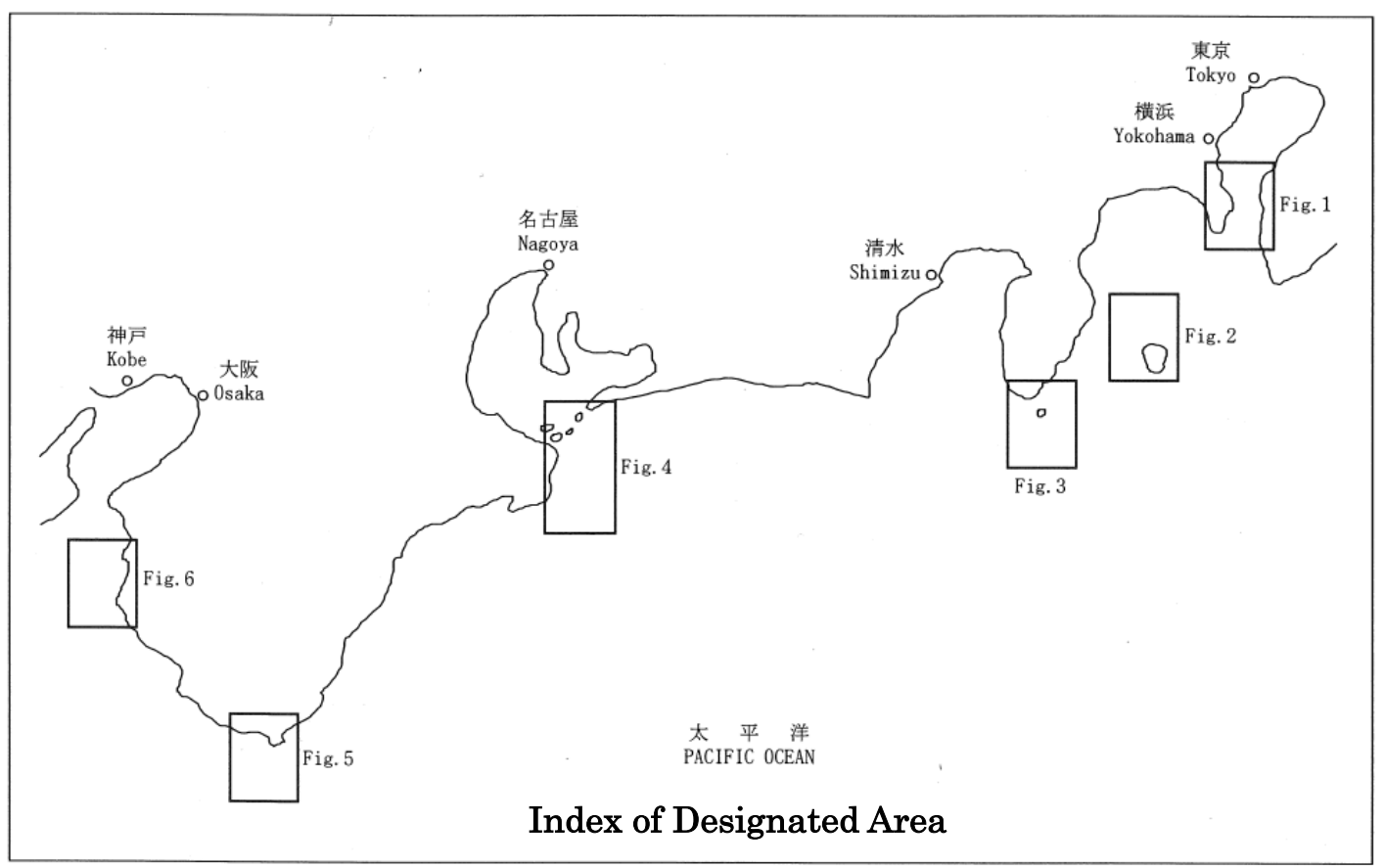


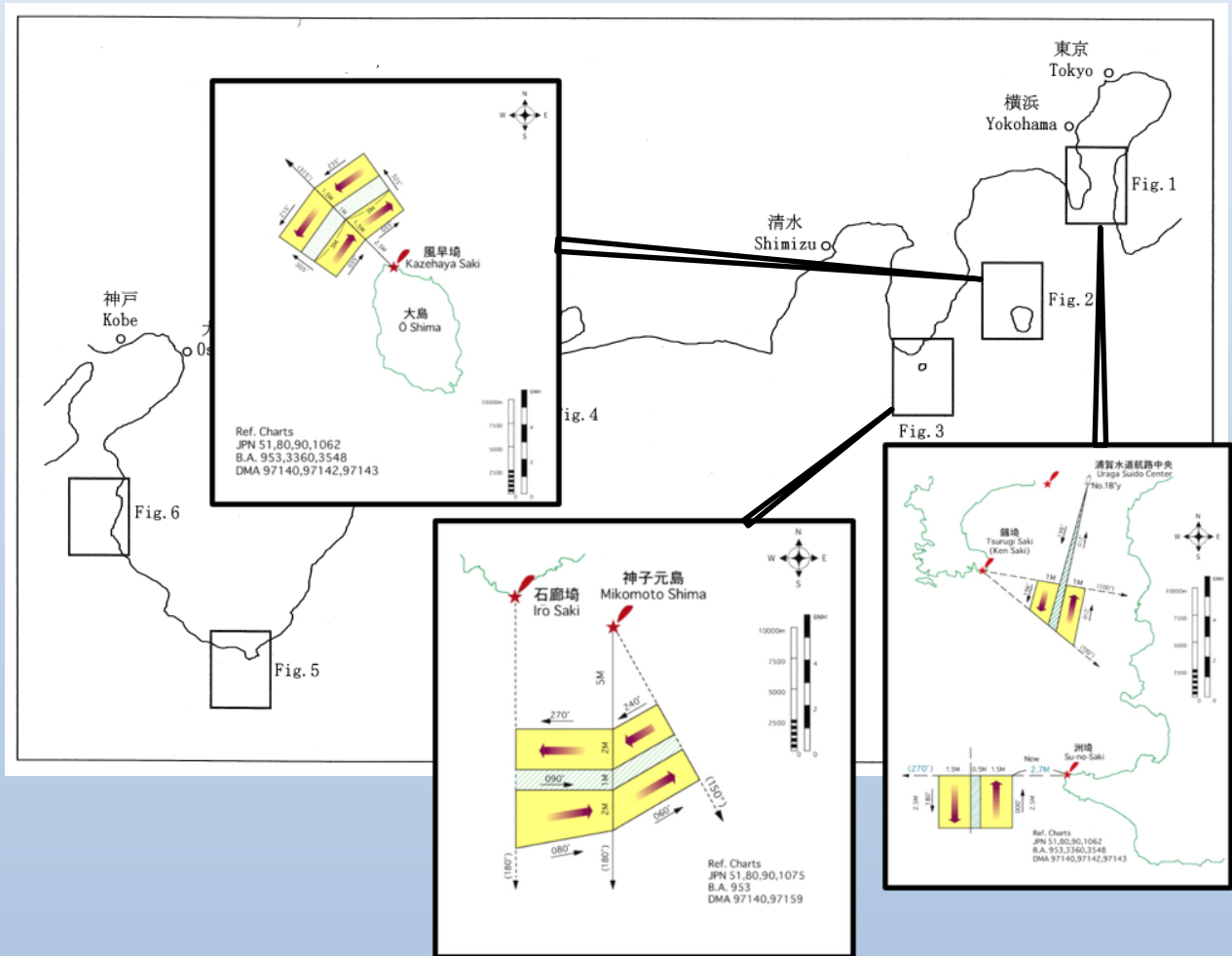
Study of vessel traffic safety measures off Japanese Coast

**Presented by Capt. Koichi Akatsuka
Vice President
Japan Captains' Association**



- 1. JCA established the voluntary Traffic Separation Schemes on the Japanese South Coast from 1970.**
- 2. These Traffic Separation Schemes were revised in 1986 and 2002.**
- 3. In 2012, the Japan Association of Marine Safety started a study to review the current sea-traffic conditions in the areas where JCA voluntary Traffic Separation Scheme is established.**





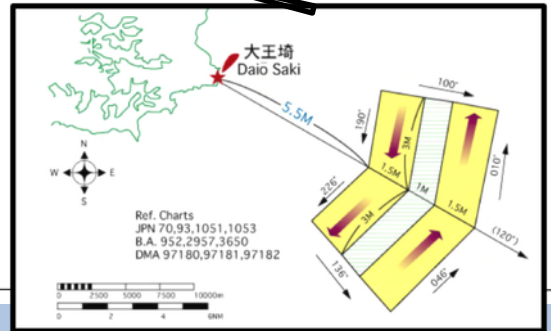
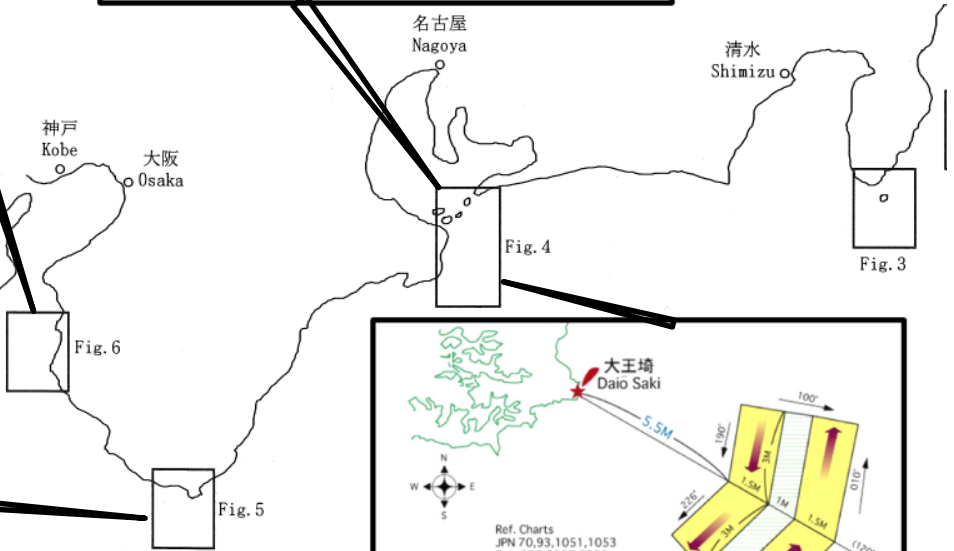
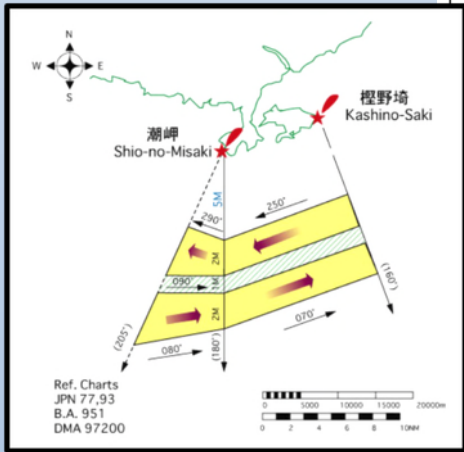
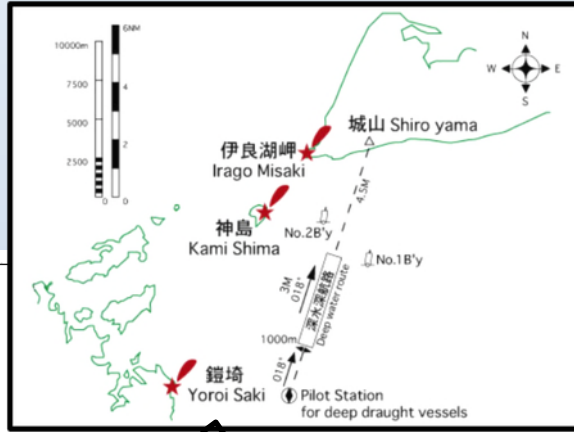
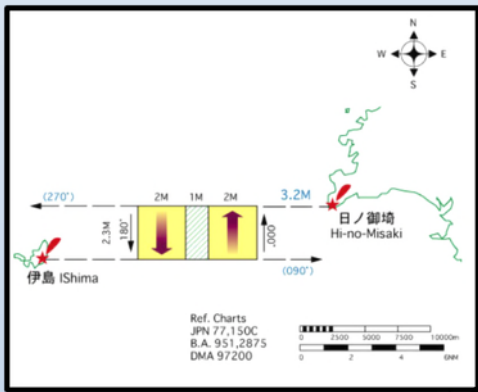


Fig. 6

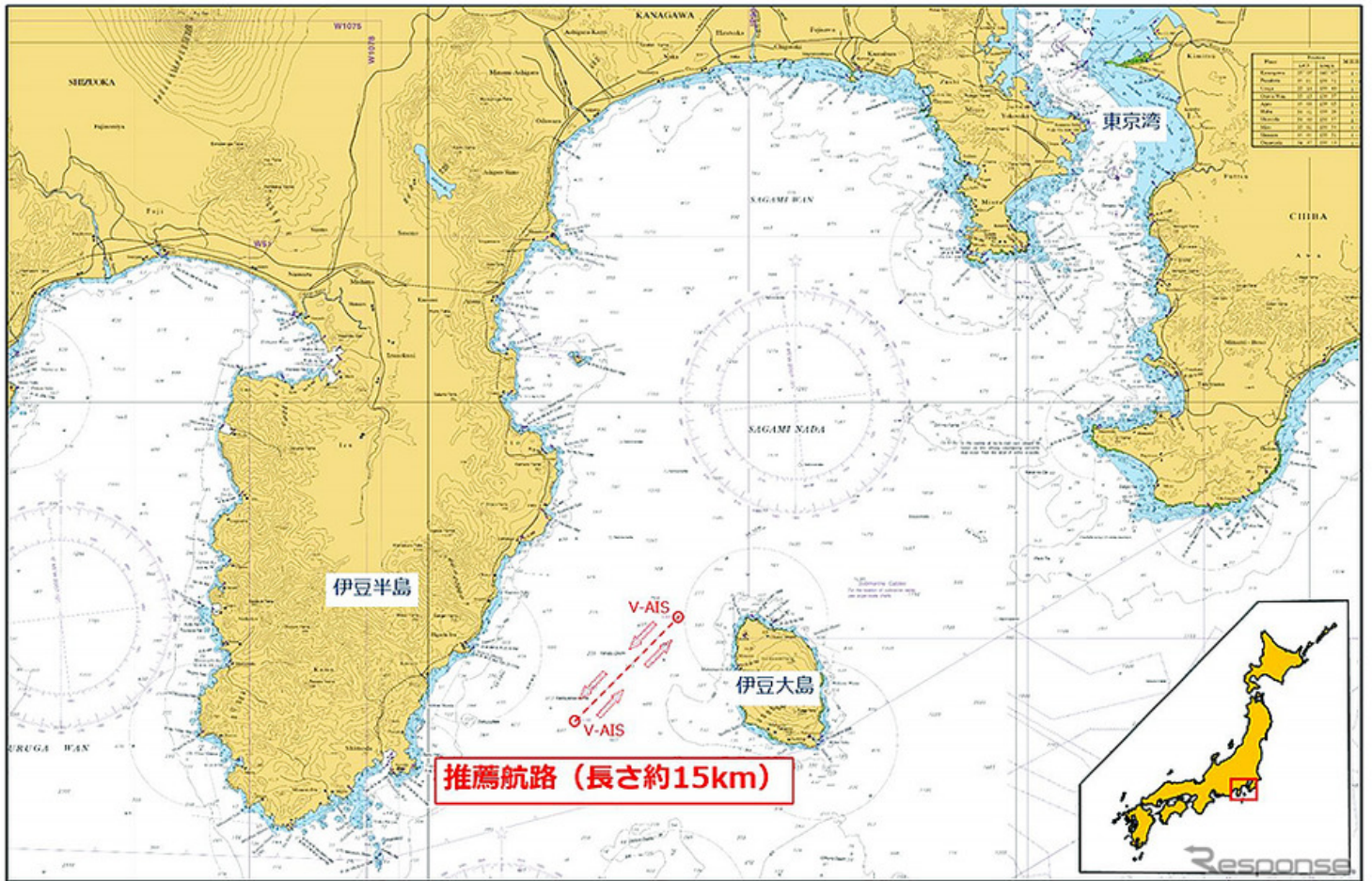
Fig. 5

Fig. 4

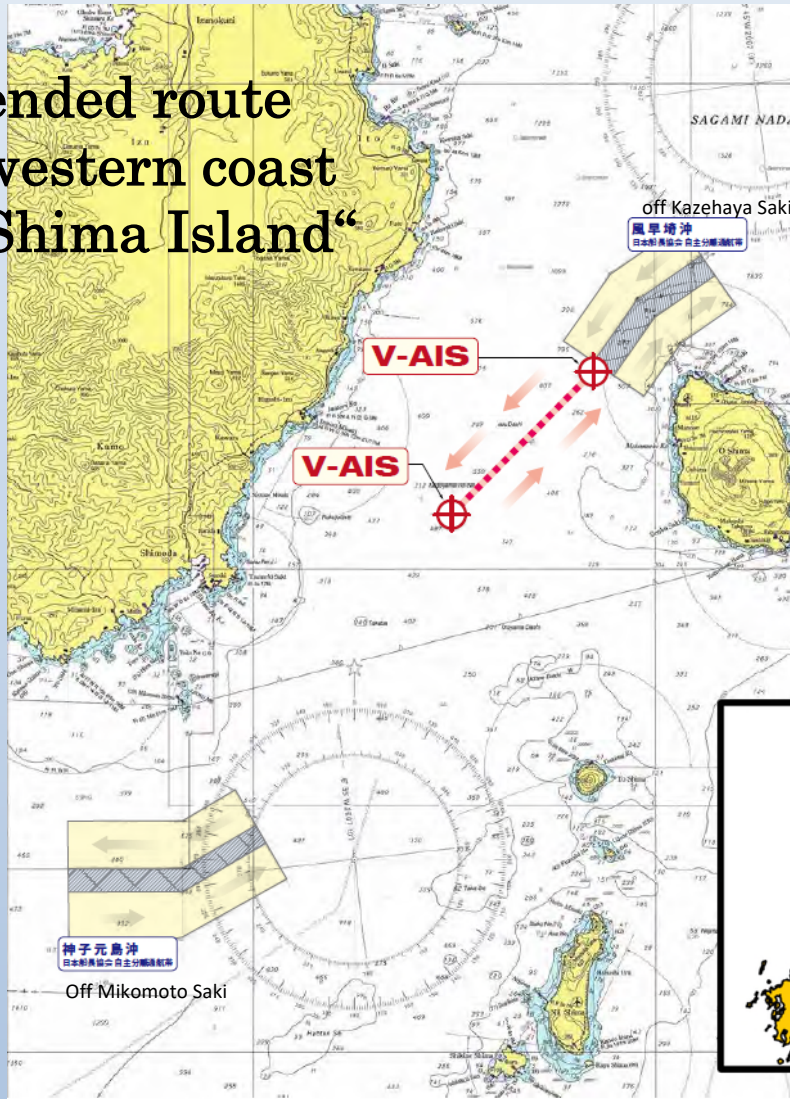
Fig. 3

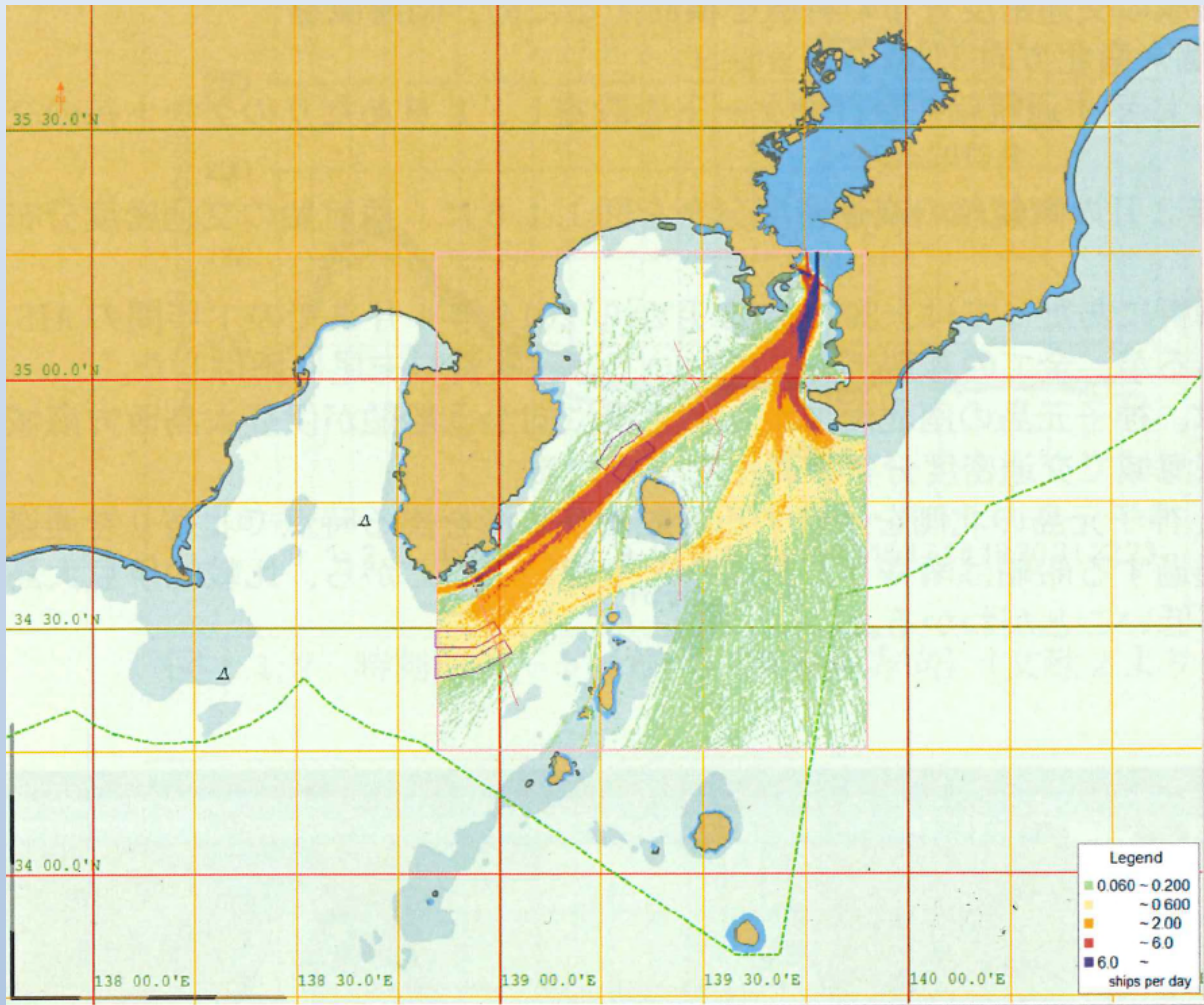
IMO Maritime Safety Committee(MSC) at its ninety-eighth session (June 2017), adopted New Recommended Route "Off the western coast of Izu O Shima Island" .

It was implemented at 0000 hours UTC on 1 January 2018.

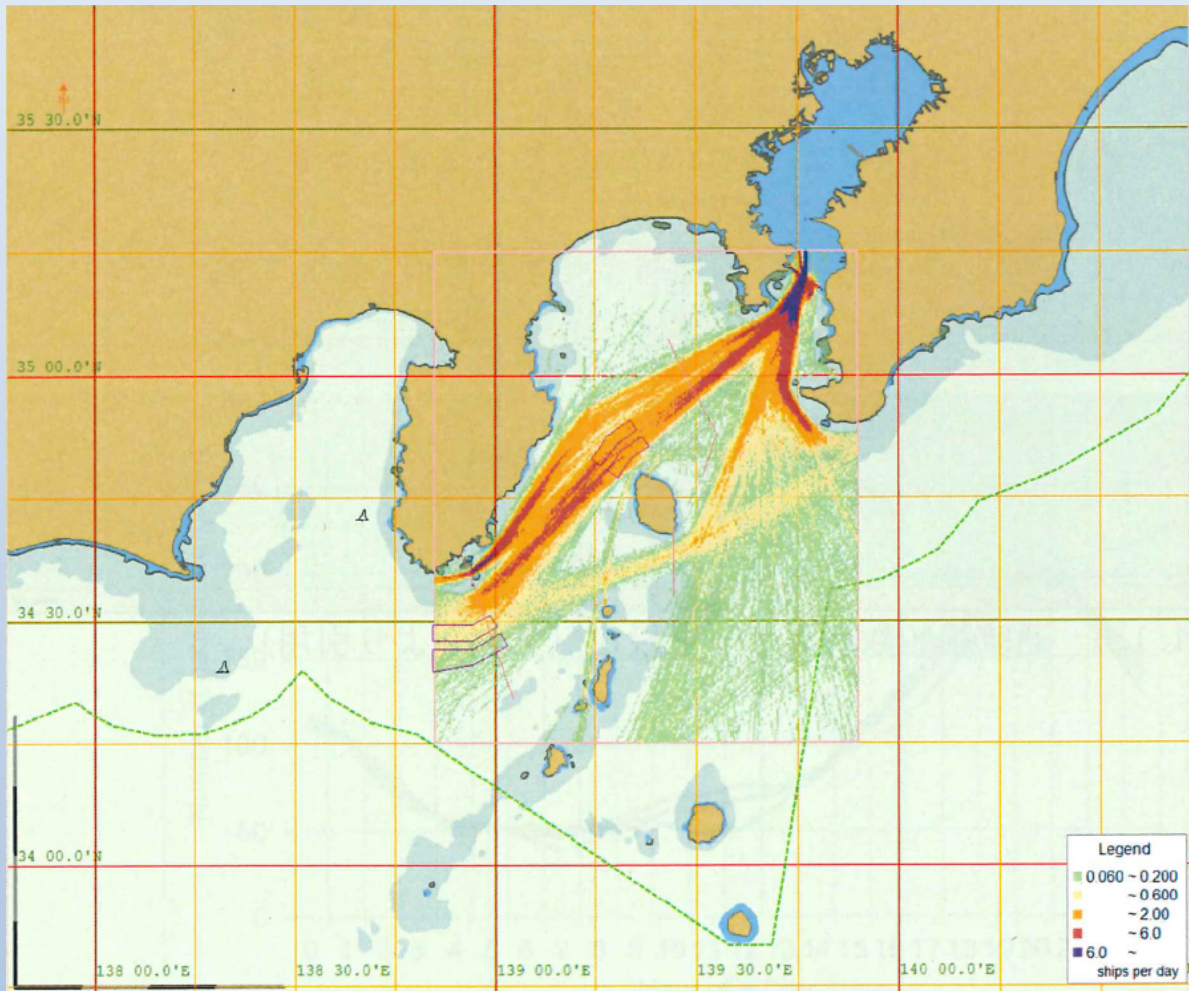


Recommended route
"Off the western coast
of Izu O Shima Island"

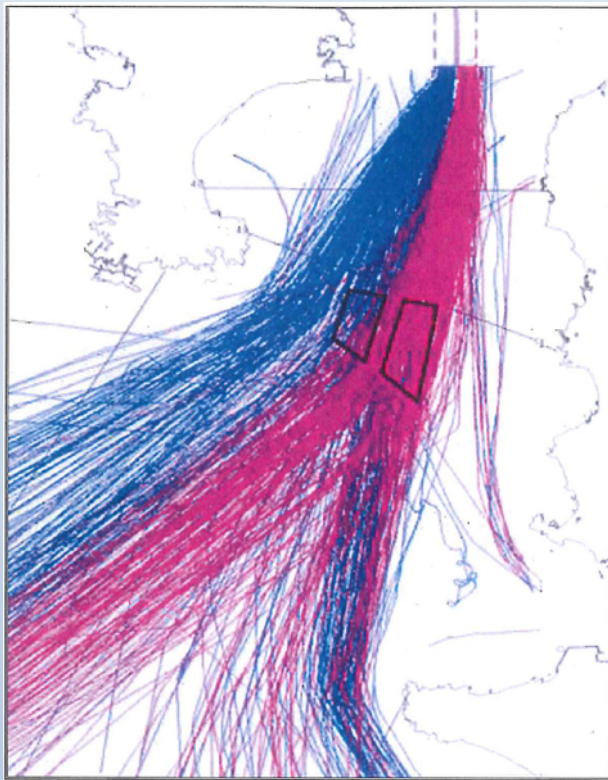




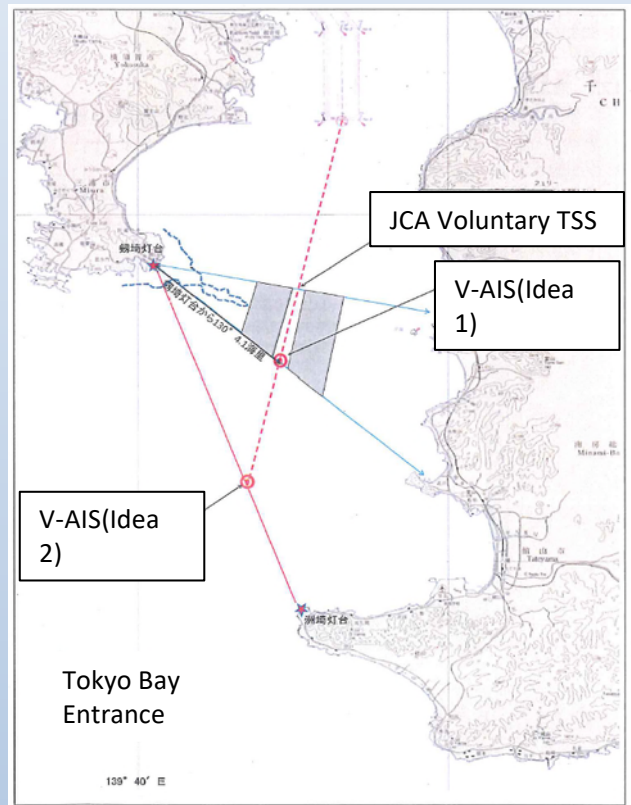
Vessel Traffic Density (East bound 2014 March)



Vessel Traffic Density (West bound 2014 March)



Under Study - Amendment of Maritime Traffic Safety Act



Designation of the Routes

Centralizing Marine Traffic Control in Tokyo Bay

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

Integration

Tokyo Bay

Tokyo

Chiba

Kawasaki

Yokohama

Kannonzaki

Tokyo Wan Vessel Traffic Service Center

Tokyo Coast Guard Port Traffic Control Office

Yokohama Coast Guard Port Traffic Control Office

Kawasaki Coast Guard Port Traffic Control Office

Tokyo Wan Vessel Traffic Service Center (Kannonzaki)

Chiba Coast Guard Port Traffic Control Office

Vessel Traffic Service Center
Receives reports related to fairways under the Maritime Traffic Safety Act, formulates control plans, and provides information and other services.

Port traffic control office
Receives reports related to passages under the Act on Port Regulations, formulates control plans, and provides information and other services.

NEW Operational from January 31, 2018

Tokyo Wan Vessel Traffic Service Center
(Yokohama Government Building No.2)

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

TOKYO MARTIS, this is the _____.
CHIBA, how do you read me?

Vessel

_____, this is TOKYO MARTIS.
CHIBA, change to channel XX.

Tokyo Wan Vessel Traffic Service Center



Navigation Safety Division, Maritime Traffic Department,
3rd Regional Coast Guard Headquarters
5-57 Kitanaka-dori, Naka-ku, Yokohama-shi, Kanagawa-ken 231-8818
TEL: 045-211-1118 (operator)

New system for regular time

Expansion of subject sea areas for obligation to listen to information

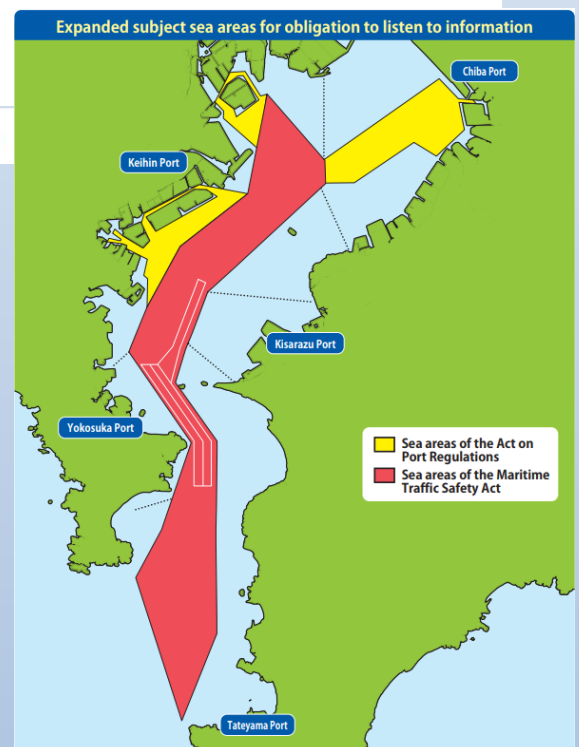
The **subject sea areas** where vessels travelling within Tokyo Bay are **obligated to listen to information** provided from the Tokyo Wan Vessel Traffic Service Center by VHF radio telephone will be expanded.

● 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.

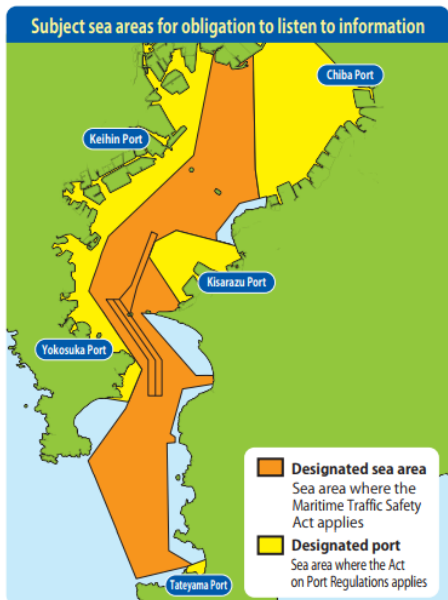


New system in case of emergency disaster

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



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.



Thank you for your kind attention