

# Partial Amendment of the Act on Maritime Traffic Safety

To come into effect as from 1st July 2021

In order to take all possible measures to prevent accidents caused by dragging anchor when typhoon/stormy weather and extreme sea condition are expected, **a system concerning recommendation and order for ships to evacuate bays and to restrict anchoring** will be established.



Variety of vessels navigating in Uraga Suido traffic route.



## Anchor Dragging Accident Prevention Information Portal

(Navigation Safety Division, Maritime Traffic Department, JCG)  
<https://www.kaiho.mlit.go.jp/mission/kaijyoukoutsu/soubyo.html>

**The following information is available to help prevent accidents.**

- Typhoon path chart, prognostic ocean wave chart
- Anchoring ships' info in Tokyo Bay, Ise Bay and Setonaikai (incl.Osaka Bay)
- Wind direction/speed, etc. observed at lighthouses
- Video materials of useful for seafarer's education on anchoring work, accident prevention, typhoon sheltering ships, etc.
- Anchor dragging accident prevention guidelines, etc.



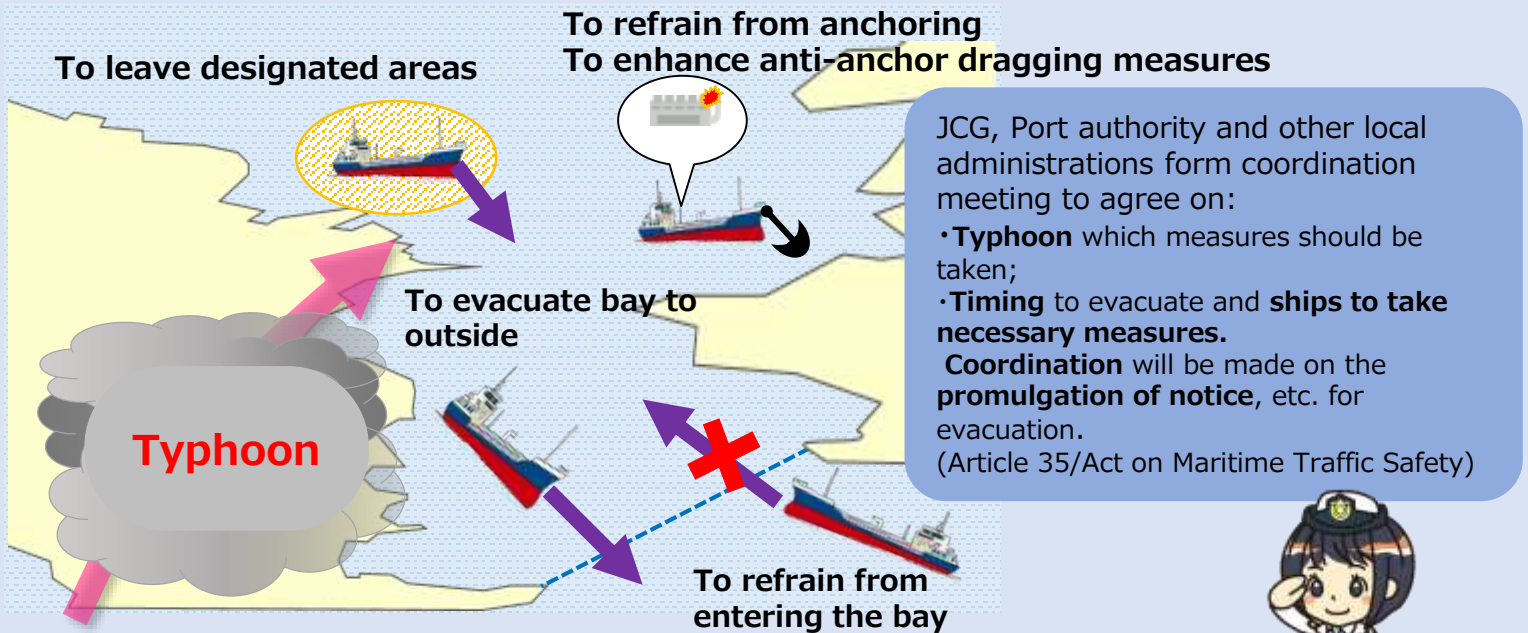
# Japan Coast Guard

## A new system for navigational safety is to be launched in Tokyo Bay, Ise Bay and Setonaikai (including Osaka Bay).

A system of recommendation and order when stormy weather and extreme sea condition are expected.  
(Article 32/Act on Maritime Traffic Safety)

- Recommendation will be given to certain vessels\* as large ships to **evacuate to safe areas outside the bays** or to refrain from entering the bays when extremely strong typhoon may hit the area.
- Recommendation will be given to ships in bays to **refrain from anchoring in designated areas** and to **enhance measures against anchor dragging**.

\*Ships vulnerable to wind due to shape/wind cross-section. (PCC, container vessel, tanker over 160m LOA and cargo ship over 200m LOA are assumed.)

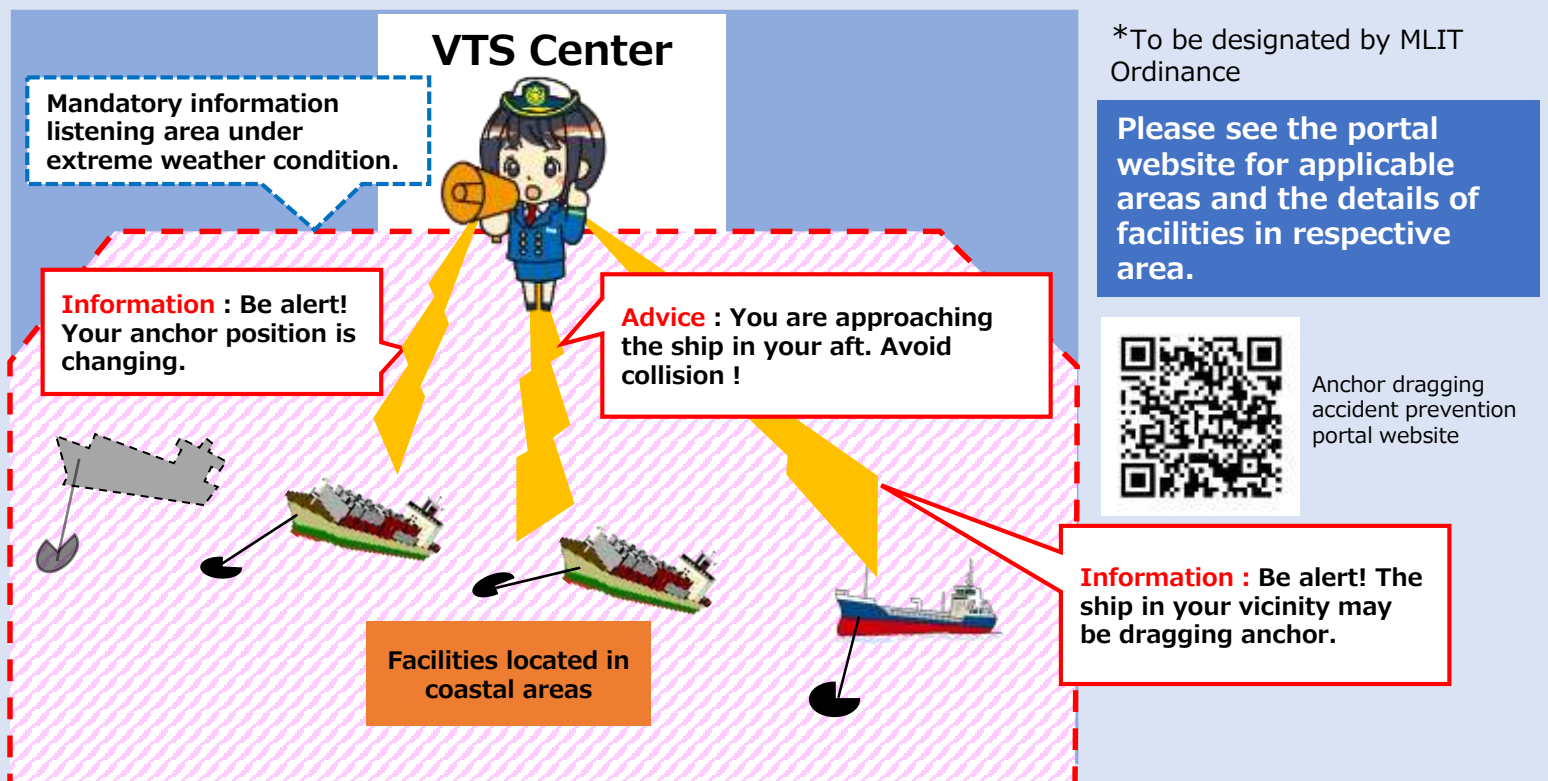


For vessels that need to evacuate, JCG Commandant issues recommendation/order to evacuate port and bay in a unified manner.

## A scheme of information provision and recommendation to take danger avoidance measures by VTS Centers.

(Articles 33. 34/Act on Maritime Traffic Safety, Articles 43.44/Act on Port Regulations)

- Information on anchor dragging risk, etc. will be provided to individual ships anchoring/sailing in areas near vital coastal facilities\* and their listening watch is mandatory.
- Danger avoidance advisory will be given when dangerously approaching vessels were recognized.



# New measures to be taken when extreme weather/sea condition are expected

When typhoon is approaching Tokyo Bay

Please take a safety evacuation following as below recommendation when Typhoon is expected;

- Powerful big Typhoon: **Evacuation** to outside or **refraining from entering** the bay for large ships.
- Normal Typhoon etc.: **Enhancement of anti-anchor dragging measures** (engine stand-by etc.) for ships in the areas designated by the Regional CGHQ Commander.

Enhancement of anti-anchor dragging measures

Stand-by engine!!

Chiba Port

Keihin Port

Kisarazu Port

Information provision and danger avoidance advisory by the VTS Center

Nakanose-Traffic Route

Yokosuka Port

Uraga-Suido Traffic Route

Evacuation to the Bay outside

**Information from VTS Center on accident prevention shall be listened when typhoon is approaching:**

- By ships anchoring/sailing in areas in the vicinities of vital coastal facilities\*;
- For danger avoidance recommendation when dangerous approaching to ships or above facilities was recognized.

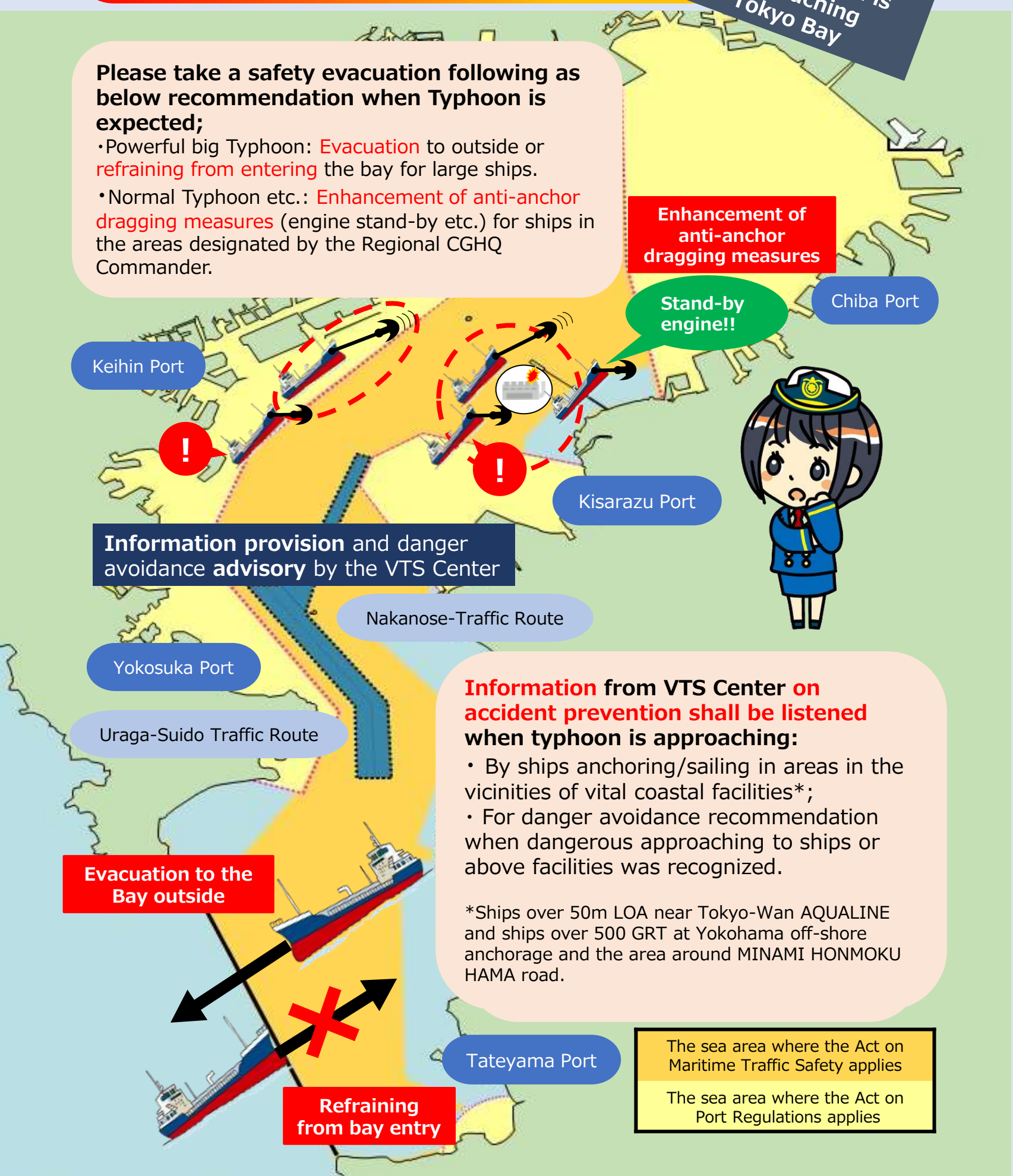
\*Ships over 50m LOA near Tokyo-Wan AQUALINE and ships over 500 GRT at Yokohama off-shore anchorage and the area around MINAMI HONMOKU HAMA road.

Tateyama Port

Refraining from bay entry

The sea area where the Act on Maritime Traffic Safety applies

The sea area where the Act on Port Regulations applies



# REQUEST TO CARGO FORWARDERS

When typhoon approaching is expected, cargo forwarders are requested to take **flexible measures, such as changing cargo handling plans**, so that high endurance ocean going vessels, wind-vulnerable high freeboard vessels, etc. may be able to leave congested anchorage and escape to safety with **ample advance time**.

**海上保安庁**  
**JAPAN COAST GUARD**

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Please check your local JCG from the QR links:  
(JCG Web-links) <https://www.kaiho.milt.go.jp/link/link.html>



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Maritime emergency  
call number 118