

The revised Act on Maritime Traffic Safety takes effect from July 1, 2021.

Starting a new system of recommendations and orders for Tokyo Bay!!

Request Request for reporting of anchoring positions

In order to ensure means of communication with the Coast Guard in emergencies such as when anchor dragging occurs, we request that the following vessels cooperate by reporting their anchoring position, means of communication, and other information to the designated contact.

● When a recommendation for “enhancing anchor dragging countermeasures” is issued for the Keihin Port

Vessels with less than 500 gross tons that will anchor in the Yokohama-ku or Kawasaki-ku of the Keihin Port (except vessels carrying hazardous cargo)

▶ **Yokohama Coast Guard Office** TEL: 045-201-8180

● When a recommendation for “enhancing anchor dragging countermeasures” is issued for the sea areas around Tokyo Bay Aqua-Line

Vessels not equipped with AIS that will anchor in sea areas around Tokyo Bay Aqua-Line

▶ **Tokyo Wan Vessel Traffic Service Center** TEL: 045-225-9140

Request Request for preventing contact accidents with navigational aids

Accidents involving contact with navigational aids are occurring frequently in stormy weather. Vessels should endeavor to prevent contact with navigational aids, and should immediately notify the nearest Coast Guard Office in the event that contact with a navigational aid occurs.

Pursuant to revision of the Navigational Aids Act, beginning from November 1, 2021, parties responsible for damaging a navigational aid belonging to the Japan Coast Guard will be required to perform the necessary repairs or bear the costs required for such repairs.



Maritime Information and Communication System



Provides information related to maritime safety such as the following.

- Weather conditions
- Weather warnings, recommendations, etc.
- Emergency information
- Maritime safety information
- Live cameras

Anchor dragging accident prevention portal site



Provides information such as the following that can help prevent anchor dragging.

- Projected typhoon course map, ocean wave forecast charts
- Maps showing conditions of anchored vessels in Tokyo Bay and other locations
- Information related to wind direction, wind speed, etc. measured at lighthouses and other facilities
- Anchor dropping/weighing work, accident prevention, conditions of anchorage and harborage during typhoons
- Guidelines for preventing anchor dragging accidents

New system taking effect in Tokyo Bay

Bay evacuation

A recommendation to evacuate to outside of Tokyo Bay will be issued at times such as when an extremely strong typhoon is approaching.

Avoid entering bay

A recommendation to avoid entering Tokyo Bay will be issued at times such as when an extremely strong typhoon is approaching.

Anchor dragging countermeasures

A recommendation to enhance anchor dragging countermeasures in sea areas around the Tokyo Bay Aqua-Line will be issued when strong winds are expected.

New information provision

Information will be provided to certain sea areas by the Tokyo Wan Vessel Traffic Service Center when strong winds are expected.

Extremely strong typhoon or other storm

★Caution This leaflet was created based on information that was current on July 1, 2021. As a result, there may be some differences from the contents of actual recommendations that are issued in the future. Follow the instructions of the recommendations that are actually issued in times of stormy weather.



Navigation Safety Division, Maritime Traffic Department,
3rd Regional Coast Guard Headquarters TEL: 045-211-1118

3rd Regional Coast Guard Headquarters

Recommendations to evacuate the bay or avoid entering the bay

As typhoons and other irregular weather events are increasing in both frequency and intensity, there have been multiple accidents involving a vessel dragging anchor that collide with a maritime facility or other vessels in Tokyo Bay and other areas of congested vessel traffic.

For this reason, measures to prevent anchor dragging accidents in Tokyo Bay were implemented, including recommendations based on the Act on Port Regulations and advisories to evacuate the bay. In order to further improve the effectiveness of these measures, **in addition to the existing measures, new recommendations will be issued based on the Act on Maritime Traffic Safety advising evacuation from inside the bay to sea areas where there is less effect from the typhoon, or advising against entering the bay.**

Recommendation to evacuate to outside the bay

When there is the risk of strong winds with a maximum wind speed of 40 m/s or more in Tokyo Bay,*1 a recommendation will be issued around 2 days prior to the arrival of the typhoon in Tokyo Bay.*1

High risk vessels*2

Must evacuate with ample time to a sea area outside Tokyo Bay*1 where there is less effect from the typhoon.

* There are vessels exempted from this recommendation, such as vessels where the captain has concluded that safely evacuating to outside Tokyo Bay*1 is difficult due to reasons such as the seaworthiness of the vessel.

Vessels other than high risk vessels*2

Must select an evacuation destination and method, including harborage outside of Tokyo Bay,*1 and must begin evacuation and other necessary action as appropriate according to the evacuation destination sea area.

* A recommendation or order for evacuation from the port and to outside the bay will be issued centrally by the 3rd Regional Coast Guard Headquarters to all vessels which must evacuate to outside the bay.
* Vessels which fail to follow the recommendation may be ordered to evacuate or take other action.

Recommendation to avoid entering the bay

When there is the risk of strong winds with a maximum wind speed of 40 m/s or more in Tokyo Bay,*1, a recommendation will be issued around 2 days prior to the arrival of the typhoon in Tokyo Bay*1.

High risk vessels*2

Must avoid entering Tokyo Bay*1 after the recommendation is issued.

* There are vessels exempted from this recommendation, such as vessels where the captain has concluded that safely evacuating to outside Tokyo Bay*1 is difficult due to reasons such as the seaworthiness of the vessel, vessels which can harbor safely due to reinforcement of moorings etc. at the port, and vessels which will be able to evacuate with ample time to sea areas outside of Tokyo Bay where there is less effect from the typhoon.

Vessels other than high risk vessels*2

Must avoid entering Tokyo Bay*1 beginning 12 hours before the forecast arrival of a strong wind area accompanying a typhoon in Tokyo Bay.*1

* There are vessels exempted from this recommendation, such as vessels which can harbor safely due to reinforcement of the moorings etc. at the port.

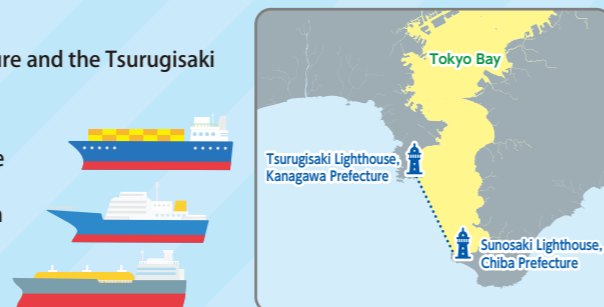
* Vessels which fail to follow the recommendation may be ordered to evacuate or take other action.

* 1 Tokyo Bay

- Sea area north of the line connecting the Sunosaki Lighthouse in Chiba Prefecture and the Tsurugisaki Lighthouse in Kanagawa Prefecture

* 2 High risk vessels

- Car carriers, container vessels, gas tankers, and tankers with a length of 160 m or more
- Passenger vessels, ferries, and cargo vessels with a length of 200 m or more
- Vessels carrying hazardous cargo (except for liquefied gas transport vessels) with 50,000 gross tons or more
- Liquefied gas transport vessels with 25,000 gross tons or more
- Vessels with loaded cargo that is 10 % or less of capacity



Recommendation to enhance anchor dragging countermeasures

This recommendation will be issued when strong winds with an average wind speed of 20 m/s or more are forecast in sea areas around Tokyo Bay Aqua-Line.*3

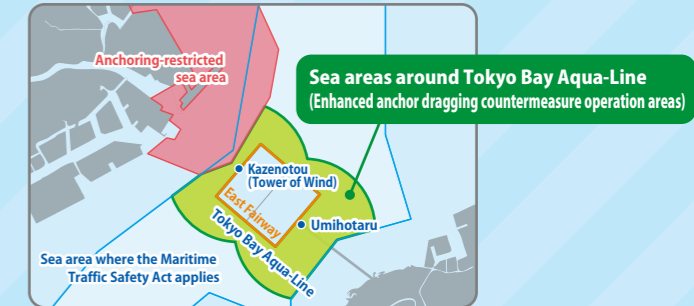
Vessels anchoring in sea areas around Tokyo Bay Aqua-Line*3

- 1 Must continually monitor VHF CH 16, post additional crew to the navigation bridge, ensure appropriate length of anchor chain, start the engines and thrusters, maintain AIS operation, and take other action to prevent serious anchor dragging accidents, and must endeavor to quickly detect and eliminate anchor dragging and prevent collisions with facilities related to the Tokyo Bay Aqua-Line.
- 2 Must establish a means of communication that will allow the dispatch of a tugboat in the event of unforeseen circumstances.

* Vessels which fail to follow the recommendation may be ordered to evacuate or take other action.

* 3 Sea areas around Tokyo Bay Aqua-Line (Enhanced anchor dragging countermeasure operation areas)

Sea areas located within a 2-nautical-mile radius of the Tokyo Bay Aqua-Line Umihotaru Lighthouse and the Tokyo Bay Aqua-Line Kazenotou (Tower of Wind) Lighthouse where the Act on Maritime Traffic Safety applies (except the anchoring-restricted sea area around Tokyo International Airport and the Tokyo Bay Aqua-Line East Fairway)



Provision of information from the Vessel Traffic Service Center

In order to assist with safe navigation and anchoring of vessels in certain littoral sea areas around facilities and other structures during stormy weather, and to prevent shipping accidents, new information and recommendations for preventing anchor dragging accidents will be provided to anchored vessels and other vessels in the subject sea areas.

System for provision of information and recommendations from the Vessel Traffic Service Center intended to avoid danger

The information or recommendations will be issued when a recommendation to enhance anchor dragging countermeasures has been issued in each of the subject sea areas.*4

The Tokyo Wan Vessel Traffic Service Center will provide information to vessels anchoring or navigating in the subject sea areas*4 in order to help prevent possible anchor dragging or other accidents. Monitoring of this information is mandatory.

In cases such as when vessels are abnormally close to one another, a recommendation will be issued to these vessels instructing them to avoid danger.

* 4 Subject sea areas and subject vessels

- Sea areas around LNG berths and the Minami-Honmoku Hama Road (1 in figure at right)
Vessels with more than 500 gross tons
- Sea areas located within a 2-nautical-mile radius of the Tokyo Bay Aqua-Line Umihotaru Lighthouse and the Tokyo Bay Aqua-Line Kazenotou (Tower of Wind) Lighthouse (except the anchoring-restricted sea area) (2 in figure at right)
Vessels with a length of 50 m or more

