fishing and other vessels that are not navigating the Uraga Suido Traffic Route because these vessels may behave in ways inconsistent with the designated route navigation.
- Vessels which are not navigating the Uraga Suido Traffic Route should avoid travelling in the flows of traffic resulting from the route designation of vessels preparing to navigate the Uraga Suido Traffic Route. When navigating in coastal sea areas, also pay attention to the operations of fishing boats and other potential hazards.