

Chapter 2 Current Maritime Traffic Safety Measures

1 Improvement of Maritime Traffic Environment

● Improvement of Traffic Safety Facilities

In order to improve the security and operational efficiency of maritime traffic, improvement is being implemented for beacons that correspond to changes in the maritime traffic environment such as improving the maintenance of ports and ocean routes, and accelerating ship traffic. As of the end of 2009, 5,393 beacon groups are being managed.

In 2009, the improvement and strengthening of traffic control/information provision system and prevention of maritime accidents in congested water areas that applied new information technology for starting AIS (Automatic Identification System) in the Kanmon Passage, advancement and augmentation of existing beacons in Tokyo Bay, and installation of 610 LED (light-emitting diode) light sources were implemented.

2 Maritime Safety Dissemination

● Spreading of the Principle of Prevention

In order to prevent maritime accidents, it is important to raise the awareness of maritime accident prevention in maritime participants, marine leisure lovers, and each citizen. Therefore, compliance with maritime laws and enforcement of safe operation have been instructed through opportunities such as maritime accident prevention seminars and guidance visits to ships.

Also, newsletters were issued with explanations of the summary and analysis results of accident/incident investigation reports that were publicized by the Japan Transport Safety Board, and were widely distributed to maritime participants.

With regard to cases of sinking of recreational fishing vessels, and in relation to the opinions stated to the Director General of the Fisheries Agency, Ministry of Agriculture, Forestry and Fisheries regarding the enhancing and strengthening of training sessions that target recreational fishing vessel operators, a newsletter has been issued that features accident/incident cases of recreational fishing vessels and ferryboats, and should contribute to the materials used in the same training sessions.

3 Ensuring Safe Operation of Boats and Ships

● Strengthening of Operational Duty Inspections

Targeting passenger ships and cargo ships, audits are carried out based on the Marine Transportation Law and Coastal Shipping Law, and efforts have been made to improve auditing methods and enhance the system.

● Implementation of the Transport Safety Management System

Based on the "Transport Safety Management System" introduced in October 2006, a safety management system was established by the operators which was taken action by management executives to on-the-site workers as a whole. The country carried out the evaluation for transport safety management to 1,137 companies by the end of December 2009 to confirm the status of implementation.

4 Augmentation of Safety Measures for Small Vessels, etc.

● Promotion of Safety Measures for Pleasure Boats

Through guidance visits to ships and maritime accident prevention seminars, the Japan Coast Guard has implemented detailed guidance and edification catering to the proper procurement of weather and hydrographic information as well as the compliance of leisure to maritime laws; all corresponding with leisure purposes.

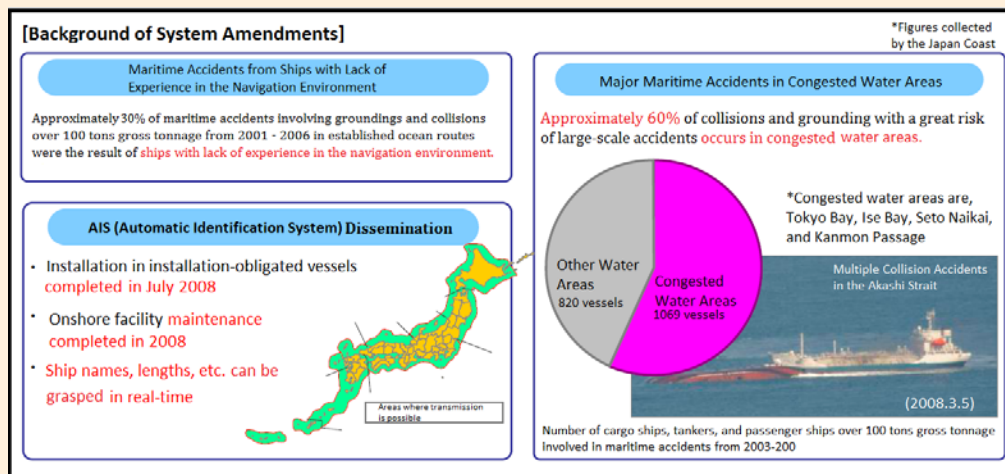
The National Police Agency has focused on water areas with heavy maritime traffic outside ports, seaside resorts frequented by many swimming visitors, and water areas with active marine leisure sports. In addition to carrying out safety guidance with police boats, efforts have been made to ensure water safety through patrols with the collaboration of police aircrafts, cooperation and collaboration with local and relative organizations, and by improving the marine leisure environment, instructing safety measures for marine leisure providers, and holding activities for marine leisure users to raise awareness of safety.

System Revision for the Security of Maritime Transportation Based on the New Traffic Vision

The Act Partial Revision of the Act on Port Regulations and the Maritime Traffic Safety Act were approved on June 26, 2009 and promulgated on July 3, 2009.

1 Background of System Amendments

The revision this time were carried out with the aim of improving ship traffic safety: it took into account the non-dealing transition in the number of vessels involved in maritime accidents in Japan, the unending maritime accidents in ship traffic-congested water areas, and the changes in the environment concerning maritime traffic such as the dissemination of AIS (Automatic Identification System) in marine transport that makes it possible to grasp information such as ship names and compass bearings in real-time.



2 Outline of System Amendments

(1) Main system revision in congested water areas

○ Navigation common to all traffic routes

- There are sections of certain traffic routes where one ship cannot overtake another ship. In cases where the risk of danger becomes apparent in the navigation of a ship in the traffic route, it is possible to instruct the ship that it should wait outside of the traffic route for a necessary time in order to prevent danger.
- It is possible to instruct a suitable path for the safe navigation of ships in ocean areas where it is necessary to improve ship traffic outside of traffic routes.

○ Navigation in each traffic route

Measures are taken to set the minimum speed in the Kurushima Kaikyo Traffic Route, instruct special navigation during the time of tidal direction turns, and require a report prior to entering a traffic route.

○ Navigation assistance to avoid danger

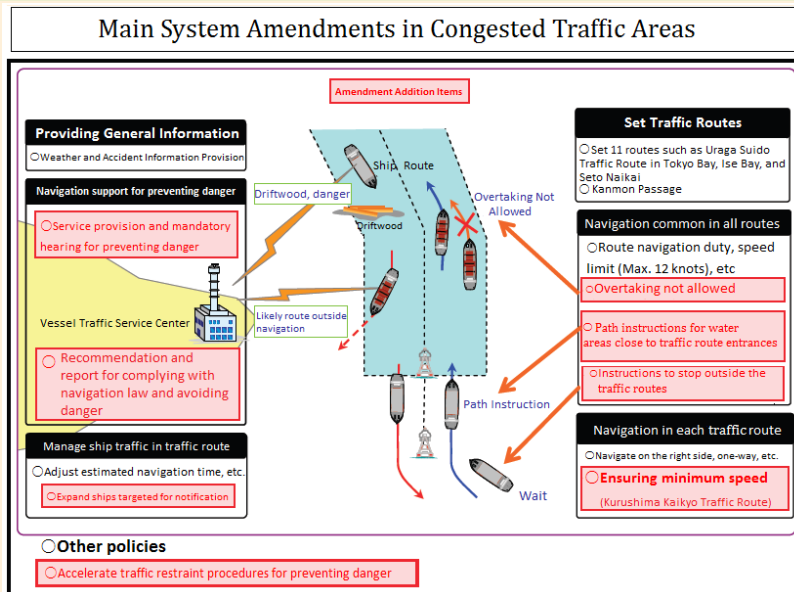
Information needed for safely navigating a given traffic route is provided for certain ships. In addition to the requirement of listening to this information, advice is given to these ships regarding compliance of navigational laws and the necessary course of action that should be taken, and a report of the measures taken based on this advice can be requested from the ship.

○ Control of ship traffic in traffic routes

Ships targeted for prior notification in order to navigate traffic routes are expanded.

○ Other policies

Setting procedures of traffic restraints in order to prevent danger is accelerated, and measures are taken to add methods for relaying one's path when coming and going towards a ship or intersecting a traffic route.



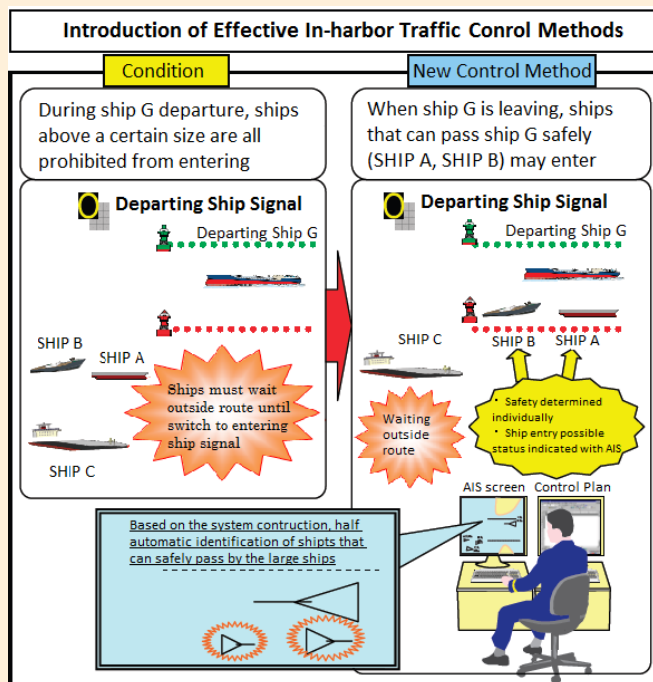
(2) Main system amendments in harbor

- Introduction of effective traffic maintenance methods in harbor

In addition to the introduction of effective in-harbor traffic adjustment measures taking into account the length of ships, measures are taken to add ship lengths to the criteria of ships that should give prior notice in order to navigate a specific channel in the harbor.

- Order for preventing danger in case of adverse weather

In order to prevent danger with in-harbor ship traffic during adverse weather conditions, measures are taken whereby it is possible to instruct ships of anchorage areas and methods, and order ships to leave the harbor.



3 The approach for the implementation of the new system

For implementation of the new system, in November 2009 the Council of Transport Policy compiled their findings with regard to the basic way of thinking for the implementation of the amended laws such as new navigation settings in water areas and the size of applicable ships. In addition to the coming promulgation of the ministerial ordinances that partially amend the Act on Port Regulations regarding these findings, pamphlets are made to explain the amended items in simple terms so as to ensure a smooth transition in to the system with full public awareness, and efforts are being made to properly implement the new system in July 2010.