

The Third Traffic Vision - Initiatives for the Safety of Vessel Traffic -

In the waters around Japan, around 2,500 vessels are involved in ship accidents every year. Once a maritime accident occurs, not only precious lives and property are lost but also Japan's economic activities and marine environment also suffer heavily. In October 2013, the Council of Traffic Policy Maritime Subcommittee compiled the “Initiatives for the Safety of Maritime Traffic (Report)” which outlined the direction of Maritime traffic safety policy along with specific measures (7 issues and 3 goals) over the next five years.

The Japan Coast Guard positions this report as the “Third Traffic Vision” and promotes measures to achieve the goals.

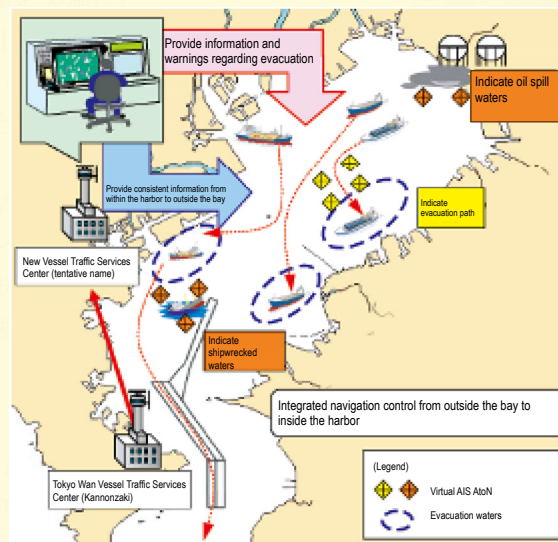
The Seven Issues

- (1) Safety measures for congested waters*1
- (2) Safety measures for semi-congested waters*2
- (3) Efficiency and safety of vessel traffic inside the harbor
- (4) Safety measures for small boats
- (5) Policy for the maintenance and management of Aids to Navigation (AtoN)
- (6) Safety measures for vessel traffic in the event of a large-scale disaster
- (7) Strategic technology development

The Three Goals

- (1) Maintain a low occurrence rate for collision and running aground accidents in congested waters
- (2) Reduce the number of collision and running aground accidents within harbors, etc.
- (3) Reduce the number of small boat accidents

Illustration of Maritime Traffic Safety Measures in the Event of a Large-Scale Disaster



Source: Japan Coast Guard

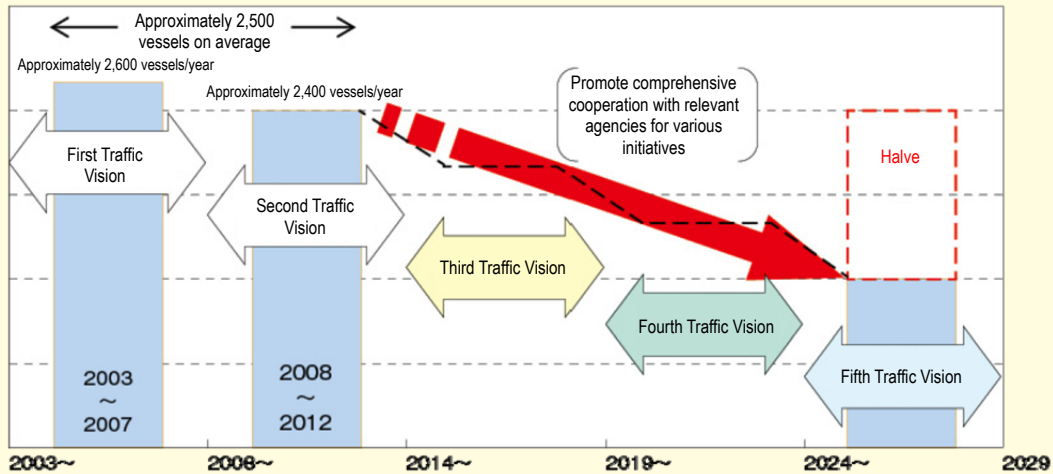
(Note) Virtual AIS AtoN emit signals from AIS shore stations in the vicinity to display AtoN virtually that do not exist physically

Note 1 Tokyo Bay, Ise Bay, Seto Inland Sea, and Kanmon port (waters where the Act on Maritime Traffic Safety or the Act on Port Regulations are applicable).

Note 2 Waters that lead to Seto Inland Sea that connect congested sea areas through each of the waters of the mouth of Tokyo Bay, Irouzaki offing, the mouth of Ise Bay, Shionomisaki offing, Murotomisaki offing, and Ashizuri offing.

Additionally, by promoting various initiatives comprehensively through coordination with relevant agencies, in the long-term, the aim is to reduce the current number of vessel accident numbers in half by the 2020s. Also, Maritime Traffic Safety Subcommission was established within Council of Traffic Policy Maritime Subcommittee to meet around once every year to confirm the implementation status of the measures in the Third Traffic Vision and continue with deliberations on the approach for measures of the next fiscal year, drafting of the next traffic vision, and the way forward for Maritime traffic safety measures from a long-term point of view.

Long-term goals



[Information on the topic is available on the website of the government]

Overview of the Third Traffic Vision (Efforts aimed at ensuring safety of maritime traffic) is available on:
http://www.mlit.go.jp/policy/shingikai/s302_kaiji01.html