

PART 2 PILOTAGE AND NAVIGATION LAW

Chapter 1 Pilotage

1. Pilotage System

Tokyo Bay, Ise Bay and Osaka Bay provide the services of a bay pilot, while the Seto Inland Sea provides an Inland Sea pilot, and other major ports provide harbor pilots. It is therefore strongly advised that masters of vessels proceeding in not only compulsory but also non-compulsory pilotage areas should take advantage of the service of a pilot to prevent casualties at sea.

2. Pilotage District

A water area where the pilot provides his service is called pilotage area, and it is set in such water areas as harbor, bay, and inland sea where many oceangoing ships enter/depart, in accordance with a government ordinance based on the Pilotage Law (Enforcement Ordinance of Pilotage Law). Presently there are 39 pilotage districts which are classified into "pilotage district set for each water area of a port such as Kushiro" and "wide pilotage district set in water areas of bay/strait/inland sea including multiple ports such as Tokyo Bay".

3. Compulsory Pilotage District

Of the pilotage districts, there are ports and water areas where there is a ship traffic congestion, topography and waterway are complicated, or weather and tide conditions are severe. In such areas, the occurrence possibility of sea disasters is high, and from the view-points of maintaining the order of sea traffic and protecting the port facilities and water-area environment, pilot boarding is mandatory for ships of a certain level or higher in accordance with the Pilotage Law instead of entrusting the captain to judge on taking on a pilot or not.

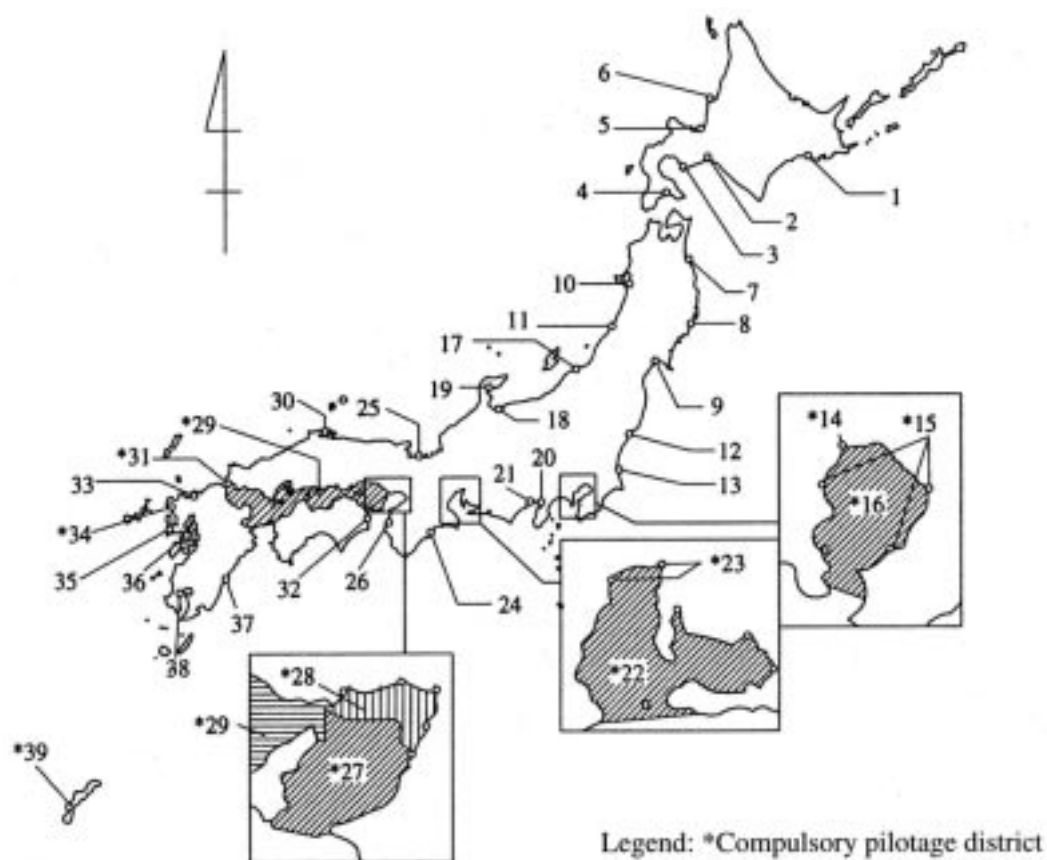
Such ports and water areas are called "compulsory pilotage districts" and such a system is called "compulsory pilotage system".

Presently 11 compulsory pilotage districts are set in port areas and water areas, and the districts and object ships are as follows.

	District	Object ship
Compulsory district set in port area	Yokosuka Sasebo Naha	Foreign ships with gross tonnage of 300t or more, Japanese ships with gross tonnage of 300t or more engaged in international voyage, Japanese ships with gross tonnage of 1000t or more not engaged in international voyage
	Yokohama-Kawasaki Kanmon	Ships with gross tonnage of 3000t or more, ships with gross tonnage of less than 3000t loaded with dangerous goods
Compulsory district set in water area	Tokyo Bay, Ise-Mikawa, Bay, Osaka, Bay Bisan-Seto (including Mizushima Port), Kurushima Strait, Kanmon Strait (passing ships)	Ships with gross tonnage of 10000t or more

For requesting the pilotage service, the procedure is taken through an agent.

Fig. 2-1 List of Pilotage Districts in Japan



- | | | |
|-----------------------|----------------------|----------------------|
| 1. Kushiro | 2. Tomakomai | 3. Muroran |
| 4. Hakodate | 5. Otaru | 6. Rumoi |
| 7. Hachinohe | 8. Kamaishi | 9. Sendai Wan |
| 10. Akita Funagawa | 11. Sakata | 12. Onahama |
| 13. Kashima | 14. Tokyo | |
| 15. Tokyo Wan | 16. Yokosuka | |
| 17. Niigata | 18. Fushiki | 19. Nanao |
| 20. Tagonoura | 21. Shimizu | 22. Irigo Mikawa Wan |
| 23. Ise Wan | 24. Owase | 25. Maizuru |
| 26. Wakayama Shimotsu | 27. Osaka wan | 28. Hanshin |
| 29. Naikai | 30. Sakai | 31. Kanmon |
| 32. Komatsushima | 33. Hakata | 34. Sasebo |
| 35. Nagasaki | 36. Shimabara kaiwan | 37. Hososhima |
| 38. Kagoshima | 39. Naha | |

Chapter 2 Navigation Law

1. Summary

Vessels navigating within Japanese territorial waters are subject to the restrictions outlined under three different laws. The objectives of each law and the relationships between them can be briefly described as follows.

- (1) The Law for Preventing Collisions at Sea is a Japanese version of the International Regulation for Preventing Collision at Sea, which is recognized as a basic common regulation of all maritime nations in the world. The Law for Preventing Collisions at Sea contains general regulations on lighting and navigation for all vessels cruising within Japanese territorial waters.
- (2) The Port Regulations Law, which can be considered a by-law of the Law for Preventing Collisions at Sea, is aimed at promoting safe navigation and at maintaining order within ports.
- (3) The Maritime Traffic Safety Law describes special traffic rules for traffic-congested areas.

In addition to obeying these three laws, masters of vessels should abide the recommendations issued by Regional Coast Guard Headquarters for proceeding through narrow channels where there is a strong possibility of casualties.

This chapter, in particular, will describe the Port Regulation Law and the Maritime Traffic Safety Law which apply to traffic-congested areas. Notifications of traffic routes, which are part of the Maritime traffic Safety Law, are also presented in this chapter and should be strictly abided by masters of foreign vessels.

2. Port Regulations Law

(1) Purpose of this Law

The purpose of this Law is to ensure the safe navigation of vessels and maintenance of good order in ports.

(2) Summary of Restriction

This Law provides extra rules of "The Law for Preventing Collision at Sea" for congested vessel traffic in ports and regulates the following:

- (i) matters concerning vessel's navigation, berthing, etc.
- (ii) Actions such as dumping waste materials, construction or work which affect safe navigation.
- (iii) lights and signals for vessels.
- (iv) smoking, using naked flames, handling dangerous goods, etc.

Furthermore, special navigation methods are established for each port.

(3) Applicable ports

There are 501 ports to which this Law applies, including 86 so-called "specified ports". This Law, besides the restrictions on applicable ports mentioned in paragraph, regulates the establishment of passages, handling of dangerous goods, and designation of anchor-ages within specified ports.

A captain of the port is appointed for each specified port from among Maritime Safety Officials by the Commandant of the Japan Coast Guard, and he is responsible for enforcing the Port Regulations Law in his appointed port.

(4) Traffic control within ports

Traffic control within ports is outlined in Table 2-1.

Table 2-1 Synopsis of Station in Ports

Port	Waterways covered		Signal stations	Method of signalling	
				By day	Bye night
Tomakomai	Designated seas		Tomakomai, Yufutsu	Electric light letter	
Hachione	Part of river sure face		Hachone	Flash, Figure, Flag	Flash
Shiogama	Port of channel		Shiogama	Flash, Figure, Flag	Flash
Kashima	Kashima Waterway		Kashima	Flash	
			Kashima chuo	Electric light letter	
Chiba	Chiba Passage		Chiba light becon	Electric light letter	
	Ichihara Passage		Shinko	Flash	
			Chiba light becon	Flash	
Keihin	Tokyo West Passage		Tokyo light becon	Flash	
			Ohi, Jusangochi, Harumi	Electric light letter	
	Tokyo East Passage		Jugochi, Jugogochi, Chuohbo	Electric light letter	
	Tusumi Passage		Turumi	Electric light letter	
	Keihin Canal	1st Quarter	Turumi, Tanabe	Electric light letter	
		2nd Quarter	Ikegami	Electric light letter	
		3rd Quarter	Shiohama, Mizue	Electric light letter	
		4th Quarter	Kawasaki, Daishi	Electric light letter	
	Kawasaki Passage		Kawasaki	Electric light letter	
	Yokohama Passage	West Waterway	Daidoku, Naiko	Electric light letter	
		East Waterway	Honmoku	Electric light letter	
Niigata	West Quarter		Niigata	Flash, Figure	Flash
Nagoya	Noth Passage		Nagoya Noth, Kinjo	Electric light letter	
	East Passage		Takashio Bouhatei West, Kinjo		
	West Passage		Takashio Bouhatei East, kinjo		
Yokkaichi	Passage 1		Yokkaichi	Flash, Figure, Flag	Flash
	Umaokoshi Passage		Yokkaichi Brekwater		
Osaka	Part of Canal		Kizugawa Cannel	Flash, Figure, Flag	Flash
	Part of river surface		Ajigawa	Electric light letter	
	Nanko Waterway		Nanko	Flash, Figure, Flag	Flash
	Sakai Minami Waterway		Sakai	Flash, Figure, Flag	Flash
	Hamadera Waterway		Hamadera	Flash, Figure, Flag	Flash
Kobe	Passage 3		Kobe	Electric light letter	
	Kobe East		Higashi Kobe	Flash	
Mizushima	Inner Harbour Passage		Mizushima	Electric light letter	
Kanmon	Tobata Passage		Tobata	Flash, Figure, Flag	Flash
	Seitetsu Tobata Berth				
	Wakamatsu Waterway		Wakamatsu Port Mouth Makiyama Nishima	Electric light letter	
	Okudokai Passage				
	Part of Wakamatsu Quarter				
Takamatsu	Takamatsu Waterway		Takamatsu	Electric light letter	
Kochi	Kochi Waterway		Katsurahama, Urado	Flash, Figure, Flag	Flash
Sasebo	Part of Channel		Kogosaki	Flash	
Naha	Naha Waterway		Naha	Flash, Figure, Flag	Flash

[Remark]

1. There are cases where light signals may be used during daytime due to weather conditions or other reasons.
2. In the column concerning "Method of signalling", "Flag" means signalling by flashing light; "Figure" means signalling by figure; "Flag" means signalling by flag; "Light" means signalling by light and "Electric light letter" means signalling by electric light dial, able 2-2

(Reference) List of Ports to Which Port Regulation Law Applies

To, Do, Fu and Prefectures	Name of Port
Hokkaido	Esashi, Oumu, Monbetsu, Abashiri, Rausu, Nemuro*, Hanasaki, Kiritappu, Akkeshi, Kushiro*, Tokachi, Erimo, Samani, Urakawa, Tomakomai*, Muroran*, Date, Mori, Usujiri, Hakodate*, Matsumae, Fukushima, Esashi, Setana, Suttu, Iwanai, Yoichi, Otaru*, Ishikariwan, Mashike, Rumoi*, Tomamae, Hahoro, Teshio, Wakkanai*, Aonae, Teuri, Yagishiri, Kutsugata, Oniwaki, Oshidomari, Kafuka, Funadomari
Aomori	Fukaura, Ajigasawa, Kodomari, Minmaya, Hiradate, Aomori*, Kominato, Noheii, Omanato, Kawauchi, Wakinosawa, Sai, Oma, Ohata, Shiriyamisaki, Mutsuogawara*, Hachinohe*
Iwate	Kuji, Yagi, Miyako, Yamada, Ozuchi, Kamaishi*, Ofunato, Hirota
Miyagi	Kesenuma, Shizukawa, Onagawa, Ayukawa, Ogihama, Watanoha, Ishinomaki*, Sendaishiogama*
Akita	Kisakata, Konoura, Hirasawa, Honsho, Akitafunakawa*, Toga, Kitaura, Noshiro
Yamagata	Sakata*, Kamo, Yura, Nezumigaseki
Fukushima	Soma, Shikura, Ena, Nakanosaku, Onahama*
Ibaraki	Hirakata, Otsu, Ose, Hitachi*, Hitachinaka, Nakaminato, Oarai, Kashima*
Ibaraki Chiba	Choshi
Chiba	Katsuura, Shirahama, Tateyama, Kisarazu*, Chiba*
Tokyo	Okada, Habu, Motomachi, Niijima, Okubo, Kamiminato, Yaene
Tokyo Kanagawa	Keihin*
Kanagawa	Yokosuka*, Misaki, Manazuru
Niigata	Nou, Naoetsu*, Kashiwazaki, Teradomari, Niigata*, Iwafune, Ryotsu*, Hamochi, Ogi
Toyama	Uozu, Fushikitoyama*, Himi
Ishikawa	Nanao*, Anamizu, Udezu, Ogi, Iida, Wajima, Fukura, Taki, Kanazawa*
Fukui	Uchiura, Wada, Obama, Tsuruga*, Fukui*
Shizuoka	Atami, Ajiro, Ito, Inatori, Shimoda, Teishi, Matsuzaki, Ukusu, Toi, Heda, Shizuura, Numazu, Tagonoura*, Shimizu*, Yaizu, Oigawa, Haibara, Sagara, Omaezaki, Hamana
Aichi	Irako, Fukue, Izumi, Mikawa*, Higashihazu, Yoshida, Ishiki, Kinuura*, Morozaki, Shinoshima, Toyohama, Uchimi, Tokoname, Nagoya*
Mie	Kuwana, Yokkaichi*, Chiyozaiki, Tsu, Matsuzaka, Ujiyamada, Toba, Namikiri, Hamajima, Gokasho, Nagashima, Hikimoto, Owase, Kinomoto
Kyoto	Kumihama, Asamogawa, Taiza, Nakahama, Honjo, Ine, Miyazu*, Maizuru*, Nohara, Tai
Osaka	Fukahi, Hannan*, Osaka*, Sensyu*
Hyogo	Amagasakinishinomiyaashiya*, Kobe*, Akashi, Higashiharima*, Yagi, Himeji*, Aioi, Ako, Tsuiyama, Shibayama, Kasumi, Hamasaka, Iwaya, Tsuna, Sumoto, Yura, Fukura, Minato, Tsushi, Gunge, Toshima
Wakayama	Shingu, Ukui, Katsuura, Urakami, Kozanishimuki, Kushimoto, Hioki, Tanabe*, Hidaka, Yura, Yuasahiro, Wakayama Shimotsu*
Tottori	Yonago, Akasaki, Tottori, Amishiro, Tago
Tottori Shomane	Sakai*
Shimane	Masuda, Misumi, Hamada*, Gotsu, Jinman, Hisate, Taisha, Keiun, Kaga, Shichirui, Mihonoseki, Matsue, Yasugi, Saigou, Urago
Okayama	Hinase, Katakami, Tsurumi, Ushimado, Saidaiji, Kogushi, Okayama, Uno*, Hibi, Kotoura, Ajino, Shimotsui, Mizushima*, Kasaoka
Hiroshima	Fukuyama*, Onomichiitosaki*, Tadaumi, Takehara, Akitsu, Kure*, Hiroshima, Otake, Tou, Shigei, Saki, Setoda, Mebaruzaki, Kinoe, Mitarai, Onishi, Kamagari, Itsukushima

To, Do, Fu and Prefectures	Name of Port
Yamaguchi	Iwakuni*, Hisaga, Agenosho, Komatsu, Yanai*, Murotsu, Kaminoseki, Hirao, Murozumi, Tokuyamakudamatsu*, Mitajirinakazeki*, Aio, Yamaguchi, Maruo, Ube*, Onoda, Asa, Kogushi, Kottoi, Sumishima, Awano, Senzaki, Hagi*, Susa, Esaki
Yamaguchi Fukuoka	Kanmon*
Tokushima	Buyo, Imakiri, Tokushima Komatsujima*, Tomioka, Tachibana, Yuki, Hiwasa, Mugi, Asakawa, Shishikui
Kagawa	Toyohama, Kanonji, Nito, Takuma, Tadotsu, Marugame, Sakaide*, Kasai, Takamatsu*, Shido, Tsuda, Sanbonmatsu, Hiketa, Sakate, Utsumi, Ikeda, Tonosho, Naoshima
Ehime	Fukaura, Uwajima, Yoshida, Mikame, Yawatahama, Kawanoishi, Misaki, Mitsukue, Nagahama, Korinaka, Matsuyama*, Hojo, Kikuma, Imabari*, Yoshiumi, Minobugawa, Saijyou, Niihama*, Samukawa, Mishimakawanoe*, Okamura, Miyaura, Hakata
Kochi	Kounoura, Murotomisaki, Murotsu, Nahari, Kochi*, Usa, Susaki, Kure, Uenokae, Saga, Kamikawaguchi, Shimoda, Shimizu, Katashima
Fukuoka	Kafuri, Hakata*, Oshima, Ashiya, Kanda, Ushima, Miike*, Omuta, Wakatsu
Saga	Yobuko, Karatsu*, Suminoe, Morodomi
Saga Nagasaki	Imari*
Nagasaki	Shimabara, Kuchinotsu, Obama, Mogi, Wakisaki, Nagasaki*, Mieshikimi, Seto, Matsushima, Omura, Sakito, Sasebo*, Aiura, Usuura, Emukae, Tabira, Matsuura, Imafuku, Fukue, Tomie, Tamanoura, Kishiku, Narushima, Narao, Arikawa, Aokata, Ojika, Hirado, Tsuyoshi, Ikitsuki, Oshima, Ashibe, Gonoura, Katsumoto, Hitakatsu, Sasuna, Izuhara*, Tsutsu
Kumamoto	Minamata, Sashiki, Yatsushiro, Misumi*, Kumamoto, Hyakkan, Nagasu, Aizu, Himedo, Hondo, Ushibuka, Tomioka, Oniike
Fukuoka Oita	Nakatsu
Oita	Nagasu, Takada, Takedatsu, Kunisaki, Morie, Beppu, Oita*, Saganoseki, Usuki, Tsukumi, Saiki, Kamae
Miyazaki	Kitaura, Nobeoka, Totoro, Hososhima*, Miyazaki, Uchinomi, Aburatsu, Sotoura, Fukushima
Kagoshima	Shibushi, Uchinoura, Odomari, Onejime, Kanoya, Tarumizu, Fukuyama, Kajiki, Kagoshima*, Kiire*, Yamagawa, Makurasaki, Nomaie, Kushikino, Kawauchi, Akune, Komenotsu, Nishinoomote, Shimama, Nakakoshiki, Teuchi, Issou, Miyanoura, Naze*, Koniya
Okinawa	Kinnakgusuku*, Naha*, Toguchi, Unten, Hira, Ishigaki

Note: Mark * indicates specified ports.

Table Related to Application of Port Regulation Law

Article	Description	Law applicable port	Specified port
§ 4	Reporting of entry into/departure from port		○
§ 5 ①	Anchoring restriction		○
②④	Anchorage specified		○ (Port specified by order)
③④	Anchorage specified (When recognized as necessary by port manager)		○ (Specified port other than the above)
⑤	Notification of permission of facilities by controller of mooring facilities		○
⑥	Restriction/prohibition of use of mooring facilities		○
⑦	Convenience offering by controller of mooring facilities and port manager		○
§ 6	Restriction of night entry into port		○ (Port specified by order)
§ 7 ①②	Restriction of movement		○
§ 8 ①	Reporting of repairing and mooring		○
②	Specifying of anchoring place related to repairing and mooring		○
③	Boarding order of necessary number of persons		○
§ 9 ①	Restriction of mooring, etc.	○	○
§ 10	Moving order	○	○
§ 11	Restriction of anchoring	○	○
§ 12	Obligation to navigate in course		○
§ 13	Prohibition of anchoring, etc. within course		○
§ 14 ①-④	Navigation in course		○
§ 15	Navigation at or near the entrance of breakwater	○	○
§ 16 ①	Speed limit	○	○
②	Navigation of sailing ship	○	○
§ 17	Navigation near the tip of a structure or anchored ship	○	○
§ 18 ①	Obligation of avoiding navigation of miscellaneous ships	○	○
②	Obligation of avoiding navigation of small ships		○ (Port specified by order)
③	Marking obligation of ships other than small ships/miscellaneous ships		○ (Port specified by order)
§ 19 ①	Special navigation rules (related to 14 (3) (4), 15 and 17)	○	○
②	Special navigation rules (related to others than 14- 1 8)	○	○
§ 20	(deleted)		
§ 21 ①	Port manager's instructions to ships loaded with dangerous goods		○
②	Order entrusting of type of dangerous goods		○
§ 22	Anchoring/mooring restrictions for ships loaded with dangerous goods		○
§ 23 ①	Permission of loading/unloading of dangerous goods		○
②③	Specifying of work place outside the port boundary		○

Article	Description	Law applicable port	Specified port
④	Permission of transporting of dangerous goods		○
§ 24 ①	Control of waste abandoning	○	○
②	Dropping prevention measures against scattered objects	○	○
③	Order to remove abandoning wastes and scattered objects		○
§ 25	Measures and reporting at occurrence of disasters at sea	○	○
§ 26	Order to remove driftage, etc.	○*	○
§ 27 ①②	Light of small ships within port	○	○
§ 28	Blowing restriction of whistle and siren	○	○
§ 29	Permission of private signals	○	○
§ 30 ①②	Fire alarm		○
§ 30 2	Indication of method of fire alarm		○
§ 31 ①	Permission of work/operation	○	○
②	Order of necessary measures	○*	○
§ 32	Permission of events		○
§ 33	Reporting of ship launching and entry into/departure from dock		○
§ 34 ①	Permission of unloading of bamboo/lumber and mooring/operation of rafts		○
②	Order of necessary measures		○
§ 35	Restriction of fishing	○	○
§ 36 ①	Restriction of use of light	○	○
②	Light dimming/covering order	○*	○
§ 36 2①②	Restriction of smoking, etc.	○*(Item 2)	○
§ 36 3①	Obligation to observe control signals	○*	○
②	Reporting of scheduled time of navigation in waterway	○	○
③	Order entrusting of position of signal box/signal contents	○*	○
§ 37 ①②③	Restriction/prohibition of ship traffic	○	○
§ 37 2	Control of nuclear-powered vessel	○	○

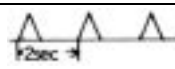
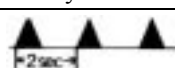
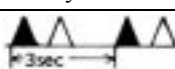


Note: Mark*: those to be applied to law applicable ports other than specified ports in accordance with 3 of Section 37 of Port Regulation Law

With regard to Tokyo (West, East) Passage, an example of control is shown in Fig. 2-2 and Table. 2-2

Fig. 2-2



Table 2-2

Designation	Signal			Meaning of signals
	Tokyo East Passage	Tokyo West Passage		
	Character System Signal (Day and Night)	Character System Signal (Day and Night)	Flashing Light Signal at Tokyo Light Beacon (Day and Night)	
Signal of entry into port	Flashing Letter "I"	Flashing Letter "I"	 2 sec A White Flashing Light every 2 seconds.	Incoming vessels may enter. Vessels of 500 GRT or over are prohibited to go out.
Signal of departure from port	Flashing Letter (O)	Flashing Letter (O)	 2 sec Light every 2 seconds.	Outgoing vessels may go out. Vessels of 500 GRT or over are prohibited to enter. A Red Flashing
Signal of free into port	Flashing Letter (F)	Flashing Letter (F)	 3 sec Alternating of a Red and White Flashing Light every 3R seconds.	Vessels of 5,000 GRT or over (or oil tankers of 1,000 GRT or over) are prohibited to enter or go out. Other vessels may enter or go out.
Prohibition signal	Flashing Letter (X)	Flashing Letter (X)	 6 sec Alternating of 3 Red and White Flashing Light every 6 seconds.	Incoming vessels may enter. Vessels other than those designated by the captain of the port are prohibited to enter or go out.
Signal of change-over notice	Alternating Lighting of Letter "X" & "I" "X" & "O" "X" & "F"	Alternating Lighting of Letter "X" & "I" "X" & "O" "X" & "F"		Vessels in the Passage may enter or go out. Vessels of 500 GRT or over Outside the Passage shall wait keeping out of the ways of vessels navigating in the Passage. The signal will change to "I", "O", or "F" soon.
Signal of Change-over notice (Cont'd)	Flashing Letter "I"	Flashing Letter "X"		Vessels in the Passage may enter or go out. Vessels outside the Passage shall wait keeping out of U. the ways of vessels navigating in the Passage. The signal will change to "X" soon.
			 3 sec 2 Red Flashing Light at every 3	Comply with signal of other signal stations.

Note: For details, refer to port Regulations Law.

As an example, the control in Nagoya passages (East, West and North) is shown in Fig. 2-3 and Tables 2-3 through 2-7.

Fig. 2-3

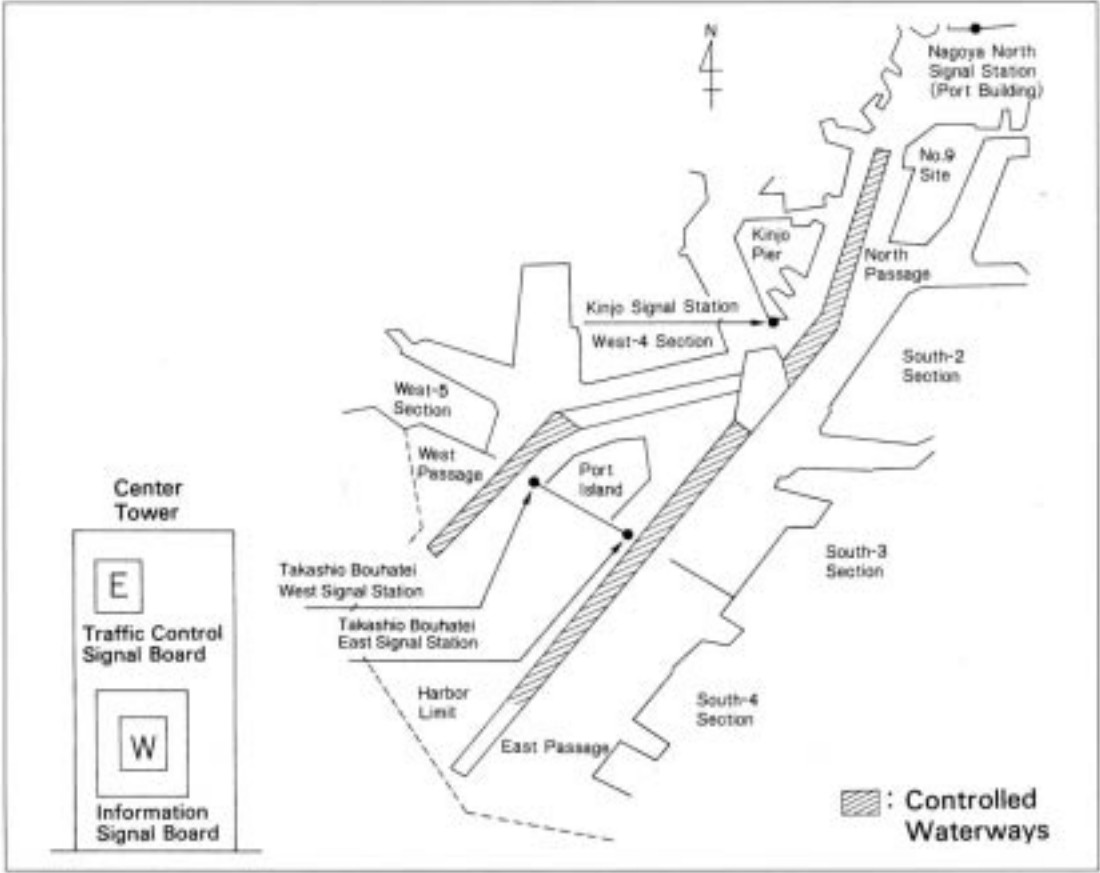


Table 2-3 Types and Meanings of Traffic Control Signals

Explanation of terms

Controlled vessels: of 20,000 GT or more (oil tankers: 5,000 GT or more)

Vessels subject to control: Vessels of 500-20,000 GT (oil tankers less than 5,000 GT)

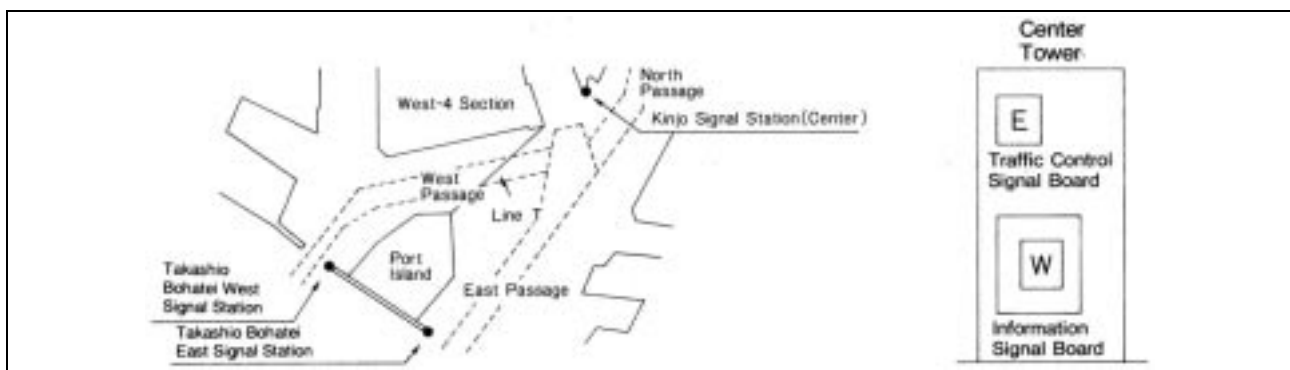
East Waterway

(Takashio Bohatei East Signal Station)

Waterway and Signal Station	Signal Type		Controlled vessels	Vessels Subject to Control	Vessels less than 500 GT	Remarks
East Waterway Takashio Bohatei East Signal Station	Entry signal	I Flashing	Entry OK Departure NG		Entry and Departure OK	
	Departure signal	O Flashing	Departure OK Entry NG			
	Free signal	F Flashing	Entry and Departure NG	Entry and Departure OK		
	Prohibition signal	X Continuously lit	Entry and Departure NG			only vessels specified by the Captain of the Port may enter and depart from the port.
	Advance notice signal	XI By-turn flashing ously lit	Entry and Departure NG However, vessels already into waterway may enter and depart from the port.		Entry and Departure OK	Signal will change into flashing "I" soon.
		XO By-turn flashing ously lit				Signal will change into flashing "O" soon.
		XF By-turn flashing ously lit				Signal will change into flashing "F" soon.
			X Flashing	Entry and Departure NG However, vessels already in waterway may enter and depart from the port.		

Table 2-4 West Waterway
(Takashio Bohatei West Signal Station)

Waterway and Signal Station	Signal Type		Controlled vessels	Vessels Subject to Control	Vessels less than 500 GT	Remarks
West Waterway Takashio Bohatei East Signal Station	Entry signal	I Flashing	Entry OK Departure NG		Entry and Departure OK	
	Departure signal	O Flashing	Departure OK Entry NG			
	Free signal	F Flashing	Entry and Departure NG	Entry and Departure OK		
	Special signal	T Flashing	Only West Entry from Line T OK Departure NG			Line T is the line extending from southeast end of West-4 Section to the northeast end of port Island. (Refer to the figure below)
	Prohibition signal	X Continuously lit	Entry and Departure NG			Only vessels specified by the Captain of the Port may enter and depart from the port.
	Advance notice signal	XI By-turn flashing ously lit	Entry and Departure NG However, vessels already into waterway may enter and depart from the port.		Entry and Departure OK	Signal will change into flashing "I" soon.
		XO By-turn flashing ously lit				Signal will change into flashing "O" soon.
		XF By-turn flashing ously lit				Signal will change into flashing "F" soon.
			X Flashing	Entry and Departure NG However, vessels already in waterway may enter and depart from the port.		



**Table 2-5 East Waterway, West Waterway
(Kinjo Signal Station (Signal Board facing the northwest))**

***For vessels to depart from the Kinjo Zone**

Waterway and Signal Station	Signal Type		Controlled vessels	Vessels Subject to Control	Vessels less than 500 GT	Remarks		
East Waterway West Waterway Kinjo Signal Station Signal Board Facing Northwest [For Kinjo Zone]	Entry signal	I Flashing	Departure NG		Departure OK			
	Departure signal	O Flashing	Departure OK					
	Free signal	F Flashing	Departure NG	Departure OK				
	Special signal	OE Flashing	East Waterway Departure OK West Waterway Departure NG			This signal indicates which waterway (East or West) vessels departing from the *Kinjo Zone may use.		
		OW Flashing	West Waterway Departure OK East Waterway Departure NG				This signal indicates which waterway (East or West) vessels subject to control departing from *Kinjo Zone may use.	
		E Flashing	Departure NG	East Waterway Departure OK West Waterway Departure NG				This signal indicates which waterway (East or West) vessels subject to control departing from *Kinjo Zone may use.
		W Flashing		West Waterway Departure OK. East Waterway Departure NG				
	Prohibition signal	X Continuously lit	Departure NG			only vessels specified by the Captain of the Port may depart from the port.		
	Advance notice signal	XI By-turn flashing ously lit	Departure NG			Departure OK	Signal will change into flashing "I" soon.	
		XO By-turn flashing ously lit					Signal will change into flashing "O", or "OE" or "OW" flashing by turn soon.	
		XF By-turn flashing ously lit					Signal will change into flashing "F" soon.	
		XE By-turn flashing ously lit					Signal will change into flashing "E" soon.	
		XW By-turn flashing ously lit					Signal will change into flashing "W" soon.	
		X Flashing	Entry and Departure NG				Signal will change into continuously lit "X" soon.	

* The Kinjo Zone is the area north of the line extending from the south end of Kinjo Pier to the southeast end of the West-4 Section.

Table 2-6 North Waterway
(Kinjo Signal Station Except Signal Board facing the northwest)

Waterway and Signal Station	Signal Type		Controlled vessels	Vessels Subject to Control	Vessels less than 500 GT	Remarks
North Waterway Kinjo Signal Station (not including Signal Board facing the Northwest)	Entry signal	I Flashing	Entry OK Departure NG		Entry and Departure OK	
	Departure signal	O Flashing	Departure OK Entry NG			
	Free signal	F Flashing	Entry and Departure NG	Entry and Departure OK		
	Special signal	E Flashing	Entry and Departure NG	North Waterway Entry and Departure OK East Waterway Departure OK West Waterway Departure NG	Entry and Departure OK	This signal indicates which waterway (Eest or West) vessels subject to control departing from the port via the North Waterway may use.
		W Flashing		North Waterway Entry and Departure OK West Waterway Departure OK East Waterway Departure NG		
	Prohibition signal	X Continuously lit	Entry and Departure NG			only vessels specified by the Captain of the Port may enter and depart from the port.
	Advance notice signal	XI By-turn flashing ously lit	Entry and Departure NG However, vessels already into waterway may enter and depart from the port.		Entry and Departure OK	Signal will change into flashing "I" soon.
		XO By-turn flashing ously lit				Signal will change into flashing "O" soon.
		XF By-turn flashing ously lit				Signal will change into flashing "F" soon.
		XE By-turn flashing ously lit				Signal will change into flashing "E" soon.
		XW By-turn flashing ously lit				Signal will change into flashing "W" soon.
			X flashing	Entry and Departure NG However, vessels already in waterways may enter and depart from the port.		

Table 2-7 North Waterway (Nagoya North Signal Station)

Waterway and Signal Station	Signal Type		Controlled vessels	Vessels Subject to Control	Vessels less than 500 GT	Remarks
North Waterway Nagoya North Signal Station	Entry signal	I Flashing	Entry OK Departure NG		Entry and Departure OK	
	Departure signal	O Flashing	Departure OK Entry NG			
	Free signal	F Flashing	Entry and Departure NG	Entry and Departure OK		
	Special signal	E Flashing	Entry and Departure NG	North Waterway Entry and Departure OK East Waterway Departure OK West Waterway Departure NG	Entry and Departure OK	This signal indicates which waterway (East or West) vessels subject to control departing from the port via the North Waterway may use.
		W Flashing		North Waterway Entry and Departure OK West Waterway Departure OK East Waterway Departure NG		
	Prohibition signal	X Continuously lit	Entry and Departure NG			Only vessels specified by the Captain of the Port may enter and depart from the port.
	Advance notice signal	XI By-turn flashing ously lit	Entry and Departure NG However, vessels already into waterway may enter and depart from the port.		Entry and Departure OK	Signal will change into flashing "I" soon.
		XO By-turn flashing ously lit				Signal will change into flashing "O" soon.
		XF By-turn flashing ously lit				Signal will change into flashing "F" soon.
		XE By-turn flashing ously lit				Signal will change into flashing "E" soon.
		XW By-turn flashing ously lit				Signal will change into flashing "W" soon.
		X Flashing	Entry and Departure NG However, vessels already in waterways may enter and depart from the port.			Signal will change into continuously lit "X" soon.

3. Maritime Traffic Safety Law

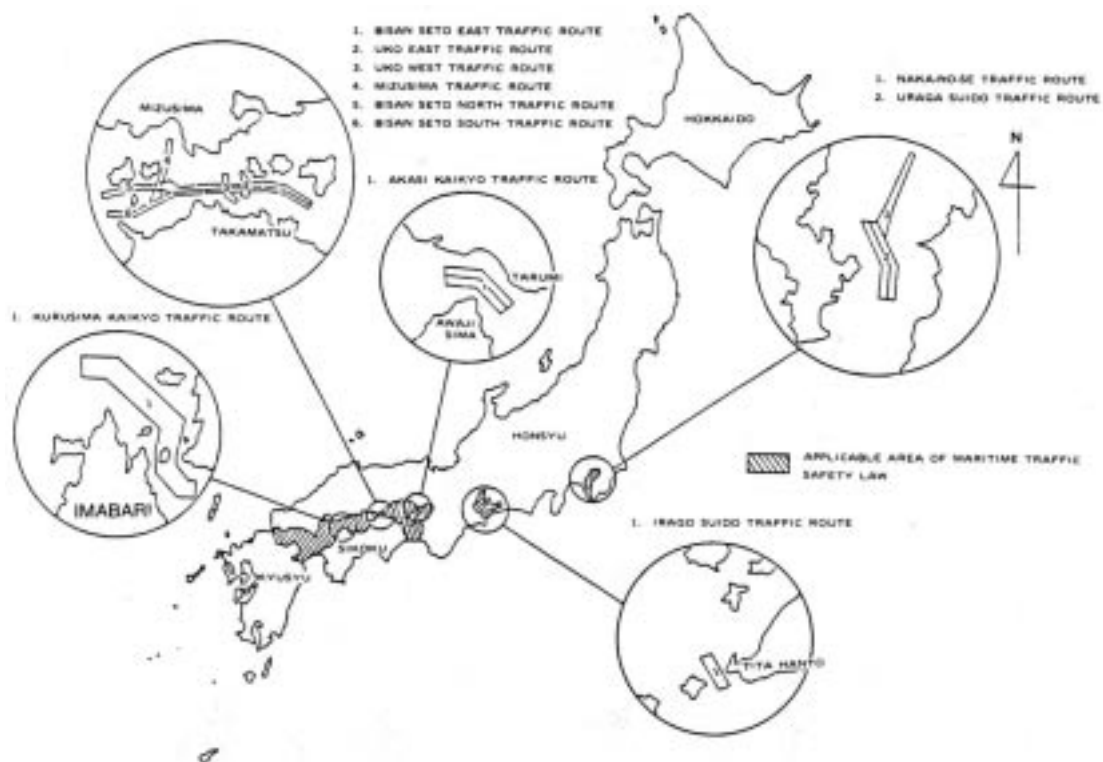
(1) Purpose of this law

The purpose of this law is to ensure the safety of ships' traffic by prescribing special modes of navigation and by effecting control for preventing danger to ships' traffic in the traffic congested areas.

(2) Sea areas where the law is applicable

The sea areas where this law is applicable are Tokyo Wan (Bay), Ise Wan and Seto Naikai (Seto Inland Sea). (See Fig. 2-4)

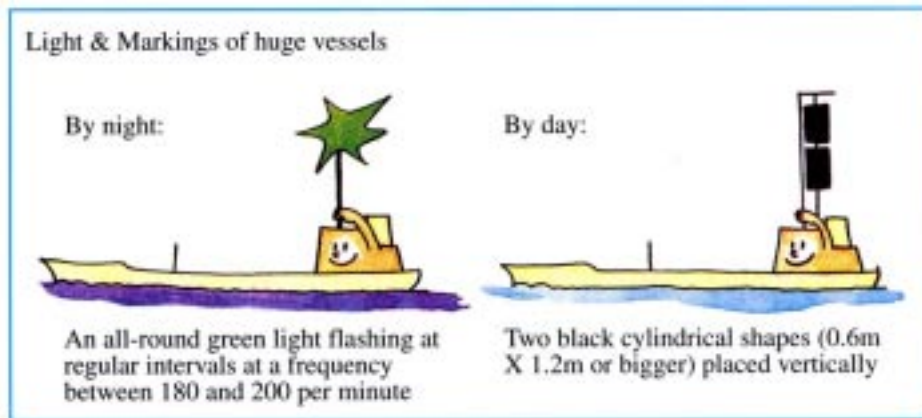
Fig. 2-4 Figure of Applicable Area and Traffic Route 4. Rules in Traffic Routes



(3) Vessels which receive special treatment in application of the Law

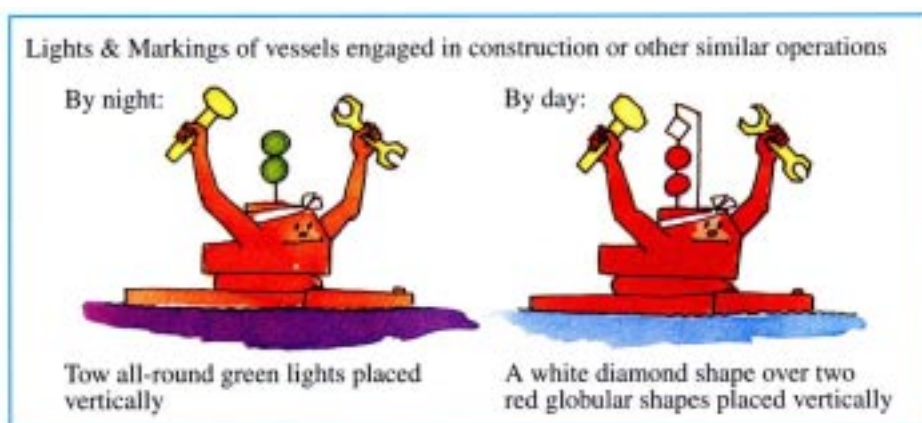
① Huge Vessels are:

Vessels whose length is 200 metres or more. In navigating traffic routes, they must give advance notification to the maritime Safety Agency and obey instruction given by the same Agency.



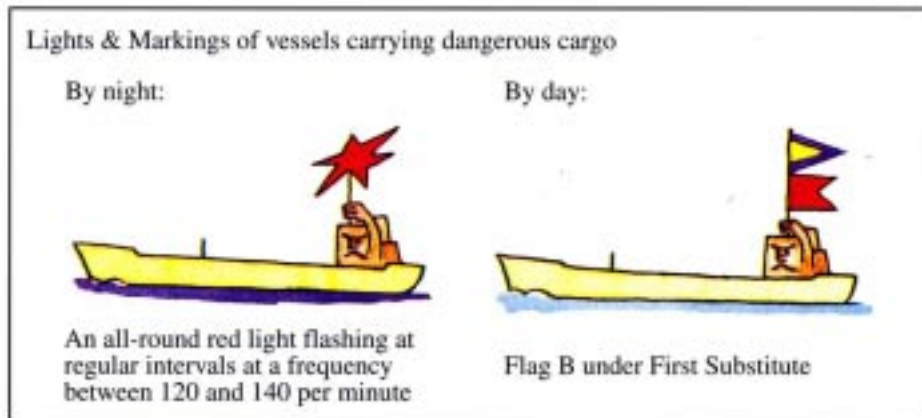
② Vessels engaged in fishing or other operations are:

- a. Vessels which are engaged in fishing with nets, lines or other fishing apparatus with restrict maneuverability and which exhibit the lights markings required by the Law for Preventing Collisions at Sea.
- b. Vessels which are engaged in construction or other similar operations with permission, which are restricted in her ability to keep out of the way of another approaching vessel from the nature of her work and which exhibit the following lights (by night) or markings (by day).



③ Vessels carrying dangerous cargo are:

- a. Vessels of 1,000 gross tons or more which are carrying inflammable liquids or liquefied gases in bulk;
- b. Vessels of 300 gross tons or more which are carrying 80 tons or more of ammunition or 200 tons or more of organic peroxides.

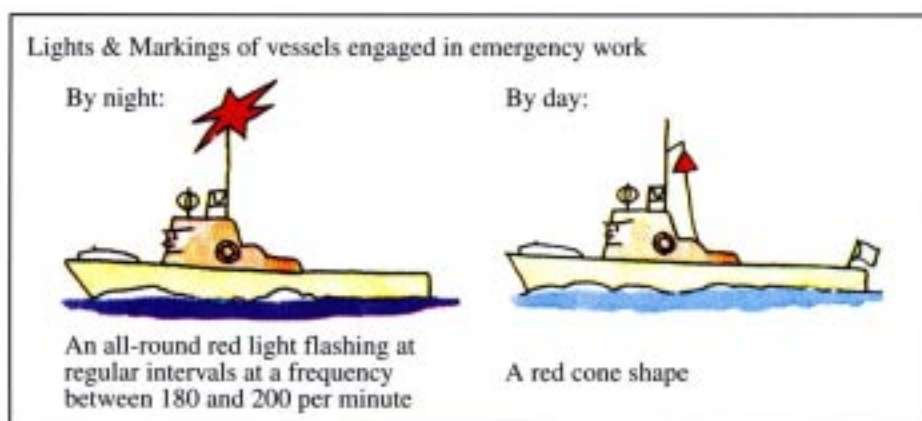


④ Vessels towing or pushing long objects are:

Vessel towing or pushing vessels, rafts or other objects, with total length (the distance between the bow of the towing vessel and the rear edge of the object towed or the distance between the stern of the pushing vessel and the fore edge of the object being pushed) being 200 meters or more.

⑤ Vessels engaged in emergency work are:

Vessels engaged in emergency work, such as fire-fighting operations, rescue of marine accidents, prevention or removal of marine pollution or controlling of crimes.



(4) Rules in Traffic Routes

① Keeping out of the way of other vessels

- (a) Any vessel other than these engaged in fishing or other operations entering, leaving or crossing a traffic route, should keep out of the way of other vessel navigating the traffic route;
- (b) Any vessel engaged in fishing or other operations entering, leaving or crossing a traffic route or vessels staying still in the traffic route should keep out of the way of a huge vessel navigating the traffic route;
- (c) At the intersection or junction of a traffic route, any vessel other than a huge vessel, so as to involve risk of collision with the huge vessel navigating the traffic route, should keep out of the way of the huge vessel.
- (d) Any vessel other than a huge vessel or a vessel engaged in fishing or other operations, which navigate in Mizushima Traffic Route should keep out of the way of a vessel navigating in Bisan Seto North Traffic Route;
- (e) Any vessel other than these mentioned in paragraph a through paragraphed above, should observe the rules stipulated in the Law for Preventing Collisions at Sea.

NOTE: Huge Vessels are: Vessels whose length is 200 metres or more.

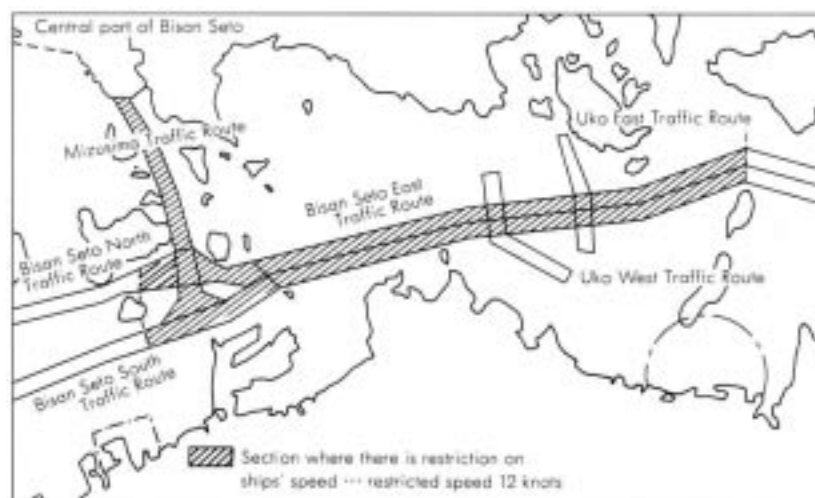
② Obligation to navigate traffic routes

Any vessel whose length is 50 metres or greater should navigate the traffic route along the course of the route in the area where there is such traffic route.

③ Restrictions on the speed of a vessel

Any vessel shall not navigate at a speed exceeding 12 knots in all areas of Uraga Suido Traffic Route, Naka-no-Se Traffic Route, Irago Suido Traffic Route and Mizushima Traffic Route, and in the sections of Bisan Seto East Traffic Route, Bisan Seto North Traffic Route and South Traffic Route, which are shown in the diagrams.

Fig. 2-5



④ Restrictions on entering or leaving or crossing the Traffic Route

No vessel is allowed to enter, go outside or cross the traffic routes in the sections of Uraga Suido Traffic Route, Bisan Seto East Traffic Route or Kurusima Kaikyo Traffic Route, which are shown in the diagrams.

Fig. 2-6 Uraga Suido Traffic Route

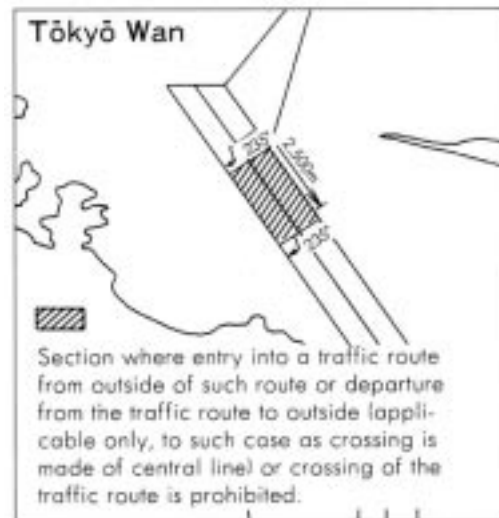


Fig. 2-7 Bisan Seto East Traffic Route

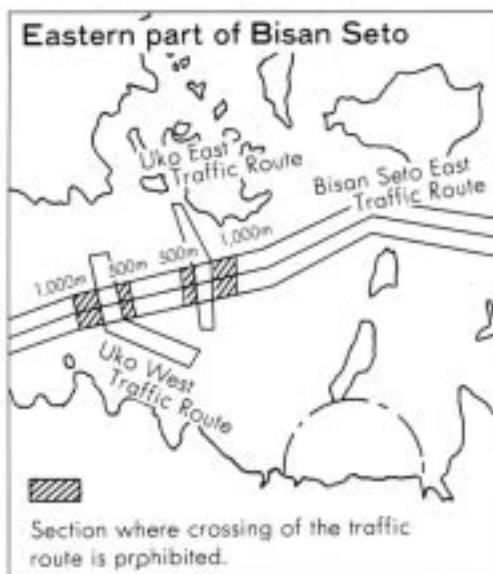
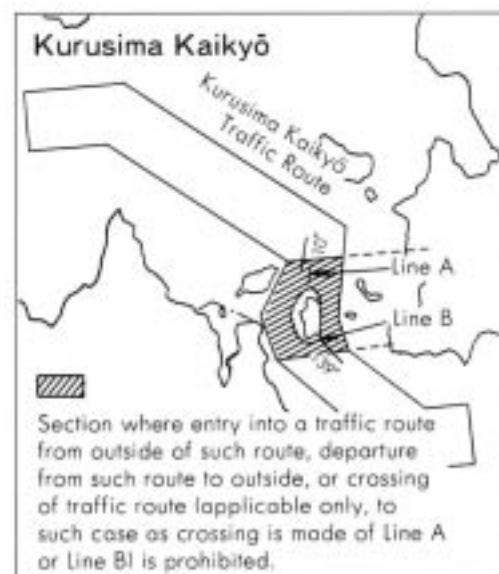


Fig. 2-8 Kurusima Kaikyo Traffic Route



⑤ Indication of destination

Where vessels of 100 gross tons or over equipped with a whistle intend to enter, leave or cross a traffic route, they should indicate their destination by giving signal shown below.
(Refer to Fig. 2-9, 2-10, 2-11, 2-12, 2-13, 2-14)

Fig. 2-9

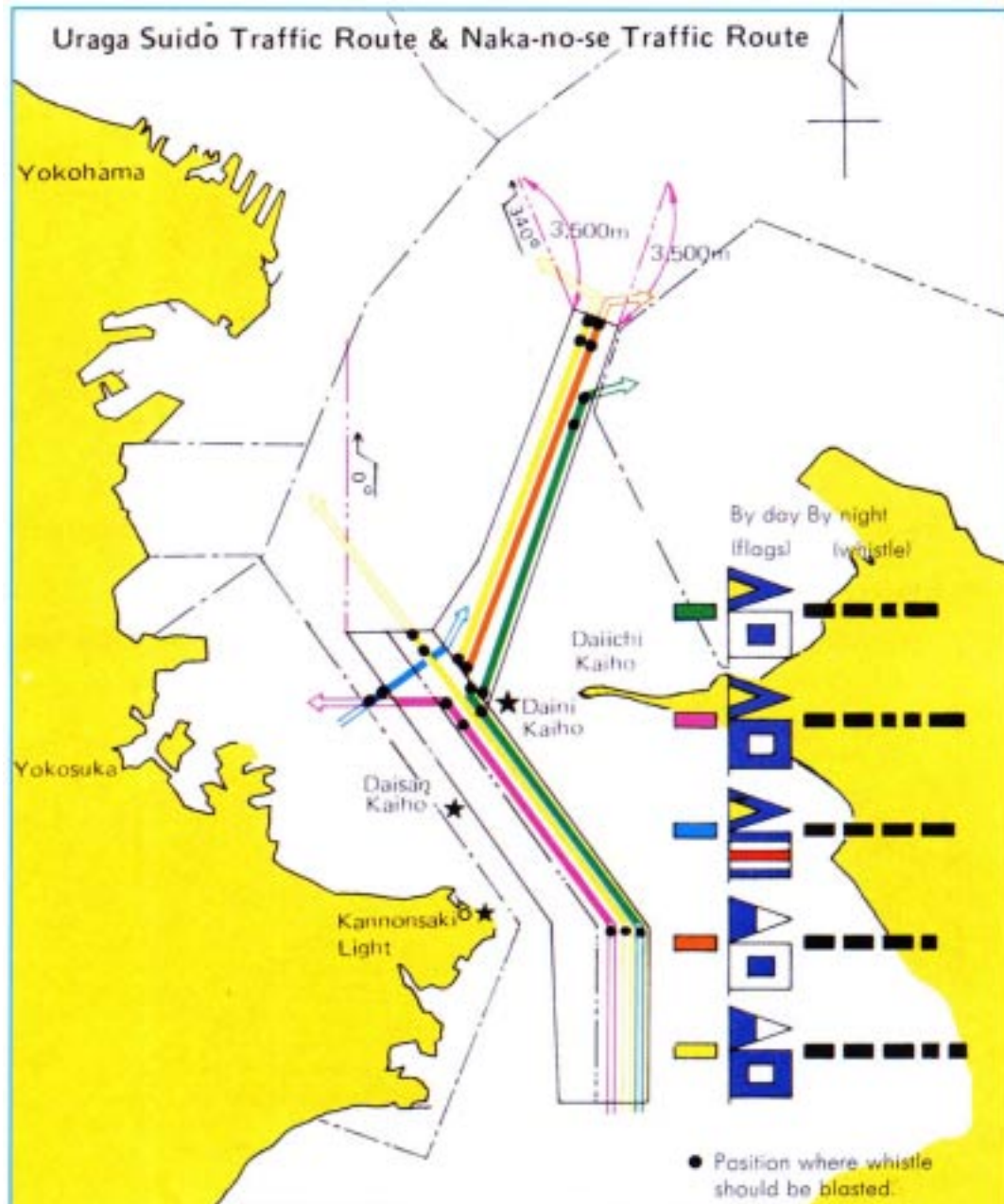


Fig. 2-10

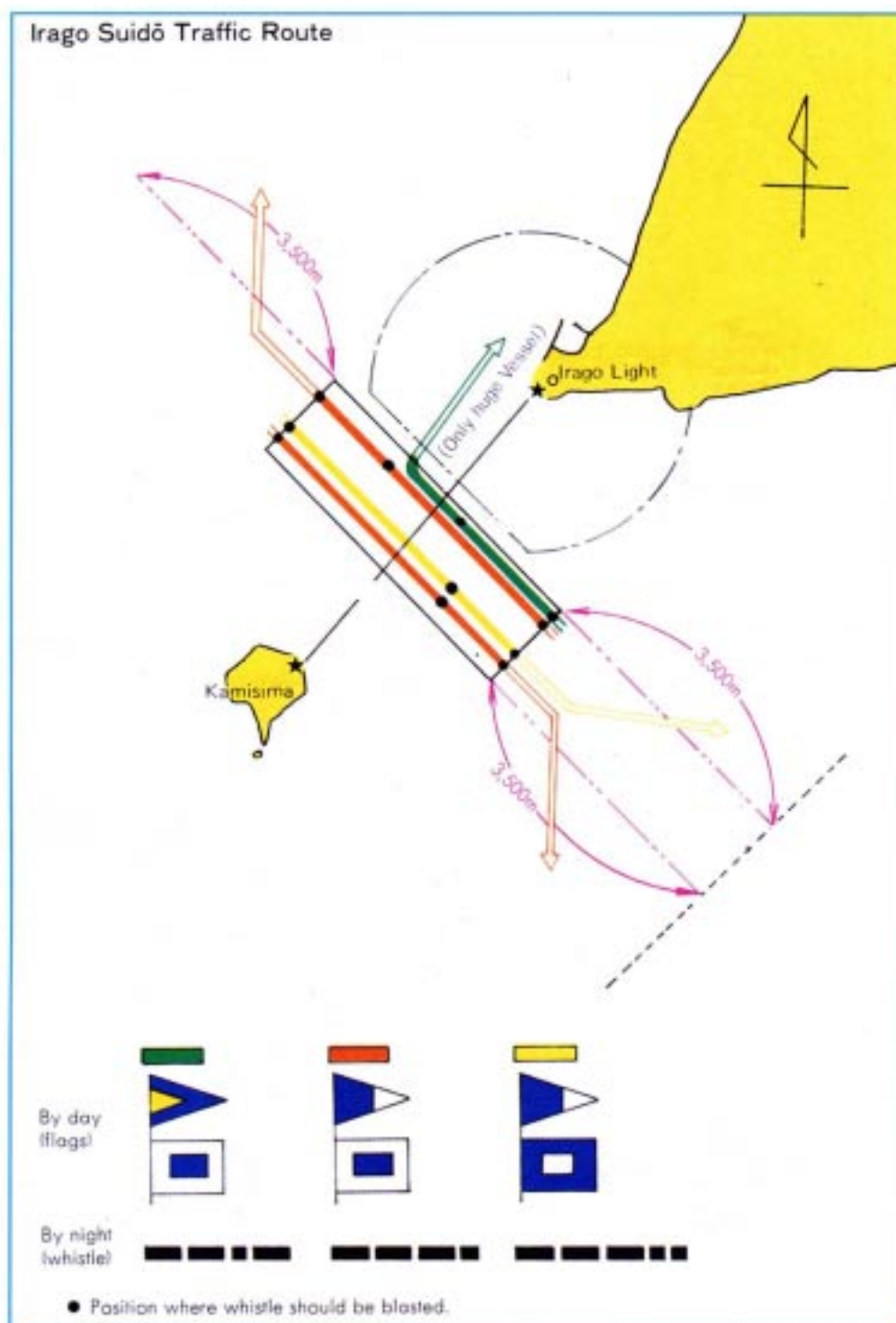


Fig. 2-11 Akasi Kaikyo Traffic Route

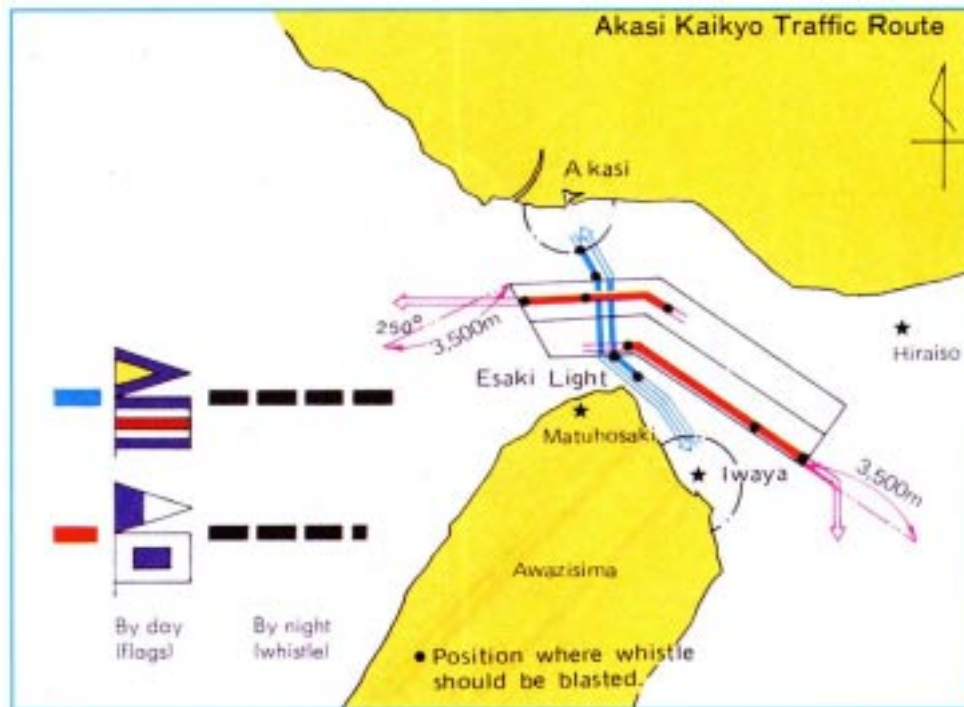


Fig. 2-12 Kurusima Kaikyo Traffic Route

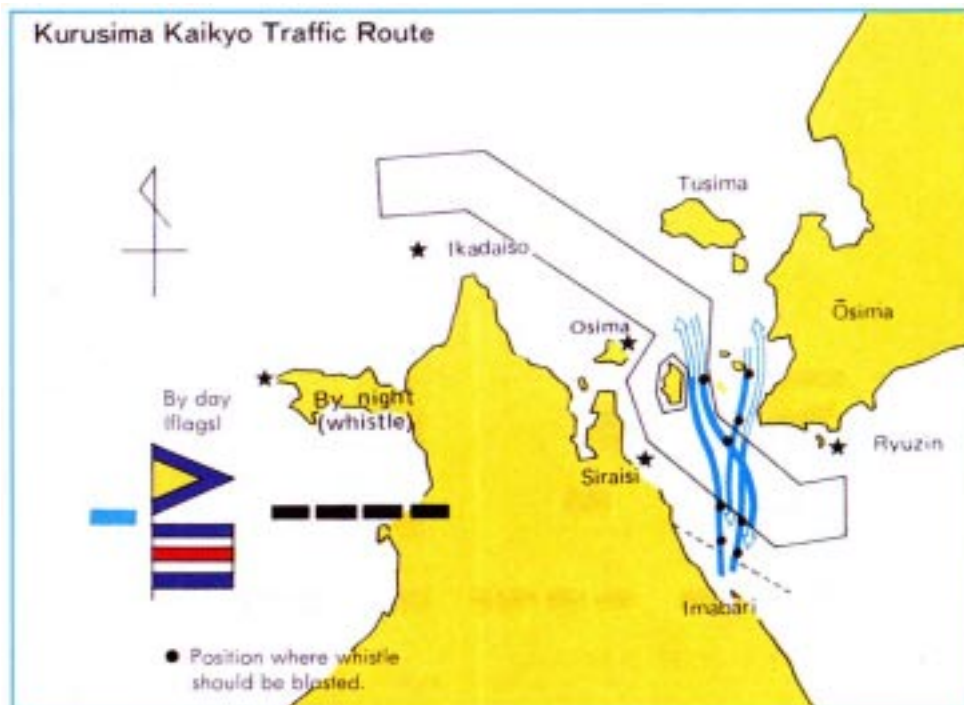


Fig. 2-13

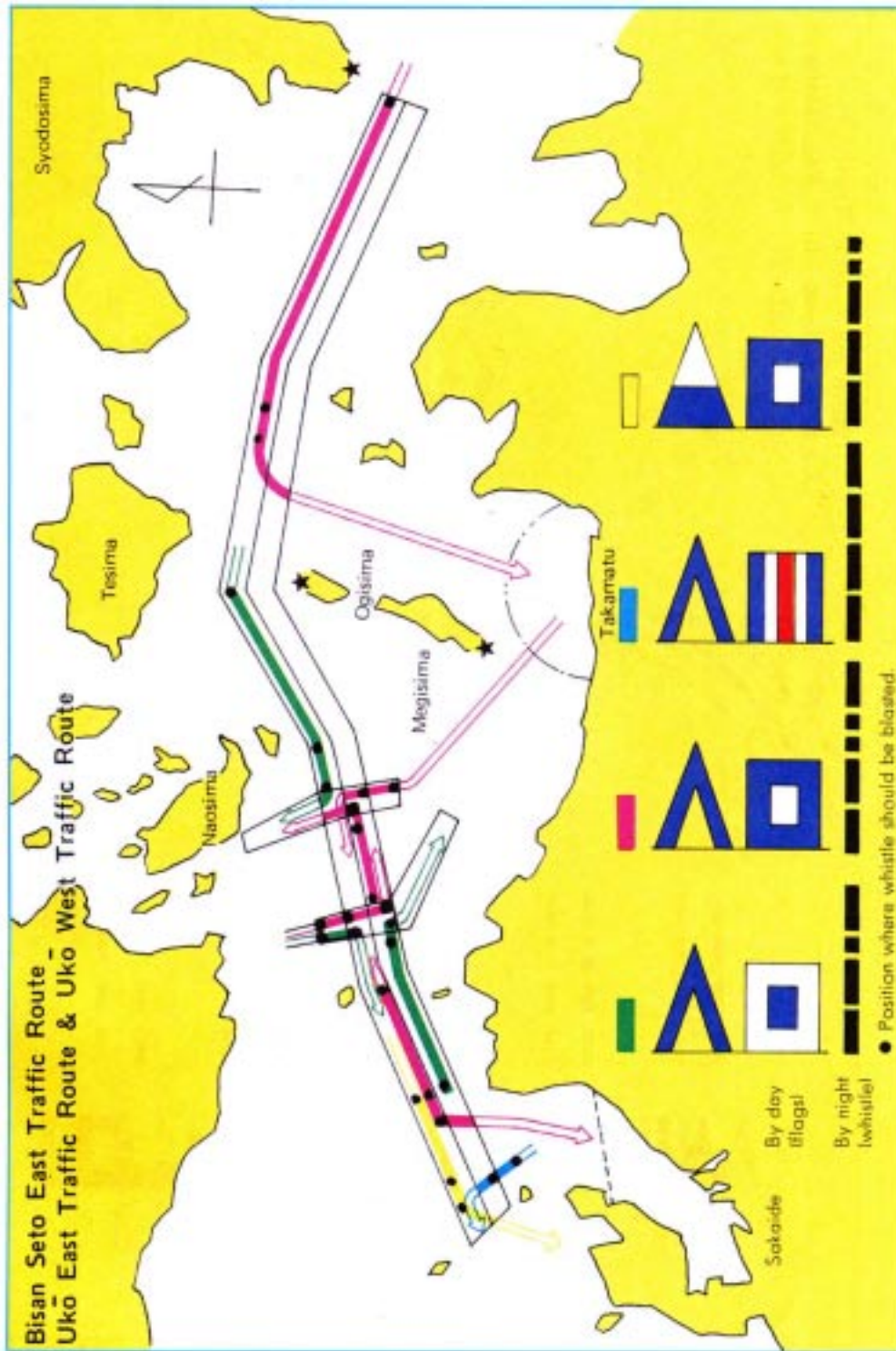
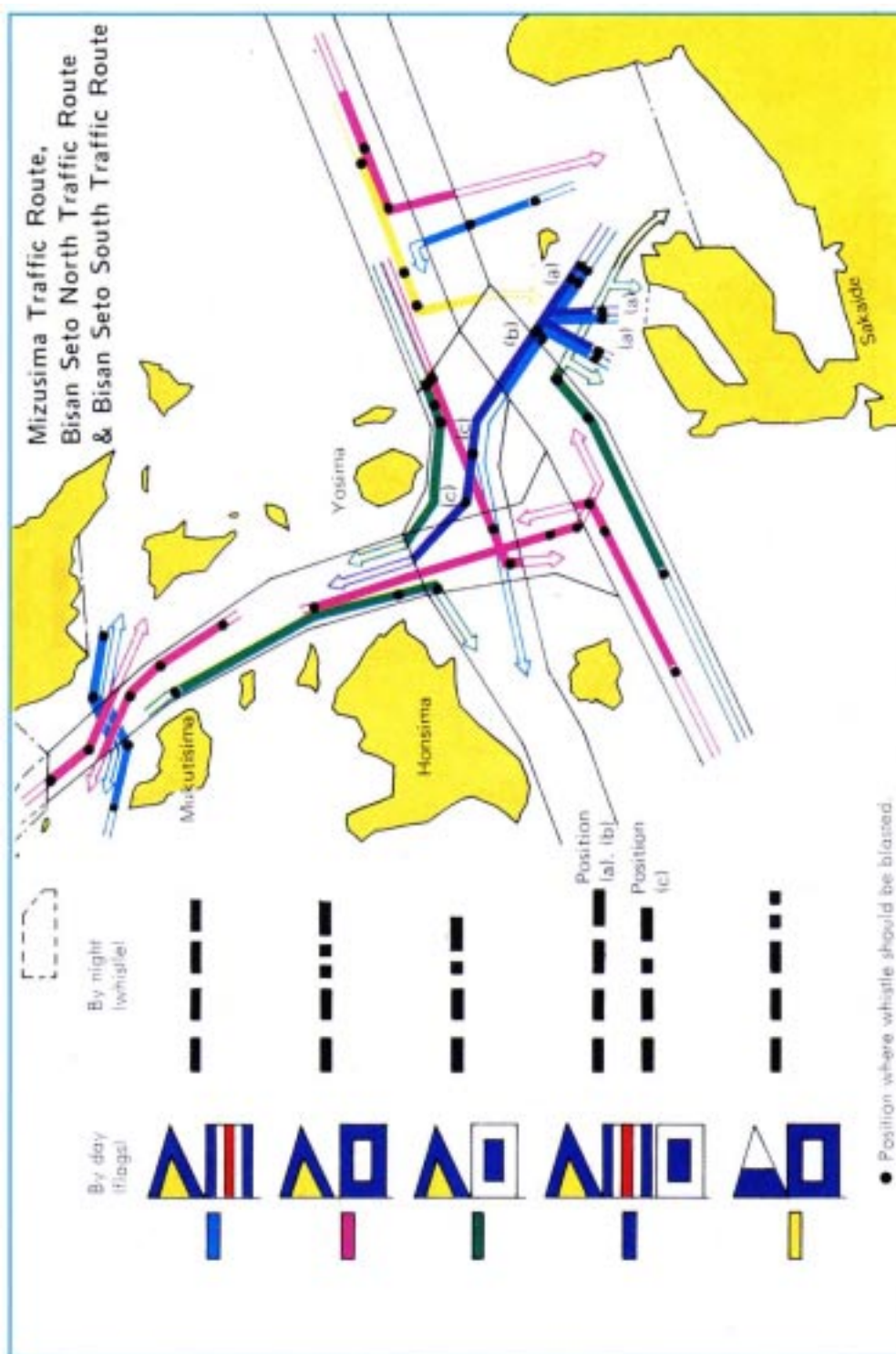


Fig. 2-14



⑥ Signalling in the Case of Overtaking Any Other Vessel

An overtaking vessel equipped with a whistle, shall, when intending to overtake any other vessel in a traffic route, give the following signal provided that this should not apply to the case where overtaking signals prescribed in the Law for Preventing Collisions at Sea are given:

- a. When intending to navigate on the starboard side of the other vessel, they should give one prolonged and one short blasts in succession on the whistle;
- b. When intending to navigate on the portside, they should give one prolonged and two short blasts in succession on the whistle.

⑦ Method of crossing Traffic Routes

Any vessel intending to cross a traffic route shall cross the route promptly at angles as close as possible to the right angles with the traffic route. Vessels crossing traffic routes should cross promptly at angles as close as possible to right angles to the traffic routes.

⑧ Prohibition of anchoring

No vessel is allowed to anchor in the traffic routes. Mooring to vessels at anchor will be regarded as anchoring.

⑨ Traffic separation

- a. Within Uruga Suido Traffic Route, Akasi Kaikyo Traffic Route and Bisan Seto East Traffic Route, all vessels should navigate in that portion of the traffic routes which lies on the starboard side of the central line of such routes. (Refer to Fig. 2-15, 2-16, 2-17)

Fig. 2-15

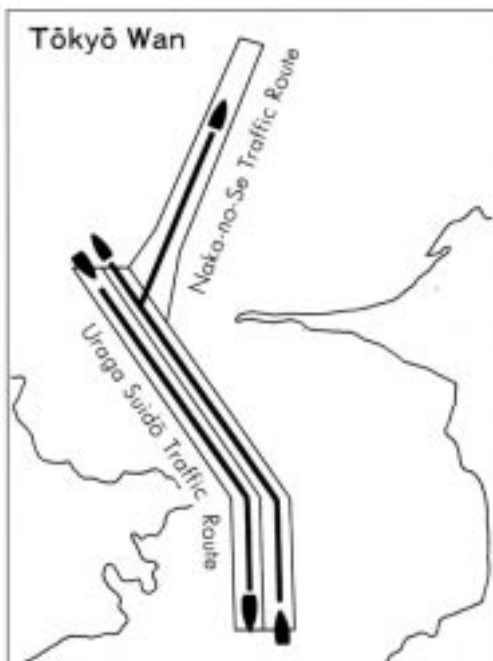


Fig. 2-16

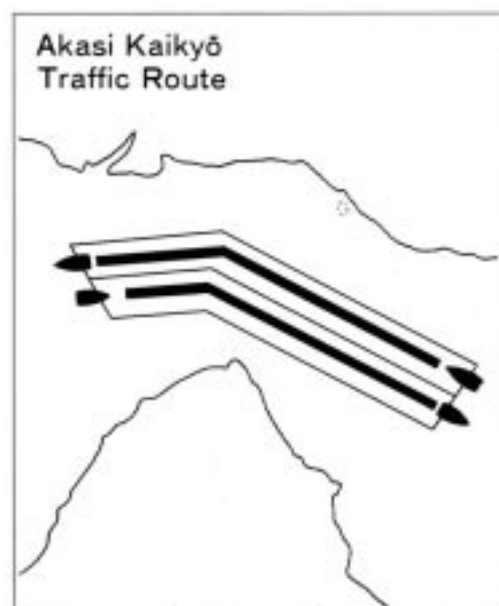
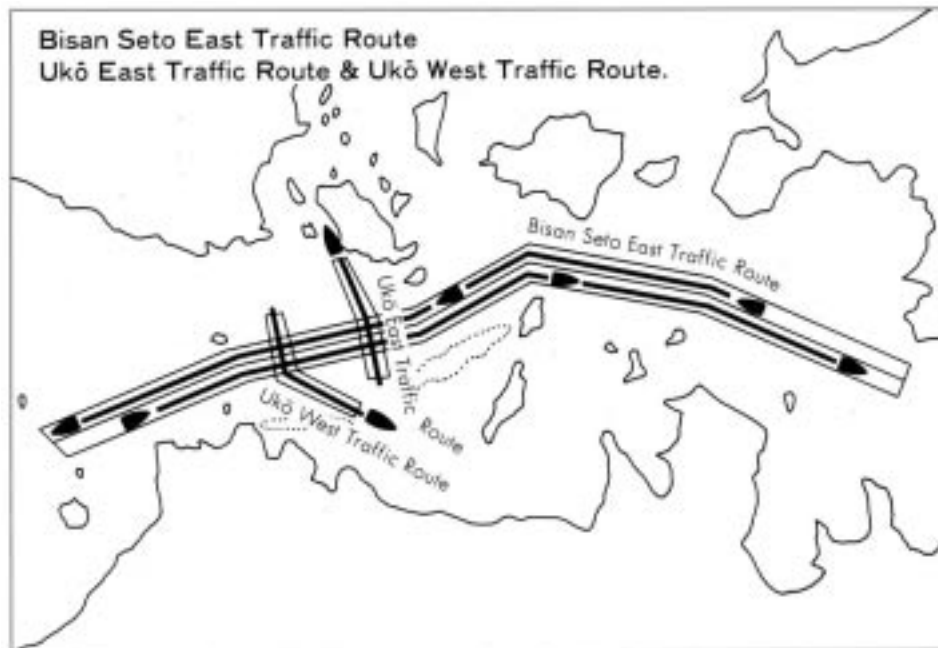


Fig. 2-17



b. Within Irako Suido Traffic Route and Mizushima Traffic Route: (Refer to Fig. 2-18, 2-19)

- (a) A vessel shall navigate, as far as practicable, that portion of the traffic routes which lies on the starboard side of the central line of such routes;
- (b) Any vessel which is in meeting situation with a huge vessel in a traffic route, shall keep out of the way of the huge vessel.
- (c) In order to avert danger in the meeting situation of a huge vessel and other vessel in the traffic routes, the other vessel (the length of this vessel is 130 metres or over in the case of Irako Suido Traffic Route and 70 metres or greater in the case of Mizushima Traffic Route) will be directed to wait outside of the traffic routes.

Fig. 2-18

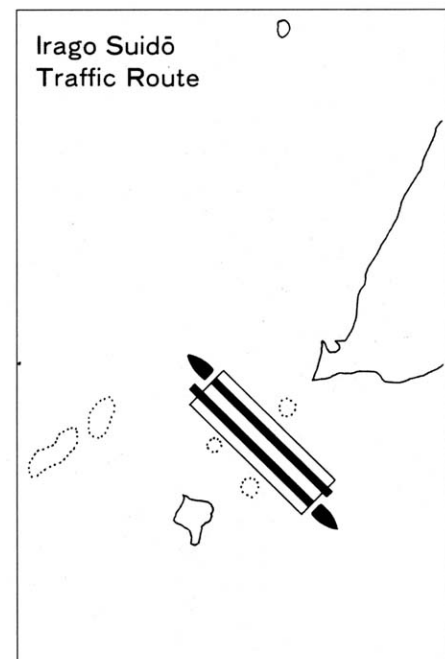


Fig. 2-19

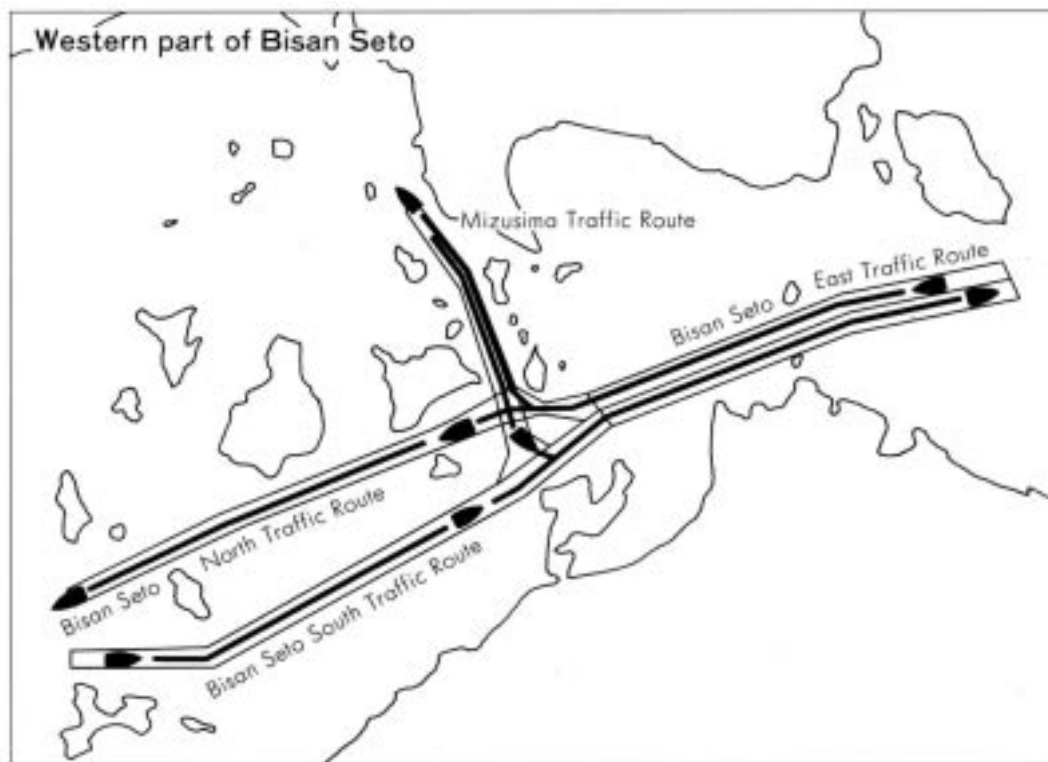


Fig. 2-20

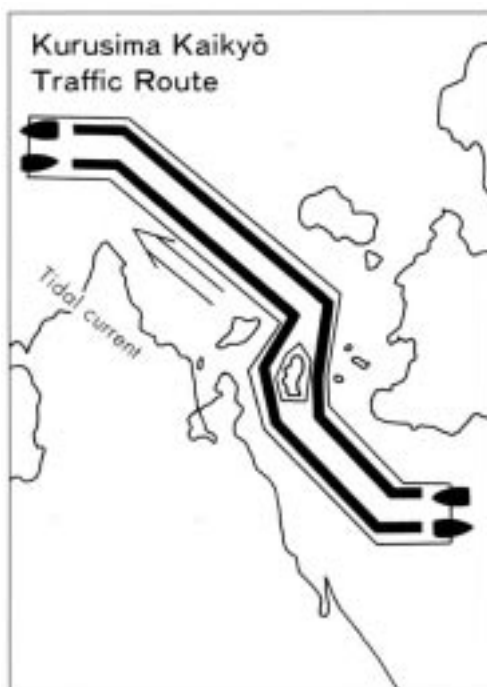
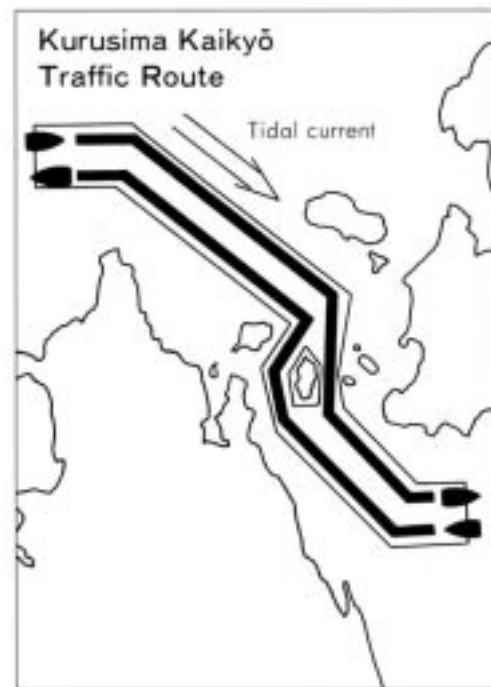


Fig. 2-21



- c. In Naka-no-Se Traffic Route, one-way traffic is in effect in the northern direction; in Uko East Traffic Route one-way traffic in the northern direction; in Uko West Traffic Route one-way in the southern direction, in Bisan Seto North Traffic Route one-way in the western direction; and in Bisan Seto South Traffic Route one-way traffic in the eastern direction.
- d. In Kurusima Kaikyo Traffic Route vessels should navigate Naka Suido (mid-channel) with the tidal current and navigate Nishi Suido (West channel) against the tidal current. (Refer to Fig. 2-20, 2-21)

(5) Notification Concerning Navigation of Huge Vessels or Other Particular Vessels and Instructions to be Given to These Vessels

When huge vessels, vessels carrying dangerous cargo or vessels towing or pushing long objects intend to navigate a traffic route, they shall in principle notify the Commander of a competent Regional Maritime Safety Headquarters, Chief of a Maritime Safety Office or of Tokyo Wan Traffic Advisory Service Center, including the estimated time of navigation of the traffic route.

(Note) Further details are given in Article 22 of the Maritime Traffic Safety Law, Article 13, 14 of the same Regulation and Maritime Safety Agency Notification No. 109 of 1973.

① Time of notification

Time of notification	Type of vessel
By noon of the day prior to the estimated date of entering the traffic route.	<ul style="list-style-type: none"> ● Huge vessel ● Vessel of 25,000 gross tons or more carrying liquefied gas ● Vessel towing or pushing a long object
By 3 hours before the estimated time of entering the traffic route.	<ul style="list-style-type: none"> ● Vessel carrying dangerous cargo

② Matters to be reported

(a) Name of addressee

"Notification of Traffic Route" is to be addressed according to the following.

Traffic Route	Name of Addressee
Uaga Suido Naka-no-Se	Tokyo Wan Vessel Traffic Advisory Service Center (Tel) 046-843-8622-4 (Fax) 046-844-4720
Irago Suido	Ise Wan Vessel Traffic Advisory Service Center (Tel) 0531-34-2443 (Fax) 0531-34-2444
Akasi Kaikyo	Osaka Wan Vessel Traffic Advisory Service Center (Tel) 0799-82-3032-3 (Fax) 0799-82-3033
Bisan Seto East Uko East Uko West Bisan Seto North Bisan Seto South Mizusima	Bisan Seto Vessel Traffic Advisory Service Center (Tel) 0877-49-2220-1 (Fax) 0877-49-1413
Kurusima Kaikyo	Kurusima Kaikyo Vessel Traffic Advisory Service Center (Tel) 0898-31-9000 (Fax) 0898-31-9666

(b) Matters

Type of vessel	Matters to be notified
Huge vessels	1. Name of address 2. Name and gross tonnage 3. Call sign or call name and method of communication with Maritime Safety Agency 4. Destination 5. Estimated time of navigating section(s) of traffic route(s) 6. Length and draft
Vessels carrying dangerous cargo	1. Same as item I to item 5 inclusive for huge vessels mentioned above 2. Types of dangerous cargo and amount of cargo by each type
Vessels towing or pushing long object(s)	1. Same as item I to item 5 inclusive for huge vessels mentioned above 2. Total length 3. Description of object(s) being towed or pushed

Name of Traffic Routes and Name of Address are to be notified according to the following.

Name of Traffic Route	Abbreviation	Name of Address	Abbreviation
Uraga Suido Traffic Route	URAGA	Chief of Tokyo Wan Vessel Traffic Advisory Service Center	TOKYO WAN
Naka-no-Se Traffic Route	NAKANOSE		
Irigo Suido Traffic Route	IRAGO	Chief of Ise Wan Vessel Traffic Advisory Service Center	ISE WAN
Akasi Kaikyo Traffic Route	AKASI	Chief of Osaka Wan Vessel Traffic Advisory Service Center	OSAKA WAN
Bisan Seto East Traffic Route	BISAN EAST	Chief of BISANSETO Vessel Traffic Advisory Service Center	BISANSETO
Uko West Traffic Route	UKO EAST		
Uko West Traffic Route	UKO WEST		
Bisan Seto North Traffic Route	BISAN NORTH		
Bisan Seto South Traffic Route	BISAN SOUTH		
Mizushima Traffic Route	MIZUSIMA		
Kurusima Kaikyo Traffic Route	KURUSIMA	Chief of KURUSIMA Kaikyo Vessel Traffic Advisory Service Center	KURUSIMA

③ Method of Notification of traffic routes.

Notification should be made by one of following methods

(a) In the case of radio communications

Notification may be sent directly to the coastal radio station of Maritime Safety Agency given in the following table.

Name of coastal radio station	YOKOHAMA	NAGOYA	KOBE	HIROSIMA
Call sign	JGC 00431001	JT 00431001	JGD 00431001	JNE 00431001
Call name	Yokohama Sa Patrol Radio	Nagoya Sea Patrol Radio	Kobe Sea Patrol Radio	Hirosima Sea Patrol Radio
Calling frequency	156.8 MHz (16ch) 2,189.5 kHz			
Working frequency	2,150 kHz 156.6 MHz (12ch)		2,177 kHz 2,417.5 kHz	
Traffic routes	URAGA NAKANOSE	IRAGO	AKASI, BISAN EAST UKO EAST, UKO WEST BISAN NORTH, BISAN SOUTH MIZUSIMA, KURUSIMA	

If direct communication with each radio station in the table above is not available, another radio station in the same table or radio stations of the Maritime Safety Agency listed in the table below may be used.

Name of coastal radio station	KUSIRO	SIOGAMA	MOJI	KAGOSIMA	NAHA
Call sign	JNX 00431102	JNN 004310201	JNR 004310701	JNB 004311101	JNJ 004311001
Call name	Kusiro Sea Patrol Radio	Siogama Sea Patrol Radio	Moji Sea Patrol Radio	Kagosima Sea Patrol Radio	Naha Sea Patrol Radio
frequency Working	156.8 MHz (16ch) 2,189.5 kHz				
frequency	2,150 kHz 156.6 MHz (12ch)			2,177 kHz 2,417.5 kHz	

(b) In the case of written notifications

Written notification may be submitted as shown in the Annexed Table and sent directly to the office

Annexed Table

Huge vessel
Vessel carrying dangerous cargo
Vessel to wing objects, etc.

Notification of estimated date
and time of navigation.

(1) _____
Name of address

Date _____

Name of master

Name of person who forwards this
notification and; his address

I hereby notify you of the following in accordance with the provision of Article 22 of the Maritime Traffic Safety Law:

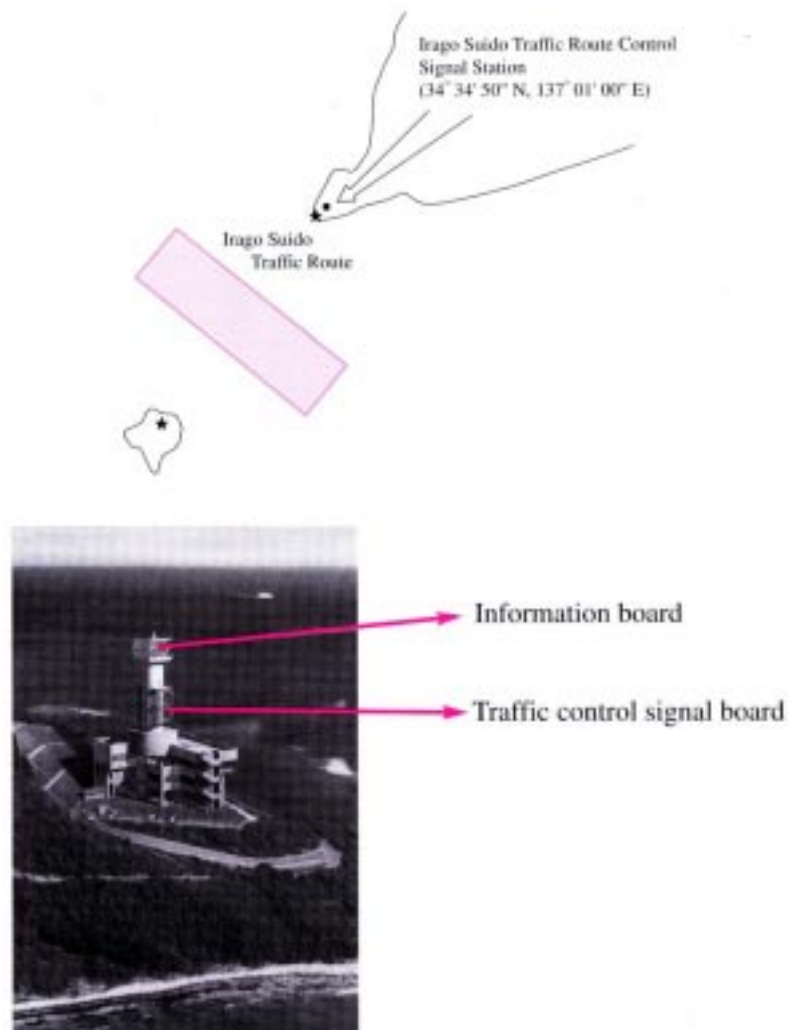
(2) Name and gross tonnage of the vessel	(3) Length of vessel (Huge vessels only)
	(4) Maximum draught (Huge vessels only)
(5) Types of dangerous cargo and amount of each type (Vessel carrying dangerous cargo only)	
(6) Distance between the bow of the towing vessel and the stern of the object being towed or distance between the stern of the pushing vessel and the fore end of the object being pushed. (Applies only to vessels towing or pushing objects).	
(7) Description of the object (Applies only to vessel towing or pushing objects)	
(8) Port of destination (Applies only to vessel for which destination has been fixed)	
Name of traffic route	Name of traffic routes (9)
Section to be navigated and time of entry or departure (Time should be denoted by 2400 hrs system)	(10), (11) Estimated date and time of entry Estimated date and time of entry Estimated date and time of departure
(12), (13) Method of communications with MSA (Call sign or call name, if a vessel has ship radio station)	
(14) Name and address of message conveyor	
Remarks	

Notes: 1. The size of paper for this form shall be A-4 (approximately 30cm X 22cm) of the Japan Industrial Standard.
2. Sections of the traffic route to be navigated shall be entered as "entire area" or "from Southern entry to NO. 4 Buoy" for example.
3. Description of the object in (7) above shall include information on type, length, width, height, etc. of the object.

(6) Navigation Control Signals at Irago Suido Traffic Route

Signalling requiring a big vessel other than a huge vessel to wait outside Irago Suido Traffic Route when the huge vessel navigates in either of such traffic routes, shall be done in accordance with the shapes or lights mentioned in the following table, and by the control signal station ashore (However, in case of signalling equipment failure etc. at the signal station, signalling will be done by vessels):

Fig. 2-22 Irago Suido Traffic Route



Traffic Control

Traffic control is carried out at the Irago Suido Traffic Route Control Signal Station (Fig. 2-22) in Irago Suido Traffic Route.

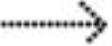
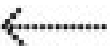
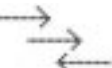
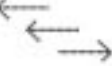
Table 2-8

With the following signals, Ise Wan Vessel Traffic Advisory Service Center instructs all the vessels with the total length of 130m or more and less than 200m to wait outside the Irago Suido Traffic Route for a huge vessel to pass. In principle, the waiting signal is lit 15 minutes before the huge vessel enters the Route till its passing through it, for both north and south directions.

Signals		Meaning
N	Letter N flashing	All the vessels with the length of 130m or more and less than 200m going southeast direction through the Irago Suido Traffic Route should wait outside the route.
S	Letter S flashing	All the vessels with the length of 130m or more and less than 200m going northwest direction through the Irago Suido Traffic Route should wait outside the route.
NS	Letter N and S flashing alternately	All the vessels with the length of 130m or more and less than 200m going through the Irago Suido Traffic Route in any direction should wait outside the route.

Information Signals

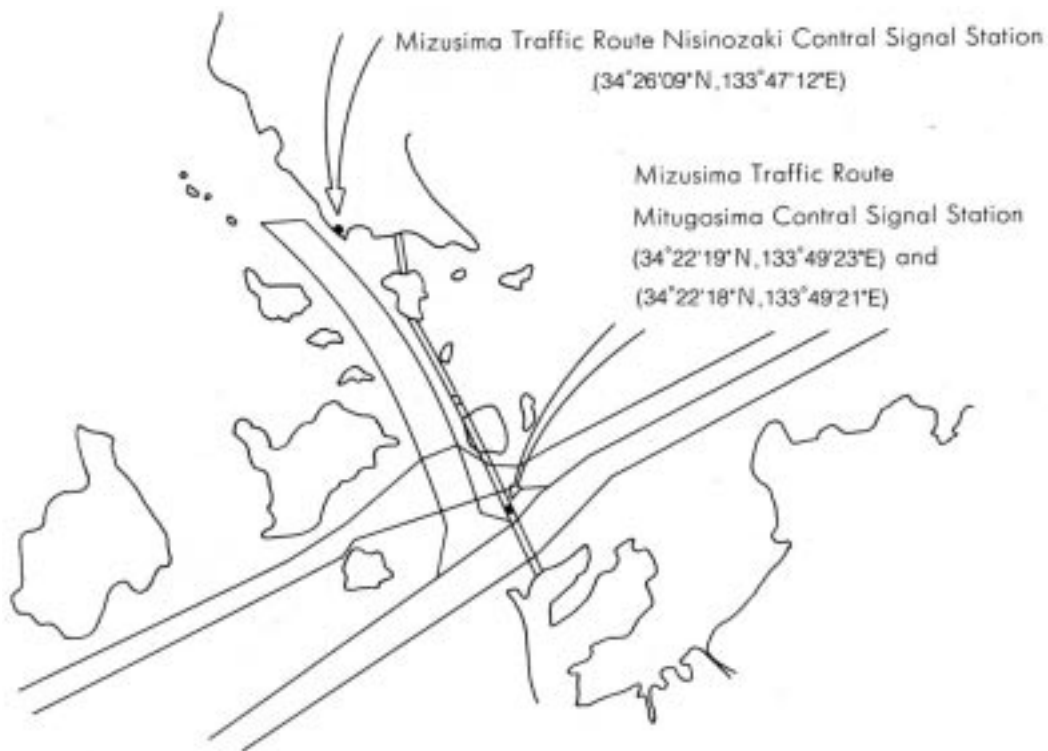
Movement of huge vessels within Irago Suido Traffic Route are indicated on the electrical signal board.

Signals		Meaning
	Flashing every 4 second	A huge vessel enters into the route (heading southward) within an hour.
	Flashing every 2 second	A huge vessel enters into the route (heading southward) within 15 min.
	Flashing every 4 second	A huge vessel enters into the route (heading northward) within an hour.
	Flashing every 2 second	A huge vessel enters into the route (heading southward) within 15 min.
	Flashing every 8 second '→', '→', '←'	A huge vessel enters into the route (heading southward) within about 15 min and another huge vessel enters into the route (heading northward) within about 15 min. after its passing through the Route
	Flashing every 8 second '←', '←', '→'	A huge vessel enters into the route (heading northward) within about 15 min and another huge vessel enters into the route (heading southward) within about 15 min. after its passing through the Route.



- (a) Expected time of arrival of huge vessels, etc. in Irigo Suido Traffic Route
- (b) Condition of restrictions to passages of vessels through the traffic route
- (c) Condition of construction work etc. in the traffic route
- (d) Condition of marine casualties

Fig. 2-23 Mizusima Traffic Route



a. Traffic control

Traffic control is carried out at the Mizusima Traffic Route Mitsugosima Control Signal Station (Fig. 2-23) in Mizusima Traffic Route. (See Table 2-9)

Table 2-9 Control Signals Used at the and the Mitugosima Control Signal Station

Method of signalling		Meaning of signal
N	Flashing of the letter "N"	Vessels of 70 meters or more in length (excluding huge vessels) intending to navigate southward through Mizushima T. R. are required to wait outside of the traffic route.
S	Flashing of the letter "S"	Vessels of 70 meters or more in length (excluding huge vessels) intending to navigate northward through Mizushima T. R. are required to wait outside of the traffic route.

Note: Vessels longer than 70 meters

b. Information service

Information service on huge vessels in the Mizusima Suido Traffic Route is provided either by regular hourly broadcasts or by telephone. For details, see.

(7) Notification Concerning Designation of Tracks in Obatake Seto

(MSA Notification No. 59 of 1975)

Article 1. A vessel of five gross tons or more shall observe the following items when she intends to cross the line drawn at 341° from Morisige Saki ($33^{\circ} 56' 52''$ N, $132^{\circ} 12' 08''$ E) to the shore (hereinafter referred to as "Line A") and thence cross the line joining Myojin Hana ($33^{\circ} 57' 07''$ N, $132^{\circ} 11' 26''$ E), Oiso Light ($33^{\circ} 57' 03''$ N, $132^{\circ} 10' 47''$ E) and the extremity of the right bank of the Isikami River mouth (hereinafter referred to as "Line B").

1. The vessel shall navigate in the sea area north of the line drawn at $264^{\circ} 30'$ from the point 940 meters 341° from Morisige Saki to Line B (hereinafter referred to as "Line C"). In case the vessel does not meet any other vessels in the sea area, near the bridge piers of Osima Ohasi, this shall not apply to the vessel in the sea area.

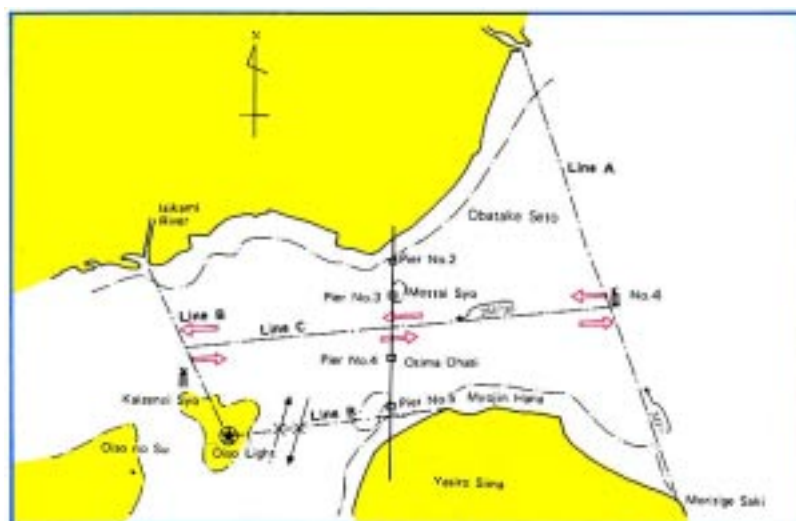
2. The vessel shall navigate between bridge pier No. 3 and No. 4 of Osima Ohasi.

Article 2. A vessel of five gross tons or more shall observe the following items when she intends to cross the Line B and thence cross the Line A.

1. The vessel shall navigate in the sea area south of the Line C, In case the vessel does not meet any other vessels in the sea area near the bridge piers of Osima Ohasi, this shall not apply to the vessel in the sea area.

2. The vessel shall navigate between bridge pier No. 3 and No. 4 of Osima Ohasi.

3. The vessel shall navigate through the sea area north of Kaizenzi Syo.



4. Rules of the Road in Tokyo Bay and Other Bays and Straits in Japanese Waters

Vessels navigating within Japanese territorial waters are subject to the restrictions outlined under the Law for Preventing Collisions at Sea, the Port Regulations Law and the Maritime Traffic Safety Law.

In addition to the rules prescribed by the law, the Maritime Safety Agency requests vessels to comply with the rules and recommendations explained in this pamphlet in order to secure navigation safety. Uraga Suido Traffic Route and Naka-no-se Traffic Route and Adjacent Waters