

# Centralizing Marine Traffic Control in Tokyo Bay

Operational from January 31, 2018



Tokyo Bay will be reborn for support of safe and efficient maritime traffic

## Integration of the traffic control offices at each port and the Tokyo Wan Vessel Traffic Service Center

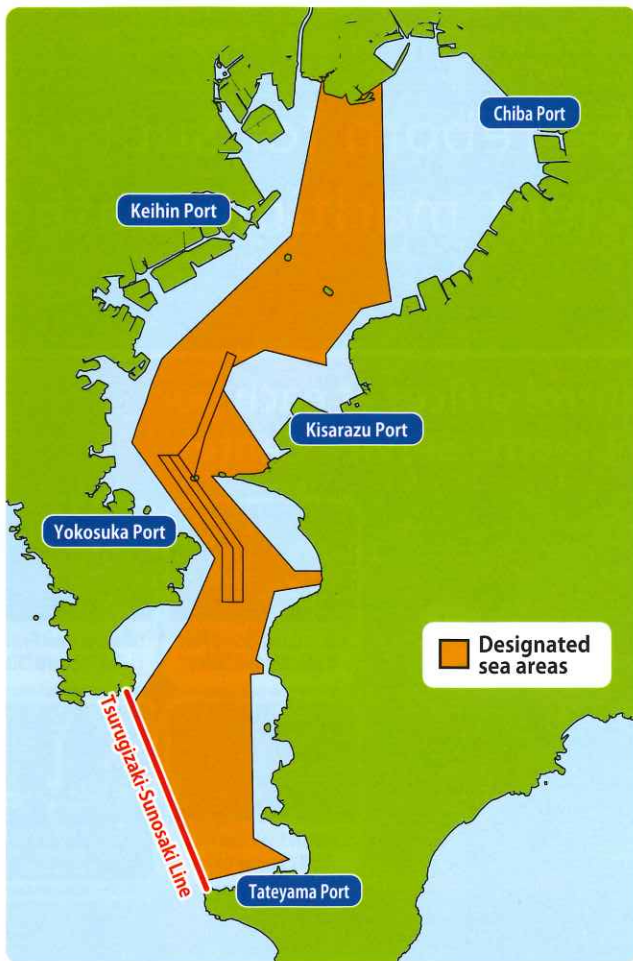


3rd Regional Coast Guard Headquarters

## Area entry notification \* Notification in Article 32 of the revised Maritime Traffic Safety Act

In order to identify vessels located in designated sea areas in the event of an emergency disaster, **subject vessels entering a designated sea area are required to notify** the Tokyo Wan Vessel Traffic Service Center of their entry by VHF radio telephone or other means.

\* The previous position notification will be abolished.



### ● Subject vessels

Vessels with length of 50 meters or more

(Excepting vessels operating an AIS\*)

\* Vessels operating a simplified AIS are subject to the notification requirement.  
\* Notification is also requested from vessels with gross tonnage of 100 tons or more and with 30 or more persons aboard.  
(Excepting vessels operating an AIS)

### ● Notification items

- 1 Name of vessel
- 2 Call sign
- 3 Position of vessel at time of notification
- 4 Destination port (quay, anchorage)  
if the destination port is decided
- 5 Length of vessel
- 6 Draft of vessel

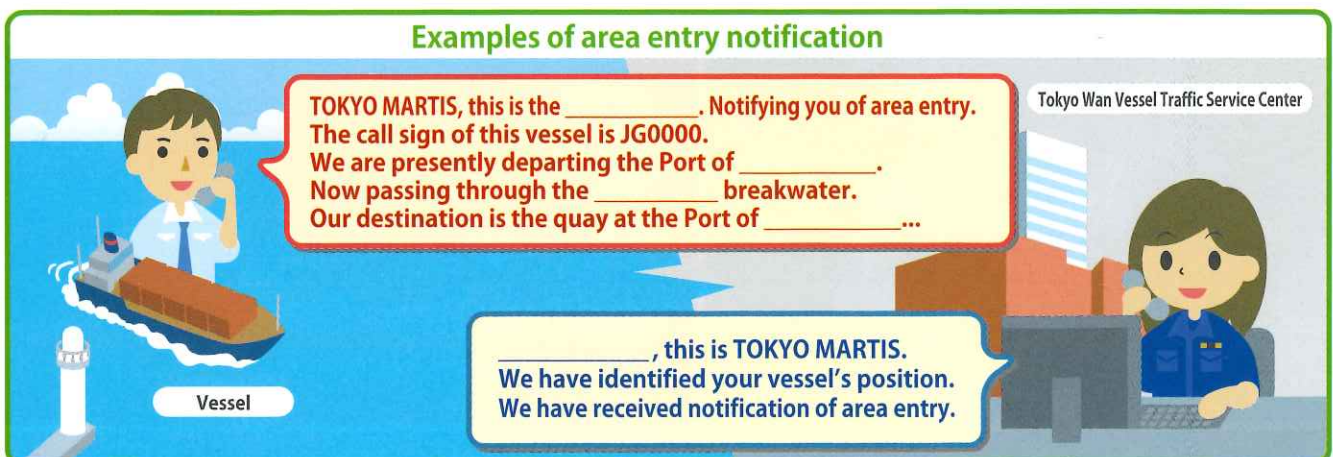
### ● Positions for notification

1. When entering the bay  
- Tsurugizaki-Sunosaki Line
2. When leaving port  
When entering a designated sea area or before entry  
- Near a recognized landmark of each port  
- Notification of north latitude and east longitude if there is no nearby recognized landmark

### Examples of positions for notification

- Now departing \_\_\_\_\_ Passage, now weighing anchor off of \_\_\_\_\_, now passing by buoy \_\_\_\_\_, now passing through the \_\_\_\_\_ breakwater
- When entering the bay,  
"now passing Tsurugizaki-Sunosaki Line".

### Examples of area entry notification

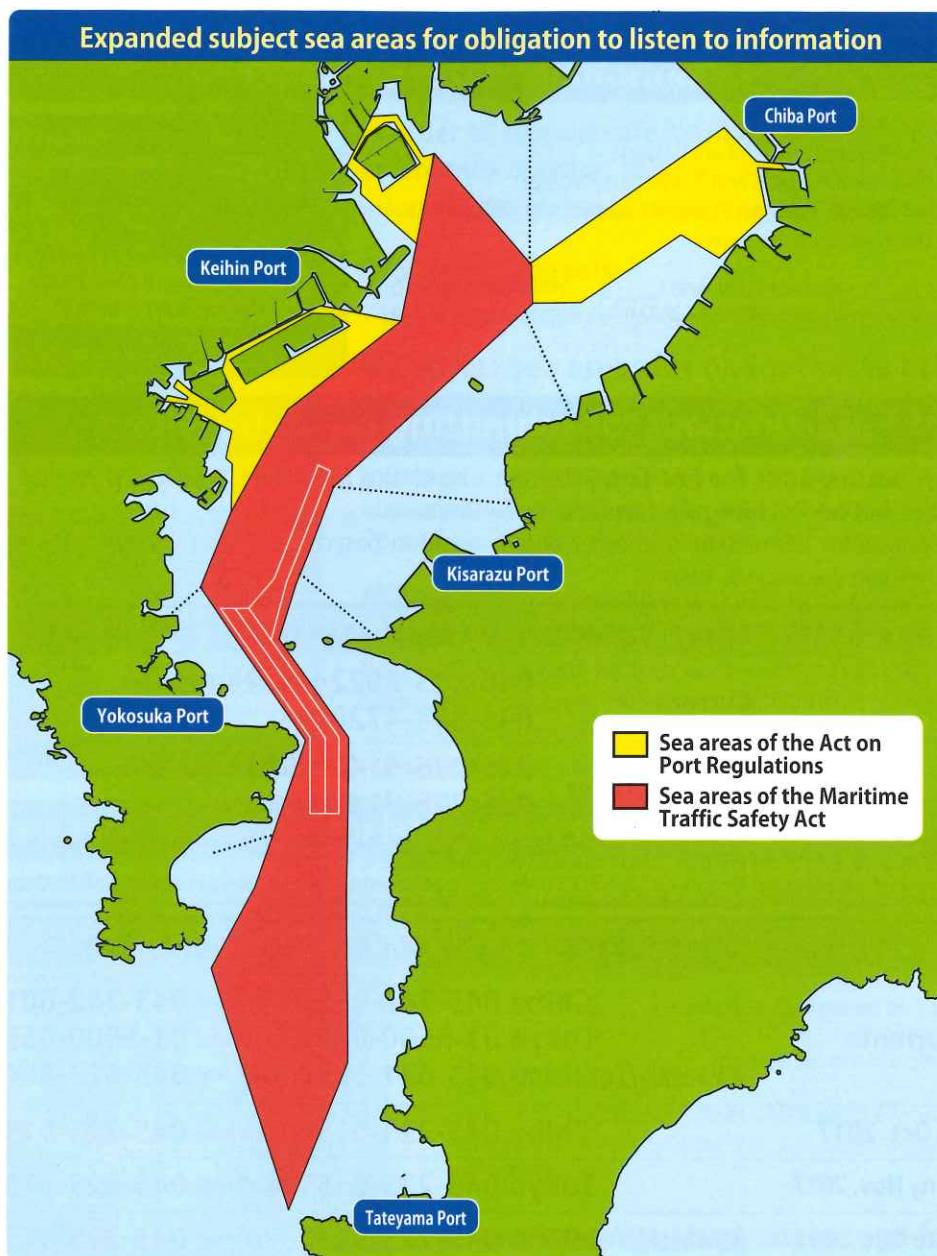


# New system

# for regular time

## Expansion of subject sea areas for obligation to listen to information

The **subject sea areas** where vessels travelling within Tokyo Bay are **obligated to listen to** information provided from the Tokyo Wan Vessel Traffic Service Center by VHF radio telephone will be expanded.



### ● Subject vessels for obligation to listen to information

- Vessels with length of 50 meters or more within sea areas where the Maritime Traffic Safety Act applies
- Vessels with gross tonnage exceeding 500 tons within sea areas where the Act on Port Regulations applies

### ● Provision of information, etc.

- In subject sea areas for the obligation to listen to information, the Tokyo Wan Vessel Traffic Service Center provides information and advice to support safe maritime traffic.

## Omission of Pre-Entry Report based on the Act on Port Regulations

The **Pre-Entry Report\*** based on the Act on Port Regulations which is performed by noon of the day prior to entry of each harbor traffic control passage can be **omitted** when certain conditions are satisfied. Pre-Entry Report based on the Maritime Traffic Safety Act **when changes occur** can also be **omitted**.

\* Notification in Article 38-2 of the revised Act on Port Regulations (Article 36-3 (2) of the pre-revision Act on Port Regulations)

### ● Conditions for omission

When the vessels listed below **have added the name of the port mooring facility and the expected time of traffic control passage entry to the Pre-Entry Report\*** (including the change notification) based on the Maritime Traffic Safety Act that is performed by noon of the day prior to entering the Uraga Suido Traffic Route, then the Pre-Entry Report based on the Act on Port Regulations can be omitted.

\* Notification in Article 22 of the Maritime Traffic Safety Act

#### When entering a port

Vessels which will travel on a traffic control passage designated in the Act on Port Regulations after transiting the Uraga Suido Traffic Route without stopping at another port or stopping at anchorage

#### When leaving a port

Vessels which will travel on the Uraga Suido Traffic Route after transiting a traffic control passage designated in the Act on Port Regulations without stopping at another port or stopping at anchorage

Notification should be done using the form shown at right. Even when the **Pre-Entry Report based on the Maritime Traffic Safety Act and the Pre-Entry Report based on the Act on Port Regulations** are sent separately, use the same form whenever possible.

### Pre-Entry Report Form

The form is titled '航行予定通報書' (Pre-Entry Report Form) and is for the '東京湾海上交通ルート（四角）' (Tokyo Bay Sea Traffic Route (Square)). It includes fields for '船名' (Vessel Name), '目的地' (Destination), '出帆時刻' (Departure Time), and '船主名' (Shipowner Name). There are also sections for '船種' (Vessel Type), '総トン数' (Gross Tonnage), and '乗組員数' (Crew Count). The form is divided into two main sections: '本港へ入港する場合' (When entering the port) and '本港を離港する場合' (When leaving the port). Each section has a table with columns for '船名' (Vessel Name), '目的地' (Destination), '出帆時刻' (Departure Time), and '船主名' (Shipowner Name). There are also fields for '連絡先' (Contact Information) and '備考' (Remarks).

\* The destination to send notification to is the same as that for Pre-Entry Report, and the contact information is listed on the reverse side.

\* Obtain the form from the link below.

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

## Navigation rules for small vessels (Chiba Port)

### Navigation rules for small vessels apply at Chiba Port in the same way as at the Keihin Port.

Because Chiba Port is designated as a Specified Port with extremely congested marine traffic as prescribed in Article 18-2 of the Act on Port Regulations, vessels with gross tonnage of 500 tons or less (small vessels) must give way to vessels with gross tonnage exceeding 500 tons. Vessels with gross tonnage exceeding 500 tons travelling within Chiba Port must hoist numeral pennant 1 of the international maritime signal flags.

### Instructions for entry time, etc.

When necessary in order to prevent danger, a vessel intending to travel on the Keihin Port and Chiba Port traffic control passages\* may be instructed to change the passage entry time, position a vessel to provide warning of the course, or take other action.

\* Yokohama Passage, Tsurumi Passage, Kawasaki Passage, Keihin Canal, Tokyo West Passage, Tokyo East Passage, Chiba Passage, Ichihara Passage

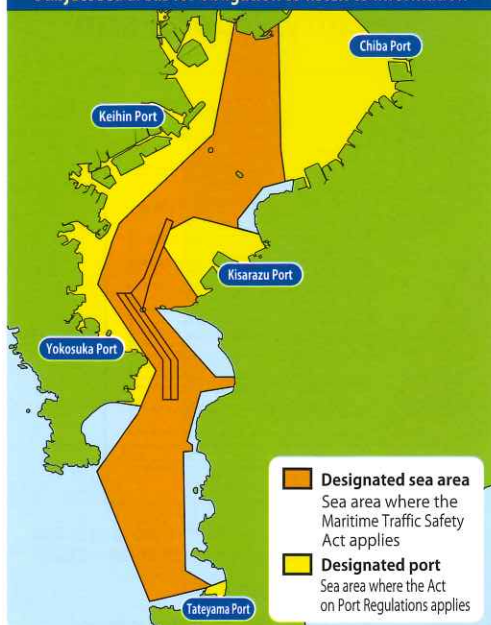
# New system in case of emergency disaster

In case of an emergency disaster\* such as the issue of a Major Tsunami Warning in Tokyo Bay when there is a risk of danger to maritime traffic within Tokyo Bay, the commandant of the Japan Coast Guard shall broadcast the fact that an emergency disaster has occurred. If **VHF radio telephone CH 16 is crowded** when calling Tokyo Wan Vessel Traffic Service Center, **call using CH 13.**

\* Examples of emergency disasters include the issue of a Major Tsunami Warning in Tokyo Bay, large scale leakage of hazardous substance or fire occurring at a large tanker, or other incidents that have a wide area of effect within Tokyo Bay.

## Obligation to listen to information

Subject sea areas for obligation to listen to information



In order to support safe maritime passage in the event of an emergency disaster, **ships are required to listen to provided information related to emergency disasters or similar matters.**

### ● Subject vessels

Vessels with length of 50 meters or more

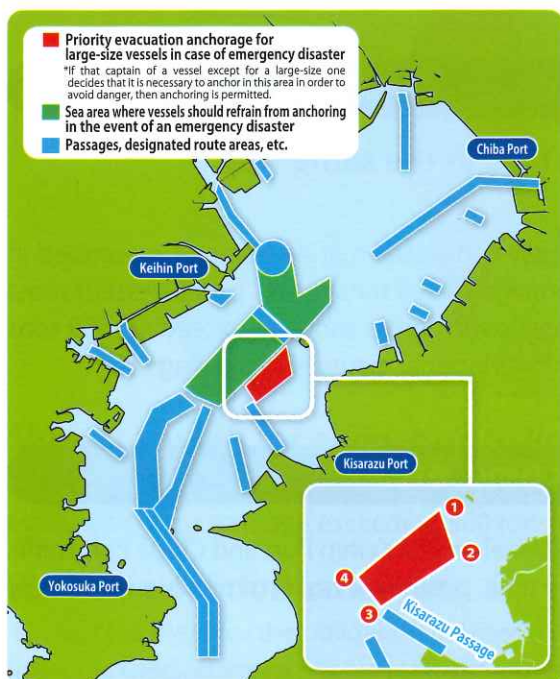
### ● Subject sea areas for obligation to listen to information in case of emergency disaster

All areas of Tokyo Bay are subject to the obligation. In addition to the areas to which the Maritime Traffic Safety Act applies, this obligation also applies to the **Keihin Port, Chiba Port, Kisarazu Port, Yokosuka Port, and Tateyama Port.**

### ● Restrictions on navigation and other restrictions in case of emergency disaster

In order to prevent danger to maritime traffic in the event of an emergency disaster, measures including **restricting entry to the Tokyo Bay, restricting passage, orders to depart, and orders to relocate** may be enacted.

## Priority evacuation anchorages for large-size vessels in case of emergency disaster



In the event of an emergency disaster, the sea off of Kisarazu shall be a **priority evacuation anchorage for large-size vessels.**

\* Because the sea off of Kisarazu is designated as a priority evacuation anchorage for large-size vessels (ships requiring tugboat assistance or on-board harbor pilot), the cooperation of other ships in avoiding this sea area is requested.

In addition, in order to ensure a traffic lane for evacuating ships, you are requested to **refrain from anchoring in nearby passages or designated route areas.**

### ● Priority evacuation anchorage for large-size vessels in case of emergency disaster

Area enclosed by the lines connecting each of the following points in sequence and the line connecting **1** and **4**

- 1** North latitude 35° 27' 25", east longitude 139° 51' 14"
- 2** North latitude 35° 25' 39", east longitude 139° 52' 00"
- 3** North latitude 35° 23' 54", east longitude 139° 48' 42"
- 4** North latitude 35° 25' 03", east longitude 139° 47' 40"

\* In the event of an emergency disaster due to Major Tsunami Warning or similar reasons, please leave the bay if it is possible for you to do so.

# Notification destination

## Call name and others for VHF radio telephones

**"TOKYO MARTIS"** will be the call name for all VHF radio telephones **used for notification** and other purposes based on the Act on Port Regulations and the Maritime Traffic Safety Act, and a VHF radio telephone **channel (CH 69) will be added.**

\* For inquiries regarding the traffic control passages and surrounding sea areas, after the call and response, add the following at the start when reporting.

"CHIBA" for the Chiba Passage and Ichihara Passage

"TOKYO" for the Tokyo West Passage and Tokyo East Passage

"KAWASAKI" for the Kawasaki Passage, Tsurumi Passage, and Keihin Canal

"YOKOHAMA" for the Yokohama Passage

\* The call names of "\_\_\_\_\_ KONAI HOAN" and "\_\_\_\_\_ HARBOR RADAR" that were previously used by the port traffic control offices will be discontinued.

VHF radio telephone CH used by the Tokyo Wan Vessel Traffic Service Center

12CH, 13CH, 14CH,  
16CH, 22CH, 69CH

### Examples of communication



## Destinations for submitting Pre-entry Report

The submission destinations for Pre-Entry Report under the Maritime Traffic Safety Act and Pre-Entry Report under the Act on Port Regulations are as follows.

(Notifications, requests for permission, and other communication based on the Act on Port Regulations other than Pre-Entry Report remain the same as before.)

### Pre-Entry Report(based on the Maritime Traffic Safety Act)

Current 046-843-8622~8624(Telephone)  
046-844-4720 (FAX)

From early December 045-225-9140~9141(Telephone)  
045-225-9142 (FAX)

\* When Pre-Entry Report under the Act on Port Regulations is omitted, add the name of the port mooring facility and the expected time of traffic control passage entry to the Pre-Entry Report based on the Maritime Traffic Safety Act.

\* In addition to the above destinations for notification, NACCS (<http://www.naccs.jp/>) can be used as usual beginning from October 2017.

### Pre-Entry Report(based on the Act on Port Regulations)

Current Chiba 043-242-0009(Telephone) 043-242-0013 (FAX)  
Tokyo 03-5500-0769(Telephone) 03-5500-0595 (FAX)  
Kawasaki/Yokohama 045-621-5957(Telephone) 045-623-5045 (FAX)

From Oct. 2017 Chiba 045-225-9150(Telephone) 045-225-9153 (FAX)

From early Nov. 2017 Tokyo 045-225-9151(Telephone) 045-225-9154 (FAX)

From late Oct. 2017 Kawasaki/Yokohama 045-225-9152(Telephone) 045-225-9155 (FAX)

\* The changes to telephone and fax numbers will be made public separately on the HP and by other means as soon as the detailed dates are decided.

\* In addition to the above destinations for notification, NACCS (<http://www.naccs.jp/>) can be used as usual beginning from October 2017.



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