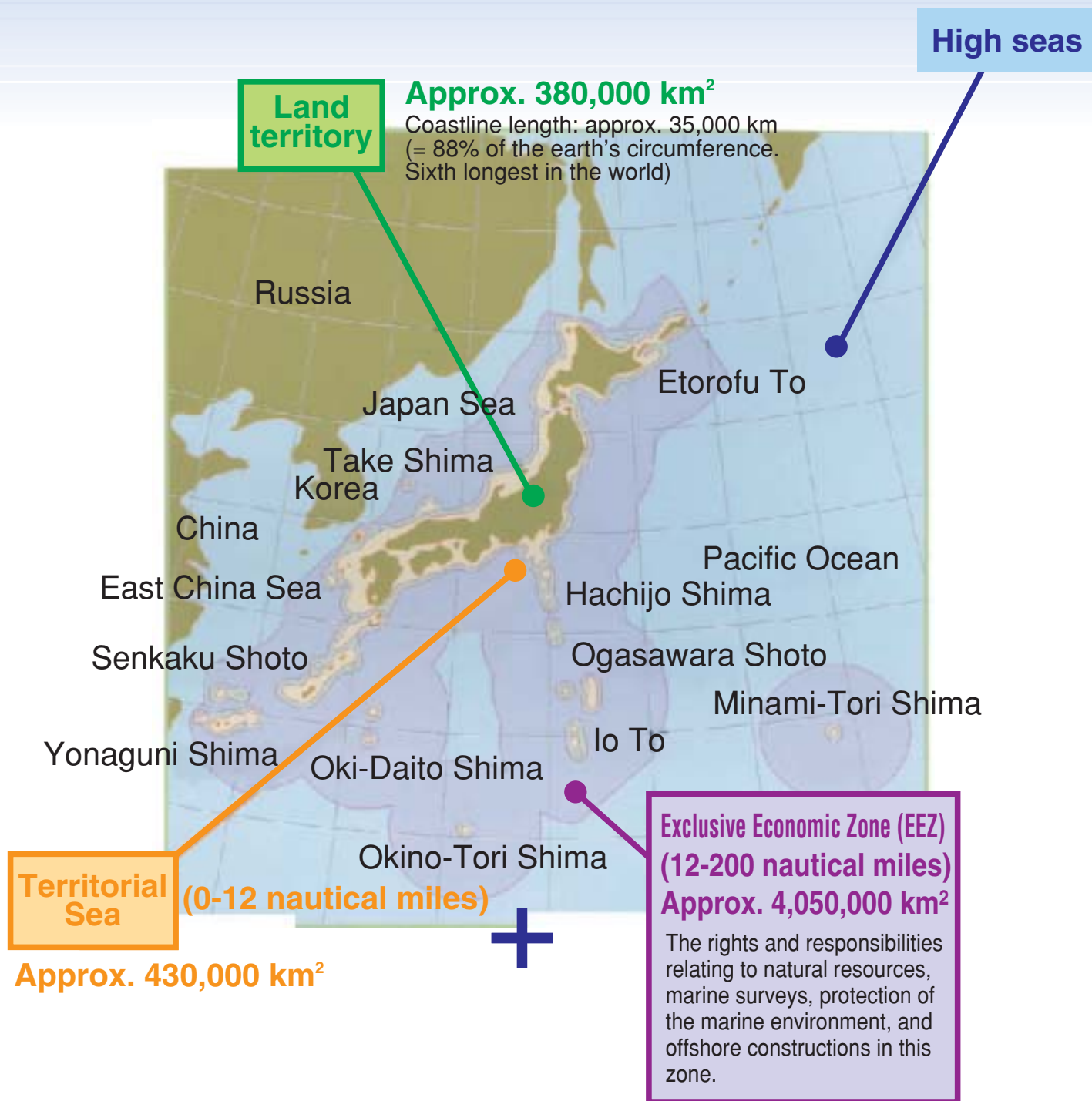




JAPAN COAST GUARD



The JCG keep the maritime safety and enjoyable for Japan's future generations!



Surrounded by the sea on all sides, Japan enjoys the benefits of the waters around it in the form of fishery and maritime trade with countries around the world. However, these waters are also troubled with various problems, including maritime accidents such as collisions and running aground of ships, illegal entry of foreigners on smuggling vessels, maritime crimes such as the smuggling of illegal drugs and other contraband, and international disputes over the sovereignty of territorial possessions and maritime resources.

Since its establishment in May 1948, the Japan Coast Guard (JCG) has been charged with the duty of ensuring security and safety at sea. In order to ensure that the people of Japan can utilize and enjoy the various blessings of the sea, some 12,500 Coast Guard officers around the country are engaged day and night in a variety of activities, including maritime safety operations, search and rescue operations, criminal investigations, marine environment preservation, disaster mitigation, and marine research, while at the same time they strengthen cooperation with other countries.

This brochure will provide you with a closer look at what the JCG is doing, as well as its organizational structure.

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Photographs by Kenji Natsume

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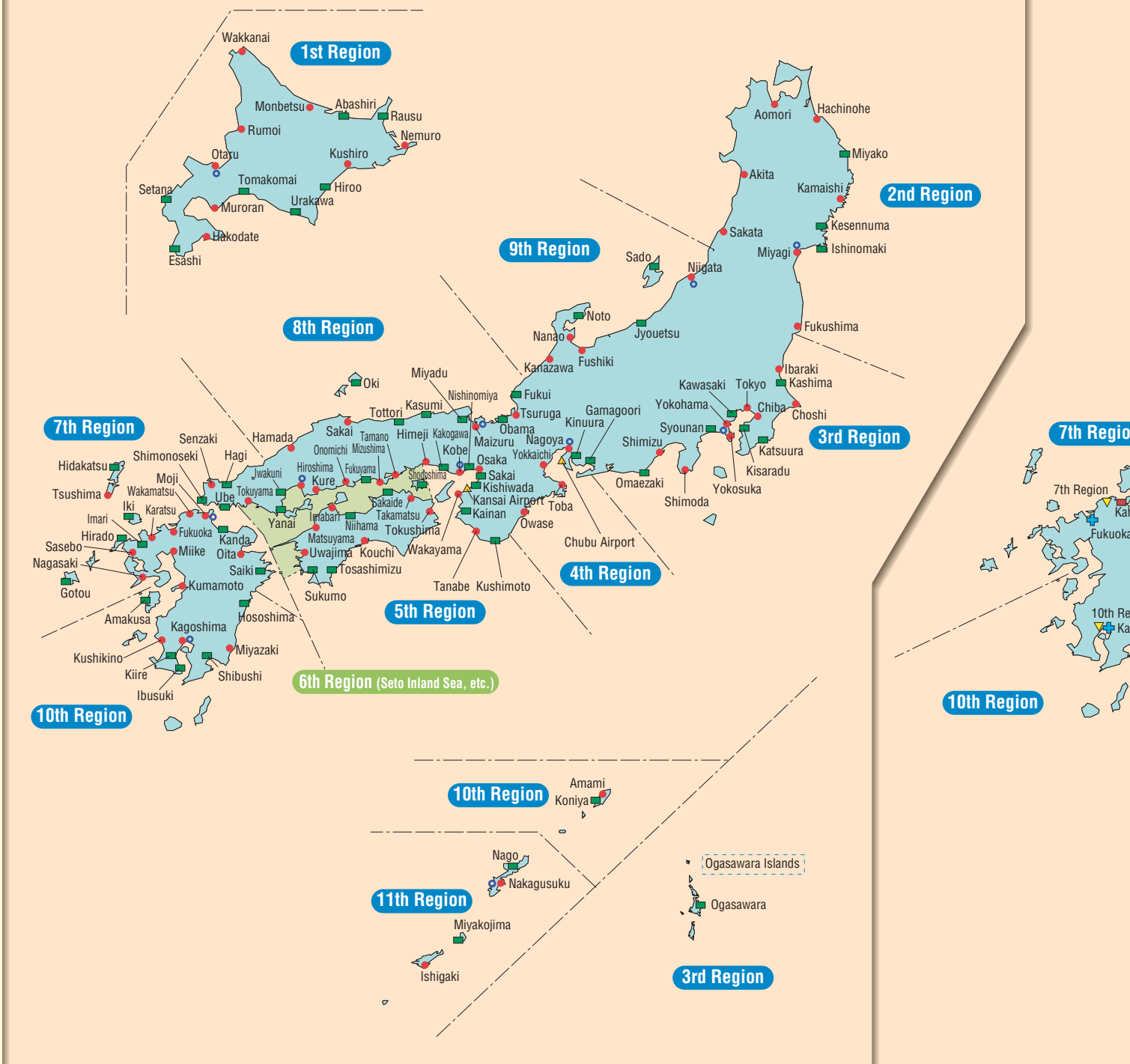
Organizational Structure

Headquartered in Tokyo, the JCG has divided the nation into eleven regions to facilitate its coast guard operations. Each region has a Regional Coast Guard Headquarters, under which there are various Coast Guard Offices, Coast Guard Stations, Air Stations, Hydrographic Observatory, and Traffic Advisory Service Centers.

Locations of Regional HQs, CG Offices, CG Air Stations and CG Stations

(as of April 1, 2009)

● Regional CG Headquarters	11
● CG Offices	69
▲ CG Air Stations	2
■ CG Stations	60



Locations of Air Stations, Traffic Advisory Service Centers, etc.

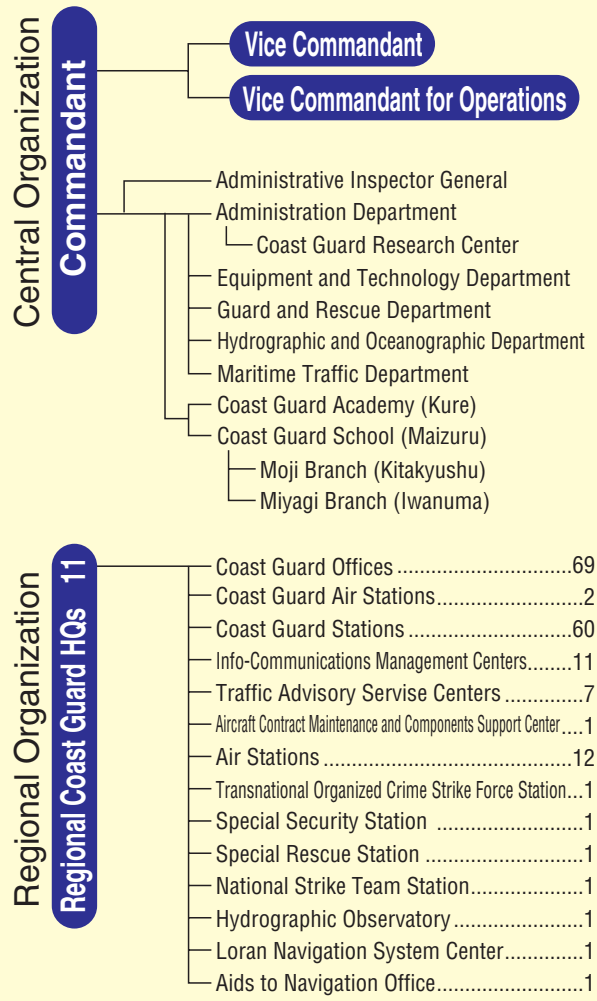
(as of April 1, 2009)

▼ Info-Communications Management Centers	11	★ Special Rescue Station	1
■ Traffic Advisory Service Centers	7	★ National Strike Team Station	1
★ Aircraft Contact Maintenance and Components Support Center	1	■ Hydrographic Observatory	1
✚ Air Stations	12	● Loran Navigation System Center	1
★ Transnational Organized Crime Strike Force Station	1	● Aids to Navigation Office	1
★ Special Security Station	1		



※ Effective October 1, 2009, the Gamagoori Coast Guard Station will be decommissioned and the Mikawa Coast Guard Station will be established.

Organization (as of April 1, 2009)



Fleet Strength

Vessels and Craft

Patrol vessels	121
Patrol craft	234
Special guard and rescue craft	63
Hydrographic survey vessels	13
Aids to navigation evaluation vessels	1
Buoy tenders	2
Aids to navigation tenders	18
Training boats	3
Total:	455

Aircraft

Airplanes	27
Helicopters	46
Total:	73

Aids to Navigation

Visual aids to navigation	5,312
Radio aids to navigation	70
Audible aids to navigation	12
Other aids to navigation	45
Total:	5,439

(as of April 1, 2009)

Budget and Personnel

Budget	182,422 million yen
Personnel	12,593 persons

(at the end of fiscal year 2009)

Maintaining Maritime Order

Through patrol and police actions, we set out to preserve national maritime interests and prevent various maritime crimes, such as poaching, smuggling, and illegal immigration, as well as terrorism.

Present State of Maritime Crimes

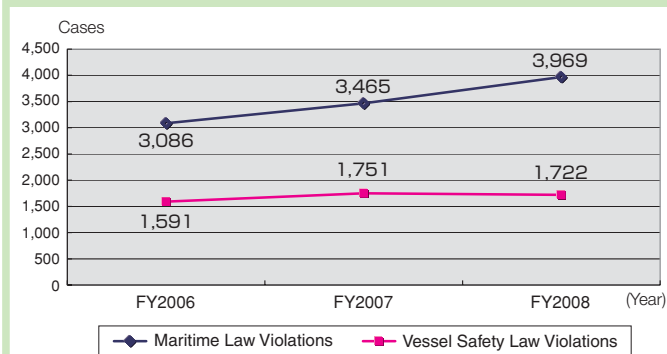
The number of crimes referred by the JCG to competent authorities has risen to reach 8,021 in fiscal 2008, up 545 cases from the previous year.

Violations of maritime laws account for approximately half of these (3,969 cases), with 504 more cases than the previous year. Specifically, violations of the Vessel Safety Law, which prohibits navigation of non-inspected vessels, overloading of passengers, etc., account for about 43% of violations.

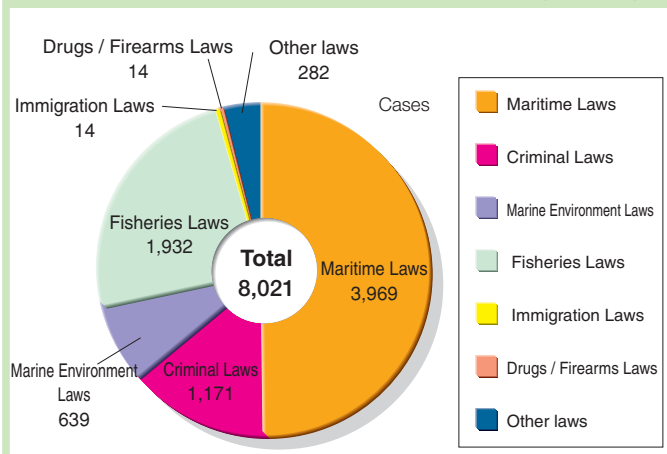
The number of criminal offense cases accounted for about 15% of all cases at 1,171, an increase by 38 cases from the previous year. About 90% of these criminal offense cases involve endangerment of traffic through negligent conduct in breach of duty of care (collision, grounding, etc.) and professional negligence resulting in injury and / or death on account of maritime distress.

In order to maintain maritime order, the JCG promotes cooperation with the domestic organizations concerned (customs, Immigration Bureau, police, etc.), strengthens colligation and utilization of information (more intelligence gathering personnel, thorough information analysis, etc.), and uses scientific investigation methods (identification, professional analysis, etc.).

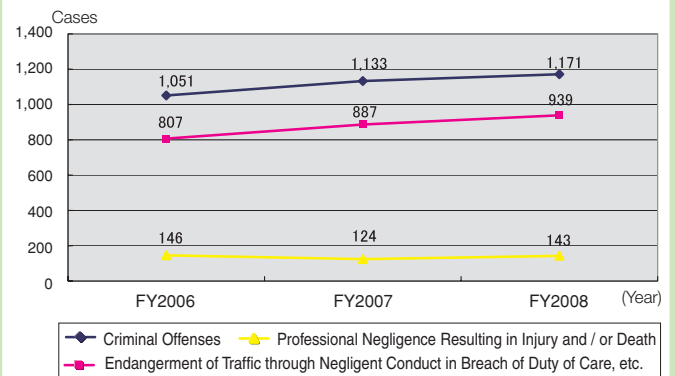
Number of Referrals of Maritime Law Violations



Number of Referrals of Maritime Crimes (FY2008)



Number of Referrals of Criminal Offenses



Countermeasures against Domestic Poaching

Domestic poaching affects not only our dietary life as it drains fishing resources, but also threatens the security and safety of the people, as a portion of the profits from such illegal acts is a source of funding for organized crime groups.

In order to eradicate unauthorized fishing, the JCG has worked closely with the relevant authorities, and has strengthened controls over unauthorized fishing such as arresting a great number of poachers across the country.



Coast guard officers inspecting a poaching vessel

Countermeasures against Smuggling and Illegal Immigration

Many of the crimes in this country, including those related to drugs and firearms and robberies by foreigners, are considered as stemming from illegal immigration and smuggling operations which involve Japanese organized crime groups and international crime syndicates. To halt such crimes at water's edge, the JCG collects and analyzes crime information and patrols with vessels, craft, and aircraft, while at the same time promoting cooperation with organizations concerned both in and outside of Japan. To effectively deal with these crimes which have become more ingenious in recent years, the JCG utilizes the Transnational Organized Strike Force Station to conduct mobile and far-reaching investigations.

In November 2008, together with other organizations concerned the JCG discovered and confiscated approximately 300kg of illegal stimulants, which were ingeniously hidden beneath the engine room of a foreign freight vessel in port at Moji, northern Kyushu. In February 2009, off of Muroto Point, Kochi, the JCG apprehended a suspicious foreign fishing vessel in the act of unloading approximately 120kg of illegal stimulants from a small boat at the breakwater of a fishing port.



Illegal stimulants confiscated from the Sierra Leone freight vessel



Joint anti-terrorism training

Transnational Organized Strike Force Station

Established in April 2002 with the objective of bringing more international organized crime to light, this station to combat international organized crime is engaged in gathering and analysis of information and wide-ranging mobile search operations through close cooperation with the JCG HQs and regional HQs, as well as with organizations concerned both in and outside of Japan.

Piracy Countermeasures

As piracy incidents in Southeast Asia pose a major threat to the safe navigation of vessels from Japan and other countries, the JCG is assisting countries along coastal areas in that region to enhance their policing capabilities by organizing training seminars and sending its patrol vessels for joint training, thus establishing a cooperative relationship with those countries. The JCG is also active in addressing this issue under the framework of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), which went into effect in September 2006, by sending its personnel to the Information Sharing Centre which was established in Singapore under the ReCAAP.

Combating Terrorism

In response to the growing threat of serious acts of terrorism following the September 11th terrorist attacks on the United States, security by patrol vessels, craft, and aircraft has been strengthened at key facilities along the coast, such as nuclear power plants, and organizations involved in maritime affairs have been asked to bolster their own security measures. With regards to the security of nuclear power plants, in particular, the JCG is working closely with the relevant electric power companies and local police for frequent exchange of information, and also conducting joint training so that we can respond effectively in the event of such an occurrence. In addition, under the Law for the Security of Ships and Port Facilities, the JCG is appropriately enforcing regulations for vessels entering Japanese ports from abroad. In order to enhance the appropriateness of port call regulations, prior submission of crew and passenger lists was mandated in February 2007. Furthermore, at international ports the JCG is enhancing its coastal operations against terror through cooperation with Principal Field Officers for Seaport Security and Crisis Management and other organizations concerned.



Anti-piracy training (A pirate handed over to JCG officers)

Recent years have seen a rash of piracy cases involving trading ships in the area around Somalia, which is an important point in the marine transport route connecting Europe and Asia. Upon orders for maritime policing action, Japan Maritime Self-Defense Force Ships were dispatched to Somali waters in March 2009. Accordingly, JCG officers were stationed aboard those ships to remain on standby for judicial policing services against pirates, including arrests and interrogations. The JCG is making proactive efforts to address this issue, having organized training courses in October 2008 for officers from the maritime safety organizations of Somalia's neighboring countries in order to increase their law enforcement capabilities.



Patrol vessels on duty

Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)

Set up under Japan's proposal, the ReCCAP promotes regional cooperation for anti-piracy measures in Asia. The agreement was signed in November 2004 and went into effect in September 2006. Its primary aims are to establish a system for information sharing and enhancing cooperation through the Information Sharing Centre in Singapore.

Security against Maritime Conflict

In order to maintain public safety and order at sea during times when foreign warships and vessels call at Japanese ports or nuclear materials are transported by sea, the JCG has established a Special Guard Team, which is engaged in efficient security operations on well-equipped patrol vessels.



Guarding the U.S. nuclear-powered aircraft carrier George Washington as it enters the Port of Yokosuka



A patrol vessel tracking a suspicious ship (drill)



2,000-ton patrol vessel (high-speed / high-performance, helicopter-carrying-type) Kiso commissioned to track suspicious ships

Special Guard Team

In order to prevent civilian demonstrators from suffering accidents or rioting, stop acts of sabotage by extreme-leftist groups, and combat various forms of terror, the Special Guard Team conducts intense training night and day on arrest techniques, sea traffic restriction training on rubber rafts, and anti-terror training.



Special Guard Team training on a rubber raft

Countermeasures against Suspicious Vessels / Spy Ships

It is believed that suspicious vessels and spy ships are involved in major crimes such as illegal drug smuggling and illegal emigration and immigration. The JCG must detain these ships and conduct onboard inspections in order to determine the purpose and true intent of their activities. It is also necessary for the JCG to conduct thorough and strict policing activities, including collecting evidence and making arrests. Therefore, as a maritime police organization, the JCG is expected to be the first to deal with these suspicious vessels and spy ships.

With regards to countermeasures against suspicious vessels and spy ships, the JCG is improving and reinforcing its preparations in terms of operations and equipment, and is also organizing training exercises in order to prepare itself for any appearance of such ships.

Surveillance of Illegal Operations by Foreign Fishing Vessels

Illegal operations by foreign fishing vessels are often conducted secretly at night or on rough seas to avoid detection by authorities. Furthermore, as these vessels become faster with higher performance, and their escape methods become more malicious, it is increasingly difficult for the JCG to capture and arrest offending vessels.

In order to eradicate these malicious illegal acts by foreign fishing vessels and protect fishing order in Japan's territorial waters and exclusive economic zones, the JCG is introducing higher performance patrol vessels, craft, and aircraft, and cooperating with organizations concerned both in and outside of Japan so as to perform fair and appropriate monitoring and surveillance.



Patrol vessel apprehending foreign vessel engaged in illegal operations



JCG officers jumping onto foreign vessel engaged in illegal operations

Guarding the Territorial Seas and Internal Waters

Recent years have seen an increasing number of cases where foreign activists attempt to make unlawful entry into the waters of the Senkaku Islands and make landing on them, foreign oceanographic research vessels carry out surveys in Japan's exclusive economic zone (EEZ) without the nation's consent, and foreign vessels hover about the territorial waters of Japan. The JCG deals with such cases thoroughly and in an appropriate manner.

JCG Guarding Territorial Seas

The JCG keeps watch over Japan's territorial waters by way of patrolling and policing to determine if any foreign vessels are at anchor, hovering, or engaged in unlawful activities within Japan's territorial waters for any purposes other than "innocent passage" or "emergency entry," which are permitted by international law.

In accordance with the Law on Navigation of Foreign Ships in the Territorial Seas and Internal Waters, which was put into force in July 2008, the JCG conducts boarding inspections of any foreign vessels hovering in Japanese territorial waters, and, if deemed necessary, issues orders / directions for such vessels to be expelled from territorial waters.



Boarding inspection under the Law on Navigation of Foreign Ships

Patrolling and Guarding the Waters near the Senkaku Islands, Takeshima, and the Northern Territories

In June 2008, a vessel carrying Taiwanese activists entered the Japanese territorial sea off of Uotsuri-jima (the largest of the Senkaku Islands) in an unprecedented manner (accompanied by Taiwanese official vessels) to lay claim to the Senkaku Islands, but was expelled after JCG's vessels and craft issued a warning.

In the waters around the Kuril Islands, which are unlawfully held by Russia, there is no end to the seizure of Japanese fishing boats by Russia. In August 2006, a patrol vessel of

Border Guard Service of the Federal Security Service of Russian Federation opened fire on a Japanese fishing boat, killing one crewmember and seizing the boat. The JCG constantly deploys patrol vessels and craft in the waters around the Nemuro Strait, where such seizures are expected, and provides guidance on the prevention of such seizures and compliance with fishery-related regulations either directly or via fishermen's cooperative associations.



On guard against activists laying claim to the Senkaku Islands

Dealing with Unlawful Acts by Foreign Oceanographic Research Vessels

Of the 21 foreign oceanographic research vessels that were confirmed to have operated in 2008 in the Japanese EEZ and its territorial seas, 8 vessels either did not file an prior notification as required by international rules, or were found to be engaged in activities other than those previously notified. And in December 2008, two Chinese oceanographic research vessels were found to be hovering and drifting about in the Japanese territorial sea near Uotsuri-jima in violation of international navigation rules. After a demand from our patrol vessels to leave and a high-level protest through diplomatic channels, the vessels were expelled from the Japanese territorial sea.

When foreign oceanographic research vessels or aircraft are found to be engaged in unusual movements, the JCG keeps constant watch over them, shares such information with the Ministry of Foreign Affairs, and communicates a demand for the discontinuation of such movements through diplomatic channels. Through cooperation with relevant ministries and agencies, the JCG deals with unlawful acts by foreign oceanographic research vessels thoroughly and in an appropriate manner.



Chinese oceanographic research vessel hovering / drifting about in the territorial sea near the Senkaku Islands

Saving Lives

The JCG maintains constant readiness to ensure prompt search and rescue operations.

Quick Response to Marine Accidents

The JCG maintains a 24-hour watch for maritime distress and other marine accidents, ensuring that its vessels, craft, and aircraft are always prepared for immediate response. Under the International Convention on Maritime Search and Rescue (SAR), Japan is playing a major role in the international search and rescue operation system, covering a SAR area 36 times larger than its own territory.

When an accident occurs at sea, the JCG determines a search area based on analysis of information it has gathered once the initial report is received, and quickly dispatches vessels, craft, or aircraft to the scene of the accident. When necessary, these operations involve cooperation with the JCG's counterparts in neighboring countries. At the same time, the JCG utilizes the Japanese Ship Reporting System (JASREP) to coordinate prompt and appropriate maritime rescue operations by requesting the cooperation of vessels near the scene of the accident.

In particular, during emergencies which require specialized rescue techniques involving sick and wounded who require advanced first-aid treatment, such as cases of waterlogged or capsized vessels and shipboard fires, the JCG dispatches its special rescue team, mobile rescue technicians, and patrol vessels manned with qualified divers to commence early rescue operations.



Divers searching for victims in a capsized vessel



Divers carrying survivors from a capsized vessel

Japanese Ship Reporting System (JASREP)

The JASREP is a voluntary system for mutual assistance among vessels. Based on data sent from vessels on their current position, course, and speed, the vessel's position is estimated in the event of a marine accident, and vessels in the area of the scene are quickly located to request their assistance, thereby ensuring prompt rescue operations.

Special Rescue Team

The Special Rescue Team is on standby around the clock at the Haneda Special Rescue Station, ready to carry out search and rescue operations in situations which demand advanced and specialized knowledge and skills, such as fires on ships carrying hazardous materials, capsized or sinking vessels, and rescue using helicopters. Since its foundation in 1975, the team has saved some 2,000 lives.



Mobile Rescue Technicians

Skilled in helicopter lifts and emergency medical procedures, Mobile Rescue Technicians rush to the scene by helicopter to save lives when a marine accident occurs or sick or wounded are reported at sea. These technicians are stationed at the Hakodate, Fukuoka, Miho, and Kagoshima Air Stations, as well as the Kansai International Airport Coast Guard Air Station. In fiscal 2009, additional technicians will be assigned to the Naha Air Station in order to enhance rescue and emergency capabilities.



Eliminating Deaths and Missing Persons in Marine Incidents

The JCG makes full use of its ranger rescue techniques, skills, and knowledge of emergency and lifesaving procedures, and also the mobility of helicopters, in order to eliminate deaths and missing persons in cases of maritime distress and other marine accidents. In the event of injuries or illness at sea, the JCG uses its patrol vessels, craft, and aircraft to convey casualties to land, and also to send medical professionals to sea when necessary.



Saving a casualty at sea

Ensuring Safety in Marine Leisure

Of the seemingly never-ending cases of accidents which occur during marine leisure activities, the majority can be attributed to human causes, such as the lack of basic knowledge and skills and disregard for weather and hydrographic conditions. As such, the JCG is running a campaign to promote self-rescue techniques with a view towards using events and PR media to extensively publicize to marine leisure lovers that, in order to enjoy recreation happily and safely in the sea, the “Three Basics of Self-rescue” are of the utmost importance. The JCG also holds workshops on the prevention of marine accidents across the country.

In this way, the JCG supports the creation of an environment in which the general public can enjoy and become familiar with the sea, and at the same time learn about marine safety. In order to respond to marine accidents in coastal areas both promptly and appropriately, the JCG works closely with private-sector salvage organizations.

The Three Basics of Self-rescue

- Always wear a life jacket
- Keep a mobile phone or other communication device handy in a waterproof package
- In times of emergency, call “118”



Showing self-rescue techniques to the audience at a summer concert



Getting surf casters acquainted with self-rescue techniques



Communicating the message of “Dial 118”



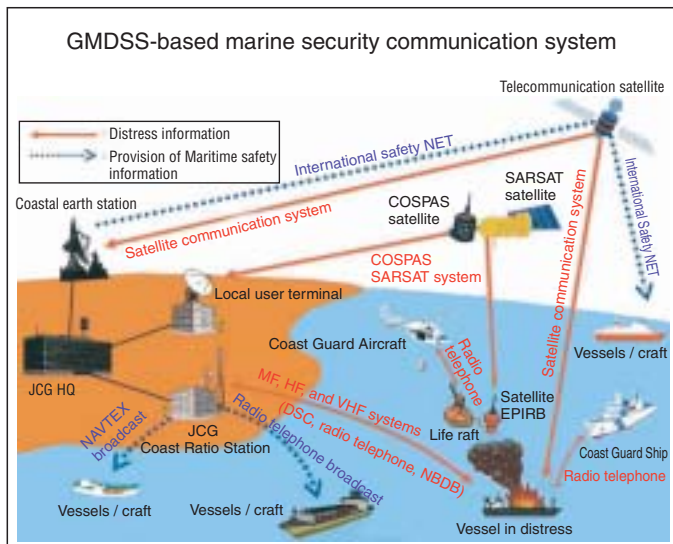
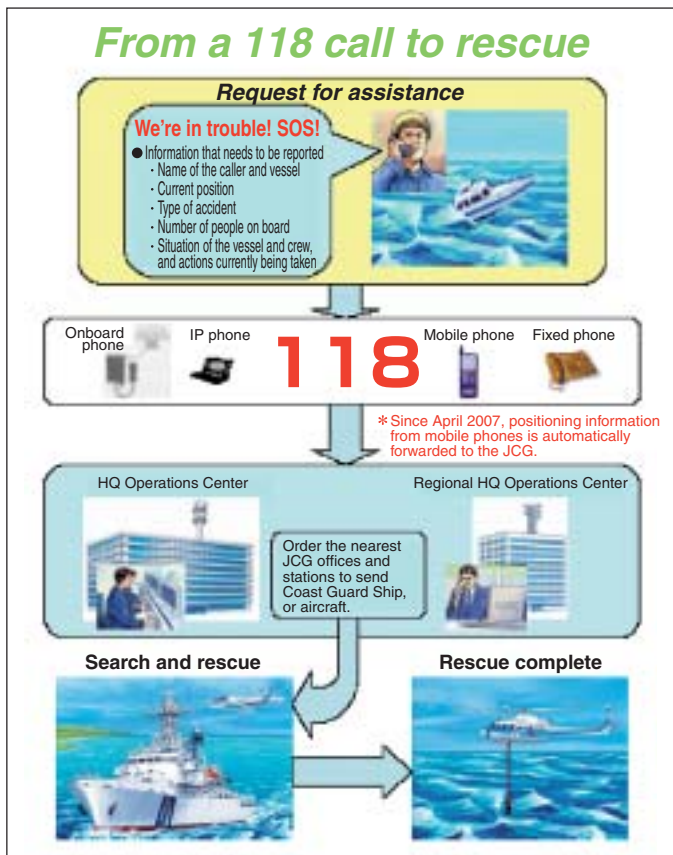
Marine safety class for children



A JCG officer receiving a 118 distress call

Caller's position display screen

海の「もしも」は118番



Gathering Information on Marine Accidents

When something occurs at sea far from land, it is important to contact the JCG as soon as possible.

In order to cope with such emergencies, the JCG operates a radio maritime accident reporting system 24 hours a day based on the "Global Maritime Distress and Safety System (GMDSS)" which allows distressed vessels in any area to ask for rescue.

The JCG has also established a system whereby a caller can immediately contact us and seek rescue simply by dialing "118" on an onboard phone or mobile phone when an accident occurs. Since April 2007, the positioning information of a mobile phone from which a "118" call has been made is automatically forwarded to the JCG, thereby improving our ability to respond to distress signals.

The JCG is encouraging people to always carry a means of communication such as a radio or mobile phone, so that they can make prompt contact with land in the event of a small boat getting into trouble at sea.

GMDSS-based telecommunication system

Search and rescue communications

- 1) COSPAS-SARSAT system
Automatically delivers distress alerts transmitted by Emergency Position Indicating Radio Beacons (EPIRB) to the Rescue Co.
- 2) Satellite communication system
Allows distressed vessels to send distress signals directly to the Rescue Co via commercial communication satellites.
- 3) MF, HF, and VHF systems
Allow distressed vessels to communicate with the Rescue Co and with other vessels through terrestrial radio bandwidths which may be chosen according to distance.

Broadcast of maritime safety information

- 1) NAVTEX broadcast
Meteorological and navigational warnings are broadcast by the JCG coastal radio stations to automated direct printing receivers aboard vessels.
- 2) International SafetyNET broadcast
Meteorological and navigational warnings are broadcast through commercial communications satellites to automated direct printing receivers aboard vessels.
- 3) Radio telephone broadcast
Information on navigational and meteorological conditions at sea which is essential for the safe navigation of vessels, as well as information on problems with channels and navigation aids, are broadcast by the JCG coastal radio stations via radio telephone.

Protecting the Marine Environment

Guidance and educational activities, surveillance, and monitoring of marine pollution to protect our beautiful ocean environment



Visiting ships to provide guidance on preventing discharge of oil, etc. at sea

Guidance and Educational Activities to Preserve the Marine Environment

In cooperation with local governments and private volunteer organizations, we are promoting guidance and educational activities for the preservation of the marine environment under the slogan of “Preserving the Blue Sea for the Future,” in order to help the general public and marine and fishing stakeholders to better understand the importance of the marine environment. Among these initiatives is “Marine Environment Preservation Month” in June, at which time we organize various events for this cause.

Some of these events include “Marine Environment Preservation Seminars” and “Shipboard Instructional Visits,” which are designed to provide those in maritime and fishing industries with opportunities to learn about preventing the discharge of oil and dangerous liquids, and the proper disposal of bilge water, waste, and scrap vessels.

Through cooperation with private volunteer groups, the JCG organizes a number of events for elementary school students, who will go on to lead the future generations of this country, with a view towards raising children’s awareness of the importance of keeping the sea clean. Such events include a drawing competition and the Marine Environment Preservation Class, whose curriculum incorporates environmental storytelling with pictures, simple water quality tests, systematic screening of drift wastes, etc.



JCG Commandant's Prize winning work (left)
Award ceremony of the 9th JCG “Preserving the Blue Sea for the Future” Drawing Competition (elementary school division) (right)

Preserving the Blue Sea for the Future

~ Children’s Marine Environment Preservation Class ~



Systematic screening of drift waste



Simple water quality test



Environmental storytelling with pictures

Actions against Marine Environmental Crimes

With the recent growth in awareness of marine environmental protection, the regulations regarding environmental protection have been strengthened. However, case of noncompliance by private enterprises are on the rise, such as the organized illegal dumping of sewage into open waters to save on disposal costs, and their modi operandi are becoming increasingly malicious and ingenious.

In order to absolutely ensure that people's living environments will not deteriorate any further, through cooperation with relevant organizations the JCG has established a system for sharing information on marine environmental crimes, and has also strengthened its surveillance.



Oil spill from a vessel



Investigating a small abandoned boat



Sampling effluent with the parties concerned

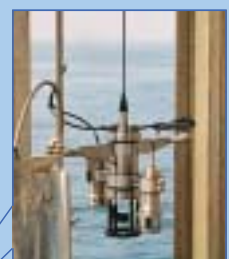
Bay Renaissance Project

In the enclosed sea which is adjacent big cities such as Tokyo Bay, much human sewage flowing and rare exchange of seawater with ocean happened. Therefore the chronic red tide, blue tide and hypoxia are occurred. Furthermore there are problems such as affected marine habitant.

In Tokyo Bay and Osaka Bay, both national ministries and local governments cooperate for conservation of marine environment to make "Action Plan for Tokyo Bay renaissance" and "Action Plan for Osaka Bay renaissance". They improve marine environment by reducing pollution load, environment improvement at sea and marine environment monitoring etc. JHOD monitors the marine environment by monitoring post, survey ships and artificial satellites.

This "Bay Renaissance Project" has expanded into other enclosed sea. In March 2007, Ise Bay and Hiroshima Bay make the Action plan and to start renaissance project.

Monitoring water quality at Chiba Light Beacon



Sensor for water quality observation

Data collected

- ☆ Wind direction and velocity
- ☆ Current direction and velocity
- ☆ Water temperature
- ☆ Salinity
- ☆ Turbidity
- ☆ Dissolved oxygen
- ☆ Chlorophyll a

Preparing for Disasters

The JCG maintains constant readiness to respond promptly to disasters.



Spraying water on a chemical tanker ablaze at sea

Countermeasures against Accidents / Disasters

In order to efficiently respond to maritime disasters, such as large-scale oil spills, discharge of hazardous and noxious substances, and fires on vessels and craft, JCG stations around the country are equipped with fire-fighting vessels and craft, as well as disaster-mitigating equipment and materials such as oil recovery equipment and oil fences. At the same time, the JCG utilizes a system for predicting how discharged oils will spread and drift in order to effectively remove such substances.

The JCG also makes constant efforts to enhance public-private cooperation for maritime disaster prevention by, for example, conducting drills with private-sector disaster prevention organizations such as the Maritime Disaster Prevention Center.



Directly removing LPG from a stranded LPG vessel (first case in Japan)



Oil recovery equipment for high viscosity oil (LSC)

National Strike Team

Based in the Yokohama Maritime Disaster Prevention Base, the National Strike Team handles maritime disasters nationwide by providing guidance and advice on the control of oils, noxious liquid substances, and hazardous substances spilled into the sea, as well as the extinguishing and prevention of fires spreading at sea, and coordinating the parties concerned. When the situation demands, the JCG also removes such substances itself.



Examining the inside of flotsam



Removing noxious liquid substances



Ceis Net

Symbols representing various types of information

Providing Information on Coastal Area Environmental Protection

In preparation for oil spills, a comprehensive body of data on coastal areas across the country, including that concerning the natural surroundings, social infrastructures, disaster preparedness, and ESI (Environmental Sensitivity Index) of coastlines, is compiled together as "Coastal Area Environmental Protection Information." This data is made available on the Internet for easy access by organizations concerned with oil removal, local municipalities, and private-sector groups. Known as the "Coastal Environmental Information Serve Network (Ceis Net)," this system allows symbols representing various types of information to be displayed on a map. By clicking on a symbol, its attributes and image information are displayed in detail.

Preparedness for Natural Disasters

When large-scale natural disasters threaten to occur, such as the Tokai and Tonankai-Nankai Earthquakes and heavy rainfall disasters due to typhoons and otherwise, the JCG maintains close communications with local governments and other organizations concerned, and engages in emergency disaster relief activities, such as the dispatch of patrol vessels, craft, and aircraft, rescue of disaster victims, emergency transportation of personnel and relief supplies, and surveys of stricken areas. Preparations and drills for such disasters are conducted even in normal times.

Additionally, in order to conduct disaster relief activities as promptly and efficiently as possible in the wake of a natural disaster, the JCG compiles disaster prevention maps for public use, which contains pertinent information collected from each region. Moreover, the JCG has built a database for the information that it has acquired from its periodical observation and emergency investigations of submarine volcanoes and volcanic islands.

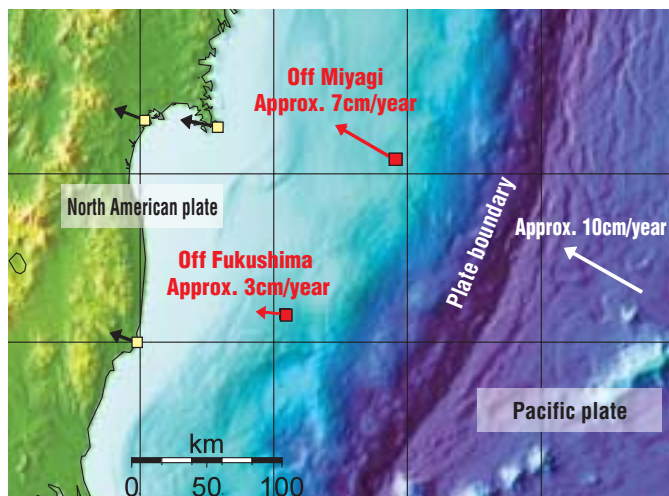
Aside from the above, in order to obtain the basic information necessary to predict large-scale earthquakes, the JCG conducts topographical and geological surveys of the seafloor where the aforementioned large earthquakes are expected to occur, as well as geodetic observations at seafloor reference points, for elucidating crustal movement caused by plate tectonics.



Supplying water in the wake of the Niigata-ken Chuetsu-oki Earthquake in 2007

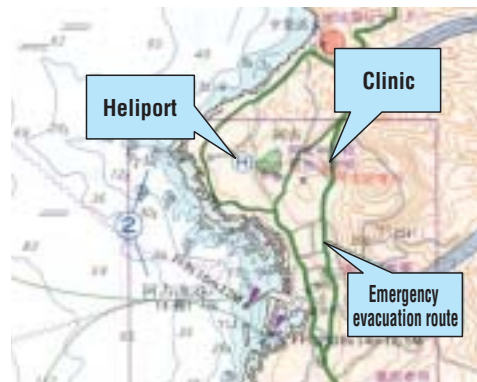


Patrol vessel engaged in a drill for transporting stranded persons on Disaster Prevention Day 2008

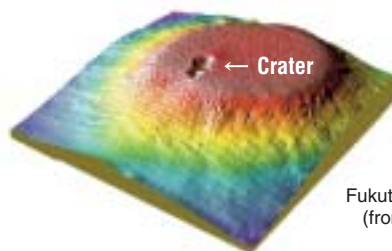


Crustal velocity at reference point

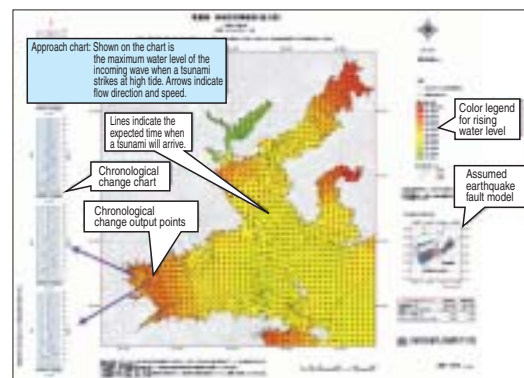
Observations of crustal velocity off Miyagi and Fukushima showed that strain of plates (the cause of earthquakes) accumulate at a different pace depending on the location.



Coastal Information map against disaster



Seafloor topography of Fukutoku-Oka-no-Ba submarine volcano (from an emergency survey conducted on July 20-22, 2005)

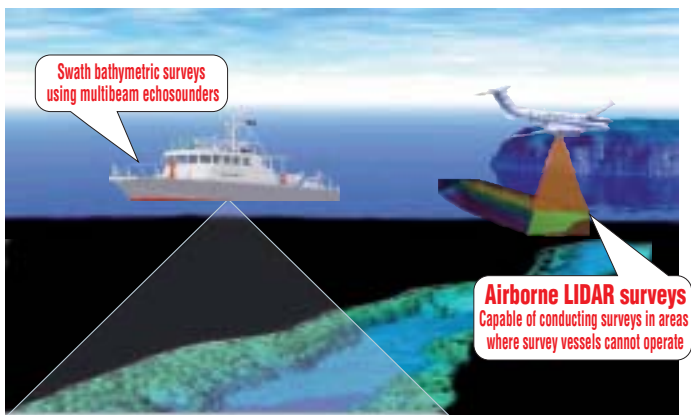


Tsunami information map

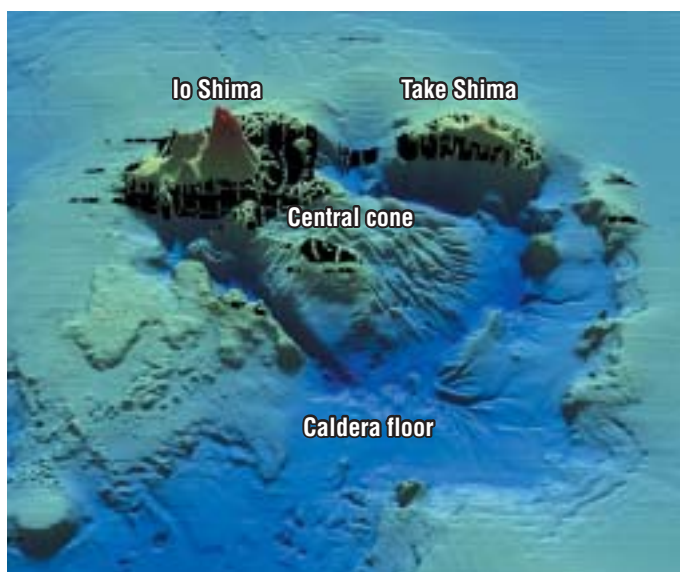
Milky-white discolored water at Fukutoku-Oka-no-Ba submarine volcano (photographed on November 7, 2008)

Exploring the Ocean

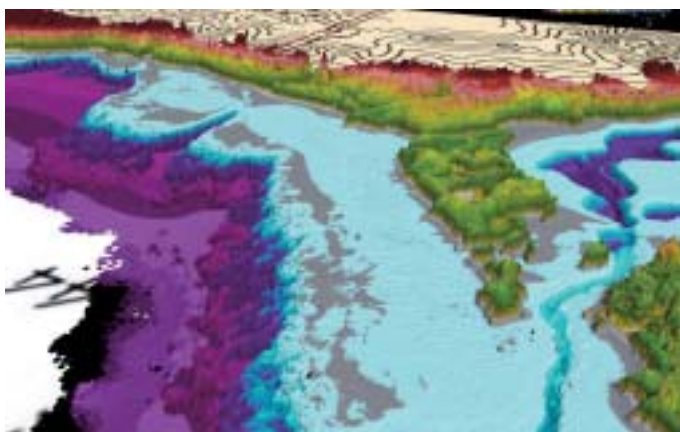
The JCG conducts scientific ocean surveys and distributes such data for safe navigation and disaster prevention plans.



Hydrographic Survey



3D bathymetric image of marine caldera with MBES



3D bathymetric image of coastal area with airborne LIDAR (Ishigaki Shima)

Scientific Ocean Surveys

Bathymetric and geological survey

The JCG conducts bathymetric survey and crustal structure survey with survey vessels and aircraft to make nautical charts for safe navigation.

Detailed and wide range bathymetric feature can be obtained by using Multibeam Echo Sounder (MBES) and Airborne LIDAR at a time.

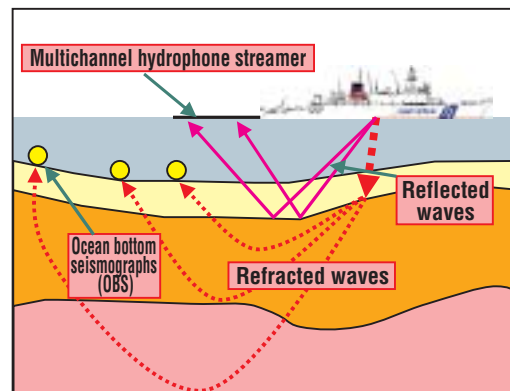
The JCG also conducts seismic reflection and refraction surveys by probing with seismic waves generated in the sea to reveal the crustal structure under seafloor.

In the seismic reflection survey, reflectors between layers in crust can be imaged by the reflected waves captured by a hydrophone streamer.

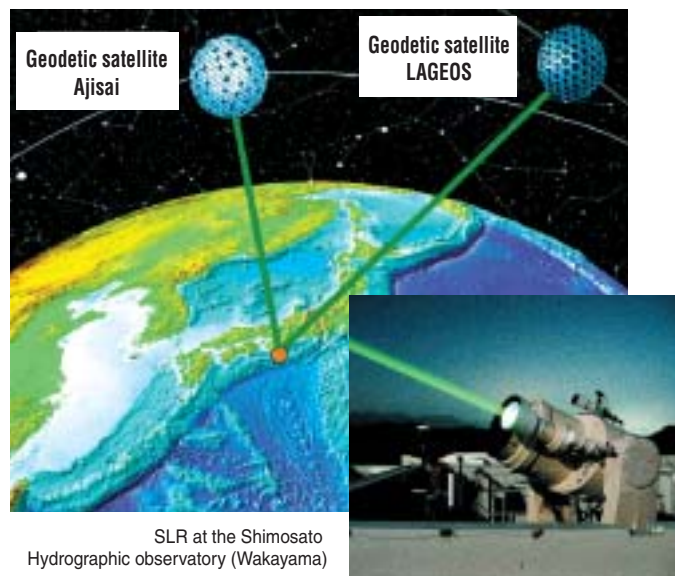
In the seismic refraction survey, seismic velocity structure of deep crust can be mapped by analyzing the refracted waves captured by Ocean Bottom Seismographs (OBS).

These detailed data of seafloor topography and crustal structure are utilized not only for safe navigation, but also for the development and exploration of marine resources, natural disaster management, investigation of the factor of earthquakes, and monitoring volcanic activity of the submarine volcano.

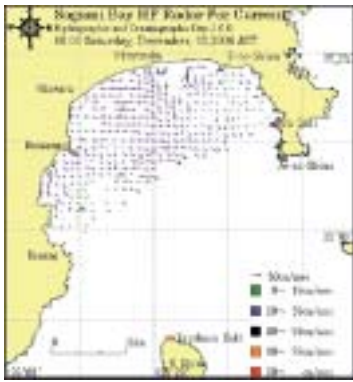
In addition to these surveys, the JCG conducts Satellite Laser Ranging (SLR) observation at the Shimosato Hydrographic Observatory in Wakayama prefecture to determine the precise position of the station on the basis of the worldwide geodetic system.



Surveys of crustal structure under seafloor



SLR at the Shimosato Hydrographic observatory (Wakayama)



Current observed by HF Radar around Sagami Bay



Chemical Analysis in Marine Pollution survey



Sampling of seawater in radioactivity research

Monitoring Ocean Currents and Surveying Marine Pollution

Around Izu Islands and in Sagami Bay, JHOD is observing ocean currents in real-time using high-frequency (HF) radars. Also, JHOD is observing tide at 20 Tide Stations all around Japan in order to predict tide and detection of ocean currents alteration.

Furthermore, we are observing sea the ocean currents around Japan with survey vessels and artificial satellites to monitor ocean currents, temperature and salinity of seawater, etc. we publish quick bulletin of ocean conditions and ocean current forecasting based on these observing data.

In addition, for the prevention of marine pollution and the preservation of marine environment, JHOD investigates marine conditions to analyses heavy metals, oil, PCB in the seawater and sediments in the major semi-enclosed bays. Besides, Investigation of seawater and sediment has been conducted at the adjacent seas of Japan and the deep-seas, in particular to monitor the distribution of artificial radioactive substances.

Especially, Tidal observation data are disclosed by the Internet in real-time.

Research to Preserve Maritime Rights and Interests

Promotion of Marine Research in Territorial sea and the Exclusive Economic Zone

In July 2007, the "Basic Act on Ocean Policy" was enforced. The principles of this Act are the harmonization of marine development and preservation of the marine environment, expansion of scientific marine knowledge, and comprehensive management of the ocean.

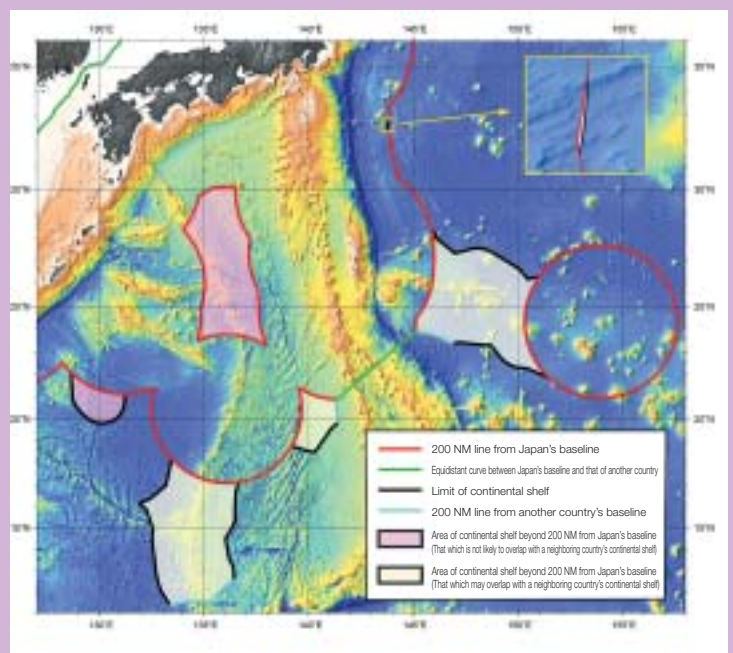
Scientific knowledge acquired from surveys of the continental shelf and other maritime surveys provide not only the basic data for safe navigation, ocean development, and environmental conservation, but also important data for the preservation of maritime rights and interests in the form of border demarcation, by which maritime interests, and the naming of submarine topography.

Such investigations have been preferentially conducted in areas which are necessary to determine the limits of the continental shelf, however, there are areas in our territorial sea and EEZ where, due to the lack of adequate investigations, such basic data remains scarce.

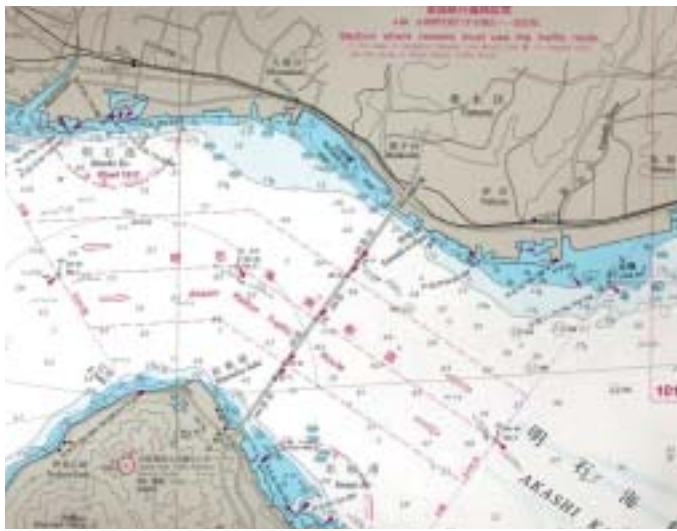
Therefore it is necessary to enrich basic data through maritime surveys in our territorial sea and EEZ. Thus, we are promoting geographical research of seafloor topography, crustal structure, and territorial sea baselines, and preserve the maritime rights and interests of our jurisdiction, thereby contributing to the establishment of Japan as a maritime country.

Continental Shelf Surveys

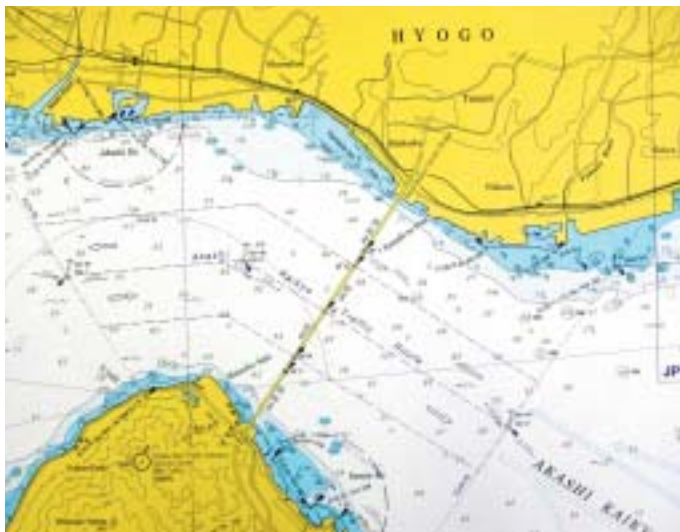
In November 2008, Japan submitted information on the limits of continental shelf beyond 200 nautical miles to the "Commission on the Limits of the Continental Shelf" which was established under the United Nations Convention on the Law of the Sea. JCG cooperate with the ministries and agencies concerned in order to respond to the screening of the commission.



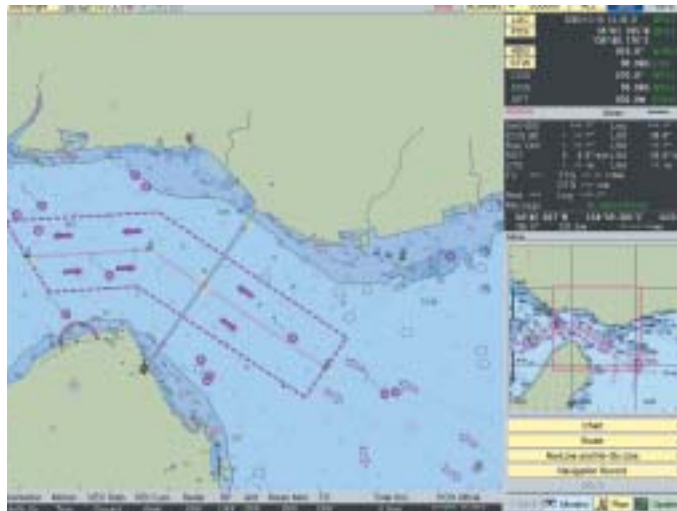
Limits on the continental shelf as requested by Japan
(Compiled using data from the Cabinet Secretariat Headquarters for Ocean Policy and UN Convention on the Law of the Sea website)



Nautical chart (Akashi Strait)



Nautical chart in English (Akashi Strait)



Electronic navigational chart (Akashi Strait)



Sailing directions, tide tables, nautical almanac



Notices to mariners (Internet version shown at right)



Maritime Information Service Office

Provision of Marine Information

Provision of Information for Safety of Navigation

Based on the results of scientific surveys of topography and depth, ocean currents, tidal currents and tides, the JCG compiles nautical publications for mariners such as charts, sailing directions, tide tables, and nautical almanacs which contain information that is vital for safety of navigation.

Since July 2006, Japanese nautical charts can be readily obtained overseas, under the cooperation of the United Kingdom.

Electronic navigational charts are compiled according to international standards to ensure compatibility with those published by other states, and cover a broad area in the northwestern Pacific Ocean region including the coastal areas of Japan and the Strait of Malacca.

In addition to providing mariners with the data which they need to keep their charts updated and navigate safely, the JCG issues urgent information necessary for the safety of navigation of ships in the form of navigational warnings on the presence of obstacles in a ship's course, marine construction and work, firing and bombing exercises and submarine volcanic activity.

Collection, Management, and Provision of Oceanographic Data and Information

The Japan Oceanographic Data Center (JODC) is a comprehensive national ocean databank wherein oceanographic data and information such as water temperature and tidal currents provided by both international and domestic oceanographic research institutions are compiled for central management. Such data are made available via the Internet and otherwise for use by researchers and marine leisure lovers.

Located in the JCG Hydrographic and Oceanographic Department (Tokyo) and each of the 11 Regional Coast Guard Headquarters throughout the country, the Marine Information Service Office responds to inquiries and consultation from researchers and the general public who plan on going yachting, fishing, or shellfish gathering by providing them with marine information and data. The Office also provides the general public with access to both old and current foreign and Japanese nautical charts and publications.

Ensuring Maritime Traffic Safety

The JCG carries out navigational support to ensure the Maritime traffic Safety

Serving throughout the Area of the Sea

Safety Measures in Congested Areas

In areas congested with vessel traffic, such as Tokyo Bay, Ise Bay, the Seto Inland Sea, and key ports, special traffic rules are applied under the Maritime Traffic Safety Law and the Act on Port Regulations.

In such areas, JCG Traffic Advisory Service Centers monitor vessel movements so as to provide sea traffic information and control shipping. In concert with patrol vessels and craft which are constantly deployed in areas along sea routes, they provide guidance to vessels which are being navigated inappropriately.

In July 2008, in addition to passenger ships 300 tons or over on international service, all ships 500 tons or over on domestic service were obliged to carry an AIS (Automatic Identification System), which automatically transmits and receives such information as the ship's name, location, speed, and destination.

Accordingly, through effective use of an AIS-based navigational support system, which has been introduced to one congested area after another, the JCG offers effective navigation guidance based on the realities of congestion, thereby ensuring maritime traffic safety.

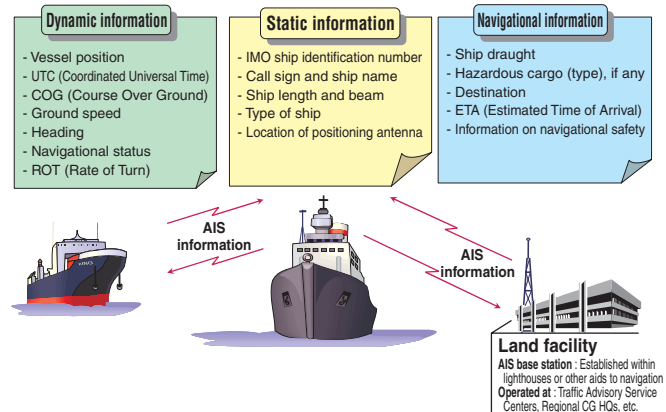
Safety Measures Within Ports

Under the Act on Port Regulations, the JCG has selected 84 ports throughout the country where it monitors status of departure and entry, grants permission for handling of dangerous cargoes, and designates anchorage, with a view towards ensuring maritime traffic safety and controlling traffic within those ports.

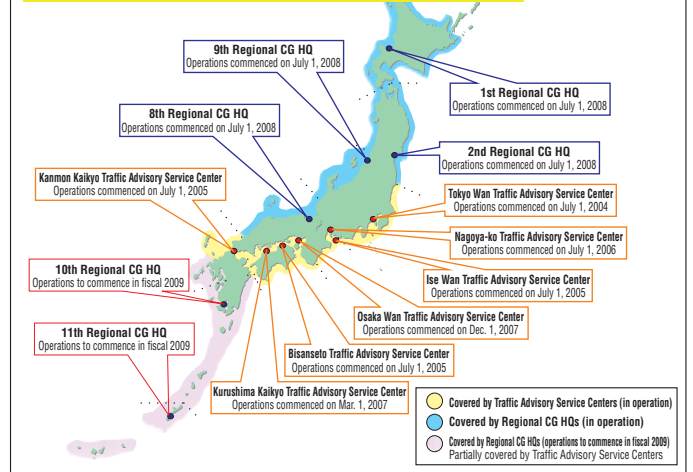


Operating officer at a Traffic Advisory Service Center

Transmitting Information using AIS



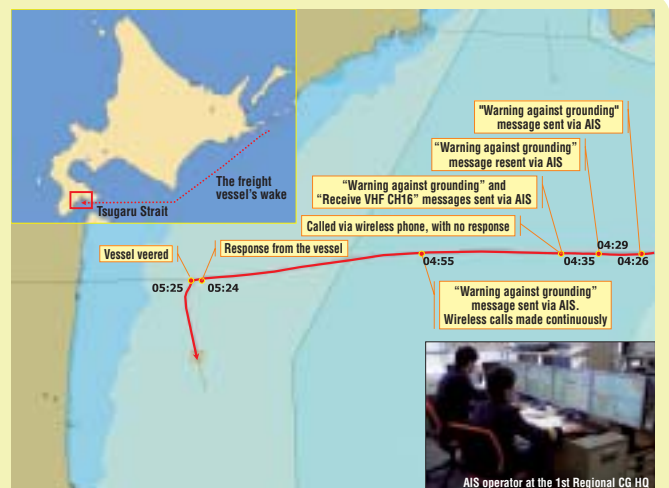
AIS-based Navigation Support System Coverage Areas



AIS Avoiding Collisions and Grounding

At 04:21, an AIS operator on duty at the 1st Regional Coast Guard Headquarters noticed that a foreign freight vessel (approx. 13,000 tons), which was sailing through Tsugaru Strait for Pusan, Korea, had strayed from the ordinary route and was approaching the coast.

Since the vessel in question was sailing straight ahead without veering, the operator judged that it could run ashore on the coast, confirmed the name of the vessel using AIS, and sent a warning against grounding via AIS while making a call through the international VHF wireless phone, which was not answered. When a response finally came, a warning was issued to the vessel that there was a coast ahead and so their course must be checked. The freight vessel then altered its course, successfully avoiding an accident.



Safety Measures in Coastal Areas

[Development of the AIS-based Navigation Support System]

In order to prevent groundings and other accidents in coastal areas other than those which are congested, the JCG began operating the AIS-based navigation support system at its 1st, 2nd, 8th, and 9th Regional Coast Guard Headquarters in July 2008. With the scheduled introduction of this system at the remaining 10th and 11th Regional Coast Guard Headquarters in fiscal 2009, nearly all of Japan's coastal areas will be covered by the AIS network.

[Maritime Information and Communication System (MICS)]

In order to prevent maritime distress resulting from the inadequate collection of vital information on meteorological and oceanographic conditions and locations of construction work and stationary nets, the JCG provides ocean safety information via the Internet (PC and mobile) and by phone to those who require it via the Maritime Information and Communication System (MICS).

Operated by Coast Guard Offices across the country, the MICS makes it possible "for anyone to have easy access to the real-time information they need, when they need it."

For access to each Coast Guard Office, please use the link on the MICS top page (See URL below).

[Local Marine Weather Information Service]

In order to ensure the safety of vessels and fishing boats, local marine weather (direction and velocity of wind, wind waves, etc.) is observed at lighthouses and other Aids to navigation throughout the country. Observed data is broadcast by radio telephony regularly and is also offered on-demand via telephone.

Preventing Maritime Distress in Local Communities

In fiscal 2008, 2,414 vessels and craft encountered maritime distress, claiming a total of 124 precious lives. Some 70% of these accidents were caused by human error, such as insufficient watch and inadequate steering.

Since preventing maritime distress requires the enhanced awareness of each individual, the JCG takes advantage of every opportunity available, such as courses on prevention of maritime distress and onboard guidance, to communicate the importance of safe navigation and following maritime laws and regulations.

Among such initiatives are the National Campaign for Prevention of Marine Casualties and the Local Campaign for Prevention of Marine Casualties, which take into account regional characteristics such as meteorological conditions (fogs, etc.) and trends of cases of maritime distress. Organized through cooperation between the public and private sectors, these campaigns call upon the general public in addition to those involved in maritime activities to be on guard against maritime distress, and aim to disseminate and enhance motivation to prevent such distress and help people to acquire and improve their know-how.

Data on maritime distress by type of ship shows that fishing boats and pleasure boats together account for approximately 70% of all maritime accidents, and that fishing boats account for some 60% of the 53 vessels involved in accidents including deaths and/or missing persons. Because of this, an intensive safety promotion campaign for owners of pleasure boats is carried out between spring and summer, a time when such accidents tend to increase. For fishing boats, programs catered to the specific needs of each region are offered, including maritime distress prevention courses held in conjunction with local fishermen's cooperative associations.



Onboard guidance

MICS Top Page (PC) - Easy access to the MICS top page via PC
<http://www.kaiho.mlit.go.jp/info/mics/>

JCG website → Warnings / Reports → JCG MICS → Search

MICS Top Page (mobile phone) - Easy access to the MICS top page via mobile phone
<http://www.kaiho.mlit.go.jp/info/mics/m/>

QR code and menu options for mobile access.

Accessing the MICS top page

PC website → **On-demand telephone service** → **Mobile phone website**

On-demand telephone service: "This is the JCG weather information service. As of XX:XX at XX lighthouse, a northerly wind of X m/s and atmospheric pressure of XX hPa were observed, with a wave height of X m. Thank you!"

Mobile phone website: Shows weather information (e.g., 2005/10/11 20:05) and lighthouse status (e.g., 15時55分現在 風向: 北北東 風速: 1.1m/s).

Types of Aids to Navigation and Management

Aids to Navigation are essential for vessels and craft to confirm their relative positions and to navigate safely and efficiently to their destinations.

Aids to navigation are categorized into: 1) visual aids to Navigation, which indicate position, sea routes, or existence of obstacles by means of light, shape, or color (lighthouses, floating lights, etc.), 2) radio aids to navigation, which utilize radio waves to indicate the ship's position and the direction of such aids (Differential GPS stations, Loran-C stations, etc.), and 3) other aids to navigation which use radio telephony and message signs to provide information about sea traffic, tidal currents, etc. (Vessels Traffic Signal Stations and Tidal Stream Signal Stations),

At present, the JCG manages a total of 5,439 aids to navigation (See page 4 for breakdown by type).



Hen'nasaki Lighthouse (Okinawa)

Improvement of Aids to Navigation Function

Introducing Advanced Aids to Navigation

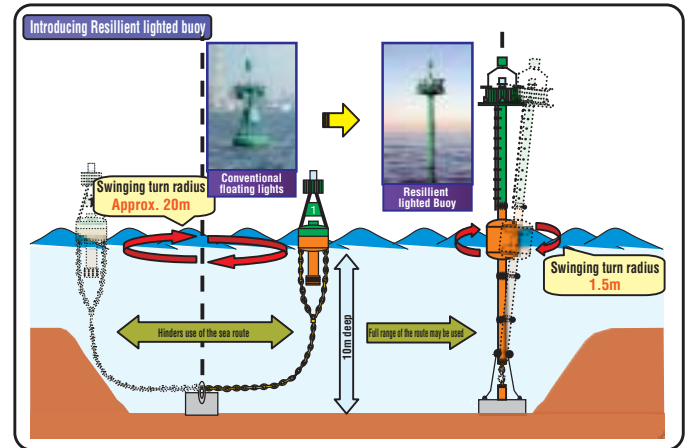
With the aim of ensuring vessel traffic safety and increasing navigational efficiency, the JCG is replacing current aids to navigation with more advanced models (resilient lighted buoy). Moored by chain to an anchor on the seabed, conventional floating lights have some innate disadvantages in showing sea routes and obstacles to vessels and craft. Such lights are tossed about by waves, their beams are often not very visible, and they swing about within an area whose diameter is twice as great as the depth of the water. The JCG has overcome these weaknesses by replacing conventional lights with resilient lighted buoy which, using pipes and flexible mooring devices instead of chains, minimize swinging and are easily visible as they stand high above the ocean surface. As of March 31, 2009, 146 such beacons have been installed.

Eco-friendly and Energy-conserving Aids to Navigation

Out of concern about global warming and other forms of environmental destruction, the JCG is proactively introducing clean energy sources such as solar cells as power sources for aids to navigation. Such clean energy sources help to stabilize power supply without being affected by power failure during emergencies, thus enhancing the reliability of such aids to navigation.

Meanwhile, in order to increase energy efficiency the incandescent lamps commonly used as a light source for aids to navigation are being switched to light emitting diodes (LEDs) and other sources which consume less power.

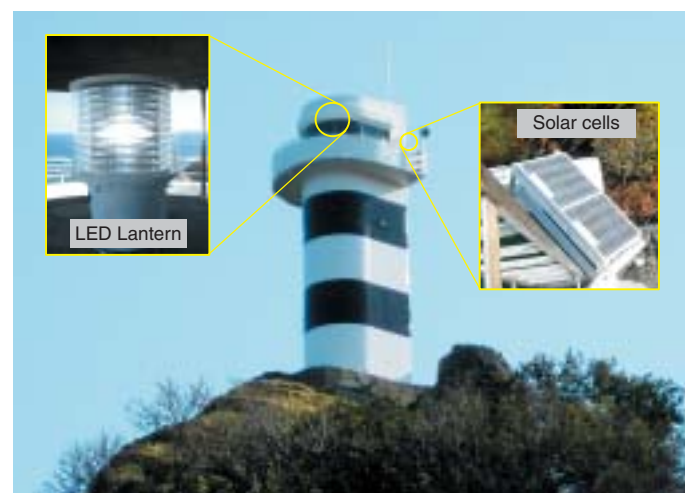
By introducing such energy-conserving, eco-friendly aids to navigation, we are helping to reduce greenhouse gas emissions in order to prevent global warming.



Resilient lighted Buoy



Tokyo Bay Nakanose West Resilient lighted buoy No. 4



Solar cells installed at Shiretoko Lighthouse, Hokkaido

Connecting the Seas

In response to ever diversifying and internationalizing coast guard operations, the JCG maintains close cooperation with its foreign counterparts.

Working Closely with Foreign Counterparts

As Japan is bordered by the sea in all directions, the JCG performs its operations through close association with international affairs

With people, goods, currency, and information moving beyond national borders in response to changes in modes of production the world over, some point out that those with malicious intent may find it easier to commit international crimes and acts of terrorism.

Maintaining maritime order and safety is essential to the stabilization of our country's economic activities. To this end, close cooperation with the foreign organizations concerned is vital.

The JCG is promoting international cooperation both strategically and proactively in four areas, namely, multilateral cooperation, bilateral cooperation, support for improved capabilities of coast guard organizations in Asian countries, and contributions via international organizations.



The 9th North Pacific Coast Guard Summit (San Francisco, U.S.A.)



Japan-Russia joint drill



The 4th Heads of Asian Coast Guard Agencies Meeting (Manila, Philippines)

(1) Multilateral Cooperation

The JCG has proposed the inauguration of a “Heads of Asian Coast Guard Agencies Meeting” among 18 countries and regions in Asia, and a “North Pacific Coast Guard Forum” among six countries along the Northern Pacific rim, in an attempt to create a new framework for multinational cooperation. Through these initiatives, the JCG is strategically promoting international cooperation in order to ensure safety and order in the Northern Pacific area, which is of the most vital importance to Japan.

(2) Bilateral Cooperation

The JCG has established bilateral relationships of cooperation with its neighboring countries including South Korea, China, and Russia, and also with India, which has jurisdiction over the Indian Sea (which contains an important oil route), and is currently strengthening these ties.

At the same time, the JCG is actively participating in bilateral and multilateral operations, meetings, and joint drills in such specialized fields as search and rescue, ocean contamination control, navigational safety, and maritime security.

The JCG has also established technological cooperation with the U.K. and South Korea in the field of hydrographic information.

(3) Support for Improved Capabilities of Coast Guard Organizations in Asian Countries

In response to piracy and armed robbery in the Southeast Asian region, the JCG offers strong support for capacity building by the countries concerned. Each year, we conduct joint drills by dispatching patrol vessels and aircraft, and by sending experts there and accepting trainees from those countries, we are actively offering support for their human resources development in the form of provision of our own expertise and experience. We also offer our continued support for the establishment of maritime law enforcement agencies in Southeast Asian countries.

(4) Contribution via International Organizations

The JCG participates in activities organized by the International Maritime Organization (IMO), International Hydrographic Organization (IHO), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), and other international organizations.

In addition, the JCG participates in international Disaster relief activities in countries which have sustained large-scale damage from natural disasters.

The JCG promotes the international cooperation needed to perform its duties properly.



Demonstration of arrest techniques (Bangkok, Thailand)



Onboard training(Bangkok, Thailand)



Japan-Russia joint search and rescue drill (off of Monbetsu)



Japan Disaster Relief Team
in the wake of the 2008 Sichuan earthquake (rescue team)



Japan Coast Guard Band

The Japan Coast Guard Band was formed in April 1988 on the occasion of the 40th anniversary of the JCG's establishment, with the objectives of creating harmony with the people of Japan through music, improving the effectiveness of the JCG's public relations, and raising the morale of JCG officers. Since then, the band has performed on many different occasions, including JCG ceremonies such as the "JCG Sea Review and Comprehensive Drill," JCG-organized concerts such as JCG Band regular concerts (since 1994), national events such as the Rites of the Imperial Funeral for the Emperor Showa in 1989 and the Celebratory Parade for the Ceremonies of Accession to the Throne in 1990, events organized by the Ministry of Land, Infrastructure and Transport, such as the Land, Infrastructure and Transport Day Memorial Concert, and events held on Marine Day.

All of the band members are active JCG officers who meet to practice and perform throughout the year, while fulfilling duties in their respective fields at JCG HQs, etc. just like other JCG officers.

In the hopes of serving as a bridge between citizens and the JCG, the JCG Band plays warm and friendly music, thereby helping the people to deepen their understanding of the JCG and raising the morale of JCG officers.

<http://www.kaiho.mlit.go.jp/syoukai/soshiki/soumu/band/eng/index.htm>



JCG Sea Review and Comprehensive Drill (Spring)



Summer concert



Welcoming a foreign vessel to port



JCG Fair in Tachikawa



Playing with the U.S. Coast Guard Band for the Coast Guard System 60th Anniversary Memorial Concert

■ Vessels, Craft, and Aircraft

● Patrol Vessels and Craft

With the aim of creating a safe and beautiful marine environment, patrol vessels and craft deployed from JCG offices and stations nationwide engage in their duties 24 hours a day, 365 days a year to maintain maritime order, conduct search and rescue operations, prevent maritime accidents, monitor ocean contamination, and secure the safety of maritime traffic.



PLH-type (two-helicopter-carrying-type) "Shikishima"



PL-type (2,000-ton-type) "Kiso"



PL-type (1,000-ton-type) "Hateruma"



FL-type (fire fighting boat) "Hiryuu"



PC-type (35-meter-type) "Kotobiki"

● Hydrographic Survey Vessels and Aids to Navigation Service Vessels

Hydrographic survey vessels conduct topographical surveys of the seabed, tidal current observations, marine pollution studies, and other oceanographic surveys.

Navigation beacon service tenders maintain and supervise navigational aids, such as lighthouses, light buoys, and radio beacons.



HL-type (hydrographic survey vessel) "Syoyo"



PLH-type (one-helicopter-carrying-type) "Souya"

Patrol Vessels -----121

PLH-type -----	13
PL-type -----	38
PM-type -----	38
PS-type -----	27
FL-type -----	5

Patrol Craft -----234

PC-type -----	60
CL-type -----	170
FM-type -----	4

Special Guard and Rescue Craft -----63

Radioactivity monitoring boats -----	3
Surveillance service boats -----	58
Guard craft -----	2

Total: 418



PM-type (350-ton-type) "Oirase"



PS-type (special security high-speed vessel) "Kaimon"



PC-type (30-meter-type) "Natsugumo"



CL-type (20-meter-type) "Miokaze"



LL-type (aid to navigation evaluation vessel) "Tsushima"

Hydrographic Survey Vessels -----13

HL-type -----	5
HS-type -----	8

Aids to Navigation Evaluation Vessels (LL-type) -----1

Buoy Tenders (LL-type) -----2

Lighthouse Tenders -----18

LM-type -----	8
LS-type -----	10

Training Boats -----3

Total: 37

● Aircraft

The JCG utilizes the outstanding mobility and surveillance capabilities of its aircraft to maintain maritime order, conduct search and rescue operations, prevent maritime disasters, monitor ocean contamination, and secure maritime traffic safety, as well as to conduct volcanic observations and coastal surveys.



Gulf V "Umiwashi"



Falcon 900 "Churawashi"



YS-11A "Blue Eleven"



Bombardier 300 "Shimatata"



Saab 340 "Umitsubame"



Beech 350 "Etopirika"



EC225 "Mimizuku"



Super Puma "Wakawashi"



Agusta 139 "Manazuru"



S76C "Kumataka"



Bell 412 "Akizuru"



Bell 212 "Setozuru"



Bell 206B "Abi"

Gulf V	-----	2
Falcon 900	-----	2
YS-11A	-----	3
Bombardier 300	-----	3
Saab 340	-----	4
Beech 350	-----	10
Beech 200T	-----	2
Cessna U206G	-----	1
EC225	-----	2
Super Puma	-----	4
Agusta 139	-----	5
S76C	-----	4
Bell 412	-----	7
Bell 212	-----	20
Bell 206B	-----	4

Total: 73

Education and Training

JCG officers are required to perform complex and difficult tasks in the most severe conditions at sea, and as such, it is essential that they have a sense of what it means to be a JCG officer. They must possess the specialized knowledge and skills necessary to perform their duties, as well as the mental and physical abilities to carry them out. To this end, the JCG has established the Coast Guard Academy and Coast Guard School, where it conducts the education and training of students, who are required to live in the school's dormitories.

Coast Guard Academy (Kure, Hiroshima)



Bird's-eye view of the Academy



Front gate

Training future JCG executives

The Coast Guard Academy provides students recruited as candidates for JCG senior officers with the advanced level of academic knowledge and skills necessary to carry out their duties, and mental and physical training as well.

The four-and-a-half year curriculum comprises a four-year regular course and a six-month technical course (ocean navigation, etc.)

Developing excellent character and leadership abilities

While most of the curriculum is similar in content to that taught at regular universities, students are also expected to develop the qualities necessary to accomplish official duties as JCG senior officers and foster a pioneering spirit as they expand their individual capabilities for their future careers. To this end, the Academy has set forth the three objectives listed below:

- 1) To build character and develop leadership
- 2) To acquire high-level education and insight
- 3) To cultivate mental and physical abilities

Cultivating an international perspective

After completing the regular course, students move on to the technical course where they learn ocean navigation on the training boat Kojima.

While honing their navigation techniques, students are given opportunities to visit other Asian countries and the U.S., where they can develop an international outlook as they learn about diverse cultures through exchange with the people of those countries.



In session



Arrest training



Ocean navigation



Mock international meeting

Requesting an application

Coast Guard Academy / Coast Guard School

To request a syllabus and application by mail, please send a self-addressed stamped (200 yen) envelope (kakugata #2: 33.5cm x 24.0cm) to Personnel Affairs at your nearest Regional HQ (See the back of this brochure) or to School Education, c/o Education and Training Officer, Administrative Department, Japan Coast Guard at 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8918. Please indicate in red "Kaijo Seikyu" (or "Kaijo Tokubetsu Seikyu," if applying to a special training course) on the front side of the envelope.

Coast Guard School (Maizuru, Kyoto)



Bird's-eye view of the School



Front gate

Training experts

The Coast Guard School provides students recruited as JCG staff officers with the academic knowledge and skills necessary to carry out their duties, as well as both mental and physical training.

The School offers four programs (under one of which three courses are offered), which students choose depending upon the duties they wish to be assigned to following completion the course. Through the training programs (either one-year or two-year), experts in each field are developed through practical classwork.

Developing staff officers with practical skills

The School's educational policy is to develop staff officers with practical skills in basic operations at the JCG. In addition to training for physical and mental capabilities, emphasis is also placed on the development of the character and etiquette required to be a proper civil servant.

Courses and programs exclusive to the Coast Guard School

Courses and programs offered only at the Coast Guard School include the Budget Course under the Navigation Systems Program, and the Aviation, Information Systems, and Coastal Sciences Programs.



Students marching in file



Martial arts (kendo) training



Long-distance swimming



Navigation training

Coast Guard School Moji Branch (Kitakyushu, Fukuoka)



Bird's-eye view of the Branch



Front gate

The Coast Guard School Moji Branch provides new recruits holding a seamen's Certificate of Competency with the knowledge and skills required of a Coast Guard officer, as well as mental and physical training, during a six-month training course for new staff members.



Basic drills



CPR class



Mountain climbing



Navigation training

Coast Guard School Miyagi Branch

The Coast Guard School Miyagi Branch is a training institute for JCG's aviation staff, where graduates from the Coast Guard School's Aviation Program, as well as those active aviation staff members, are given training to obtain certifications and to hone their skills.

Application for the Coast Guard School Moji Branch

To request a syllabus and application by mail, be sure to indicate in red on the front side of the envelope the type of job for which you wish to apply ("Shikenseikyū: Sentei" for vessels and craft staff, "Shikenseikyū: Musen" for radio staff, and "Shikenseikyū: Koku" for aircraft staff). Enclose stamps worth 140 yen (for one copy) in the envelope and send it to the Personnel Affairs section at your nearest Regional HQ (See the back of this brochure) or to Administrative Department, Japan Coast Guard at 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8918.

Admission Examination

- ◆ To be held at 39 locations nationwide
- ◆ No participation fee

Qualifications

Coast Guard Academy	Coast Guard School
Under 21 years of age as of April 1 of the year of enrollment	Under 24 years of age as of April 1 of the year of enrollment
Applicants must be: 1. High school graduates or those that will graduate from high school by March of the year of enrollment (September, if applying to the Special Training Course of the Coast Guard School); 2. Junior high school graduates or those that will graduate from junior high school by March of the year of enrollment (September, if applying to the Special Training Course of the Coast Guard School); 3. Those that have completed the three-year curriculum of a higher technical school or those that will have completed the same by March of the year of enrollment, or those that have been deemed by the National Personnel Authority of Japan to have qualifications equivalent to those described in 1. and 2. above, including those who have passed a high school equivalency examination or now-defunct University Entrance Qualification Examination.	

Provisions of disqualification	A person is not qualified to take this examination if they: 1) Are not a Japanese citizen; or 2) Are not eligible to assume a position as a national public servant under the provisions of Article 38 of the National Public Service Law below: - An adult ward or a person under guardianship (including quasi-incompetent persons); - A person who was sentenced to imprisonment or a penalty heavier than confinement and for whom the execution of the sentence has not been completed, who is under probation for the sentence, or who has not yet ceased to be amenable to the execution of the sentence; - A person who was dismissed via disciplinary action from the regular service position of a national public servant and for whom two years have not elapsed since the date of that disposition; or - A person who has formed or belonged to a political party or other organization which has advocated the forcible overthrow of the Constitution of Japan or the government established thereunder.
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Schedule

Programs	April Enrollment			October Enrollment
	Coast Guard Academy	Coast Guard School		Coast Guard School (Special Training Course)
		Navigation Systems Information Systems Coastal Sciences	Aviation	Navigation Systems
Application Form Made Available	Mid-June			Mid-March
Application Period	Late August – Early September	Late July – Early August		Early April
Online Application	Yes	Yes		No
Primary Examination	Saturday and Sunday (two days) between late October and early November		Late September Sunday	Mid-May Sunday
	Subjects	Saturday Academic subjects (multiple choice)	Navigation Systems General education (multiple choice) Essay	Subjects
	Subjects	Sunday General education (multiple choice) Academic subjects (written answers)	Aviation, Information Systems, Coastal Sciences General education (multiple choice) Academic subjects (multiple choice)	Subjects
Secondary Examination	Mid-December		Late October	Mid-June
	Subjects	Essay, personality test, physical examination, body measurements, physical strength test	Personality test, physical examination, body measurements, physical strength test	Subjects
Tertiary Examination			Late October	
			Mid-December Personality test, physical examination (2), aptitude test	
Successful applicants announced	Late January	Mid-November	Late January	Mid-July
Enrollment	Early April			Early October

Locations

	Coast Guard Academy, Coast Guard School (Navigation Systems, Information Systems, Coastal Sciences)	Coast Guard School (Aviation)
Primary Examination	Sapporo, Hakodate, Otaru, Asahikawa, Kushiro, Aomori, Morioka, Shiogama, Akita, Mito*, Tokyo, Yokohama, Niigata, Matsumoto, Shizuoka, Nagoya, Kanazawa, Kyoto, Maizuru, Osaka, Kobe, Wakayama, Yonago, Hiroshima, Takamatsu, Matsuyama, Kochi, Fukuoka, Kitakyushu, Nagasaki, Sasebo, Tsushima, Kumamoto, Oita, Miyazaki, Kagoshima, Amami, Naha, Ishigaki *No examination is held in Mito for the Coast Guard School's Special Training Course (October enrollment).	
Secondary Examination	Otaru, Shiogama, Yokohama, Niigata, Nagoya, Maizuru, Kobe, Hiroshima, Takamatsu, Kitakyushu, Kagoshima, Naha	Tokyo
Tertiary Examination		Tokyo

Examination Contents

Coast Guard Academy	Subjects	Contents				Time
Primary Examination	General education (multiple choice)	Written examination on general knowledge (Japanese language, social studies, mathematics, science, etc.) and intellectual faculties (written comprehension, judgment and reasoning, numerical reasoning, data interpretation)				120 minutes
	Academic subjects (multiple choice)	Written examination on 1) – 3) below: 1) Math I, Math II, Math A, Math B (limited to sequence and vector)				180 minutes
	Academic subjects (written answers)	2) English I, English II, Reading, Writing 3) One from Physics I or Chemistry I				1) 80 minutes 2) 80 minutes 3) 80 minutes
Secondary Examination	Essay	Powers of written expression, problem comprehension				50 minutes
	Personality test	Individual interviews to evaluate personality and interpersonal abilities				
	Physical examination	Examinations for chest diseases (chest x-ray, etc.), blood pressure testing, urinalysis, and tests for other internal health issues				
	Body measurements	Height, weight, vision, color vision, and hearing				
	Physical strength test	Sit-ups (muscle strength).....To determine how many sit-ups can be performed within 30 seconds from a supine position with the knees bent. Required level: 21 times or more for male applicants, and 13 or more for female applicants Side steps (agility).....To determine how many side steps can be performed within 20 seconds on three lines placed 100cm apart. Required level: 44 steps or more for male applicants, and 37 or more for female applicants One-handed pull-up.....To determine how many seconds one can hang by one hand from a knotted rope dangled from above. Required level: 3 seconds or longer for each hand				
Coast Guard School	Subjects	Contents				Time
		Navigation Systems	Aviation	Information	Coastal Sciences	
Primary Examination	General education (multiple choice)	Written examination on general knowledge (Japanese language, social studies, mathematics, science, etc.) and intellectual faculties (written comprehension [including English texts], judgment and reasoning, numerical reasoning, data interpretation)				140 minutes
	Academic subjects (multiple choice)		Written examination on 1) – 3) below: 1) Math I, Math II, Math A, Math B (limited to vector) 2) English I, English II 3) Physics I	Written examination on 1) – 2) below:	Written examination on 1) – 3) below:	160 minutes
	Essay	Powers of written expression, problem comprehension				50 minutes
Secondary and Tertiary Examinations	Personality test	Individual interviews to evaluate personality and interpersonal abilities				
	Physical examination	Examinations for chest diseases (chest x-ray, etc.), blood pressure testing, urinalysis, and tests for other internal health issues	General examination: respiratory, circulatory, and digestive systems (excluding oral and dental); blood and blood-forming organs; renal, urinary, and genital systems; kinetic system; cognitive and nervous systems; ocular, vision, and otolaryngologic examination; oral and dental examination; and overall examination	Examinations for chest diseases (chest x-ray, etc.), blood pressure testing, urinalysis, and tests for other internal health issues		
	Body measurements	Height, weight, chest measurement (Aviation Program applicants only), eyesight, color vision, hearing, and vital capacity (Aviation Program applicants only)			Eyesight, color vision, and hearing,	
	Physical strength test	Sit-ups (muscle strength).....To determine how many sit-ups can be performed within 30 seconds from a supine position with the knees bent. Required level: 21 times or more for male applicants, and 13 or more for female applicants Side steps (agility).....To determine how many side steps can be performed within 20 seconds on three lines placed 100cm apart. Required level: 44 steps or more for male applicants, and 37 or more for female applicants One-handed pull-up.....To determine how many seconds one can hang by one hand from a knotted rope dangled from above. Required level: 3 seconds or longer for each hand			One-handed pull-up (To determine how many seconds one can hang by one hand from a knotted rope dangled from above. Required level: 3 seconds or longer for each hand)	
	Aptitude test	Piloting test using simulated flight equipment				

※The above contents are subject to change. Applicants are advised to check the relevant syllabus before taking the examination.

※For applicants to the Aviation Program, the "personality test," "physical examination (cognitive and nervous systems)," and "aptitude test" will be conducted as a part of the tertiary examination.

Coast Guard Academy and Coast Guard School Admission Examination

Dates, qualifications, etc. can be found at:

<http://www.kaiho.mlit.go.jp/saiyou/bosyu/index.htm>

Use this QR code for access to our mobile website.



Coast Guard School Moji Branch

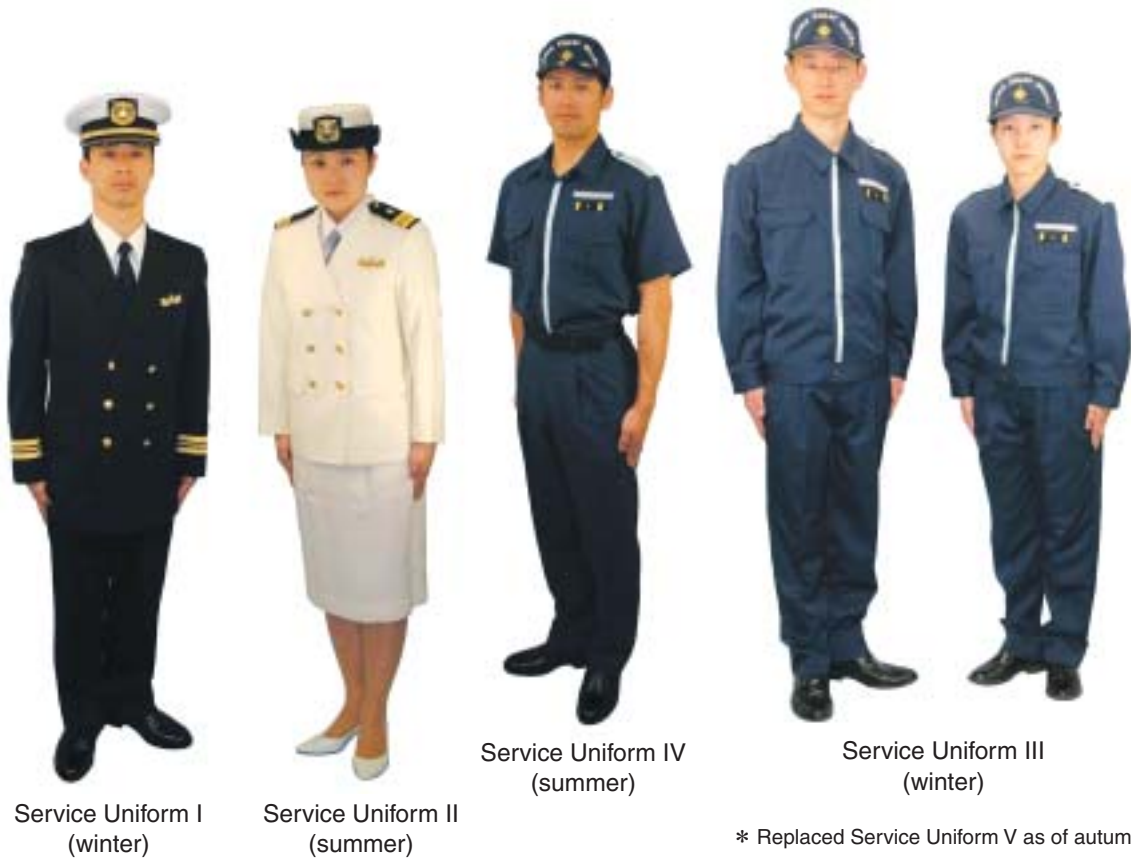
Categories (vessels and craft, radio, and aviation staff), numbers of persons to be recruited, and schedules of examinations will be decided based on the current need for manpower within the JCG. Applicants are advised to check our website or the nearest JCG office for qualifications, schedules, etc. of the examinations.

Dates, qualifications, etc. can be found at:

<http://www.kaiho.mlit.go.jp/saiyou/index.htm>

Uniforms

The JCG uniform system was established in November 1948 for the purposes of maintaining a refined and dignified deportment among our staff, and to make them easily identifiable as proud members of the JCG. It is also expected that clearly displaying rank through their respective insignia will encourage members to act with strict discipline.



Rank Insignia

	Commandant	Vice Commandant Vice Commandant for Operations	1st Grade Upper Half	1st Grade Lower Half	Coast Guard Superintendent 2nd Grade	3rd Grade
Sleeve insignia						
Chest Insignia						
Epaulet						
	Coast Guard Officer			Junior Coast Guard Officer		
	1st Grade	2nd Grade	3rd Grade	1st Grade	2nd Grade	3rd Grade
Sleeve insignia						
Chest Insignia						
Epaulet						

Information

Consultation on Marine Leisure Events

In order to help promote the safety and success of marine leisure events, such as yacht racing, the JCG offices offer free consultations to event organizers in the form of guidance, information, and suggestions which are catered to each specific community.

For details, please contact the relevant JCG office.

Friends of the JCG

Established in April 1988, the Friends of the JCG is a gathering of people who love the sea and ships, with the purpose of helping its members to deepen their understanding of JCG's duties and foster friendship among its members and JCG officers. Its membership has now reached some 8,900 people at 37 branches nationwide, each of which organizes its own respective activities.

For membership information, please contact the Administration section of your nearest regional CG HQ.

URL: <http://www1.biz.biglobe.ne.jp/~jmsafc/>



Blue Feather Fund Raising

Proceeds from the "Blue Feather" fund are used to help victims of maritime accidents, who number in the thousands each year.



Umimori Marine Watch Group

Umimori is a nationwide network of volunteer groups inaugurated on February 1, 2003 for safety and environmental preservation at sea. Umimori shares maritime information amongst its members via the Internet and cellular phones, and reports to JCG via the 118 line about emergencies at sea, such as marine pollution and suspicious incidents.

For details, please visit their website at:

<http://www.umimori.jp/pc>.



Japan Coast Guard Museum, Yokohama (Spy Ship Display)

The Japan Coast Guard Museum, Yokohama, was opened on December 10, 2004 in the hopes of raising people's awareness of the current status of Japan's surrounding oceans and the importance of marine security enforcement. Some of the displays include a spy ship and salvaged materials from the December 22, 2001 unidentified vessel incident in the ocean southwest of Kyushu Island. The number of visitors reached the one million mark on March 16, 2008.

【Location】

Yokohama Maritime Disaster Prevention Base (next to Yokohama Red Brick Park)

【Hours】

10:00 – 17:00 (last admission at 16:30)

【Closed on】

Mondays (the following weekday if Monday is a holiday),
Year-end and New Year holidays (December 29 – January 3)

【Admission】

Free

【Contact】

Administrative Division, 3rd Regional Coast Guard HQ (Tel: 045-211-1118)
Japan Coast Guard Museum, Yokohama (Tel: 045-662-1185)



JCG Logo

The JCG logo uses the initial letters of its English title. The color "red" signifies the passion with which JCG officers go about their work, holding a strong sense of duty and justice despite the severe conditions under which they fulfill their missions. In addition to signifying its missions, the wavelike shapes symbolize the diversity and dynamism of domestic and foreign affairs, and the placement of JCG over the waves represents JCG officers fulfilling their missions and responding appropriately to turbulent social conditions and environmental changes.



S-Mark

Painted in blue on JCG patrol vessels and aircraft, this stylized design of the letter "S" is the symbol mark of the JCG. The S-mark embodies JCG's missions of Security, Search and rescue, Safety, and Survey, as well as its mottos of Speed, Smart, Smile, and Service.



For further information, please contact the following offices.

● Japan Coast Guard	2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8918	TEL.03-3591-6361
● Japan Coast Guard Hydrographic and Oceanographic Department	5-3-1, Tsukiji, Chuo-ku, Tokyo 104-0045	TEL.03-3541-3811
● Coast Guard Academy	5-1, Wakaba-cho, Kure, Hiroshima 737-8512	TEL.0823-21-4961
● Coast Guard School	2001, Aza Nagahama, Maizuru, Kyoto 625-8503	TEL.0773-62-3520
● Coast Guard School Moji Branch	3-3-1, Shiranoe, Moji-ku, Kitakyushu, Fukuoka 801-0802	TEL.093-341-8131
● Coast Guard School Miyagi Branch	4, Aza Kitanaganuma, Shimonogo, Iwanuma, Miyagi 989-2421	TEL.0223-24-2338
● 1st Regional Coast Guard Headquarters	5-3, Minato-machi, Otaru, Hokkaido 047-8560	TEL.0134-27-0118
● 2nd Regional Coast Guard Headquarters	3-4-1, Teizandori, Shiogama, Miyagi 985-8507	TEL.022-363-0111
● 3rd Regional Coast Guard Headquarters	5-57, Kitanakadori, Naka-ku, Yokohama, Kanagawa 231-8818	TEL.045-211-1118
● 4th Regional Coast Guard Headquarters	2-3-12, Irifune, Minato-ku, Nagoya, Aichi 455-8528	TEL.052-661-1611
● 5th Regional Coast Guard Headquarters	1-1, Hatoba-cho, Chuo-ku, Kobe, Hyogo 650-8551	TEL.078-391-6551
● 6th Regional Coast Guard Headquarters	3-10-17, Ujinakaigan, Minami-ku, Hiroshima, Hiroshima 734-8560	TEL.082-251-5111
● 7th Regional Coast Guard Headquarters	1-3-10, Nishikaigan, Moji-ku, Kitakyushu, Fukuoka 801-8507	TEL.093-321-2931
● 8th Regional Coast Guard Headquarters	901, Aza Shimofukui, Maizuru, Kyoto 624-8686	TEL.0773-76-4100
● 9th Regional Coast Guard Headquarters	2-2-1, Bandai, Chuo-ku, Niigata, Niigata 950-8543	TEL.025-245-0118
● 10th Regional Coast Guard Headquarters	4-1, Higashikoorimoto-cho, Kagoshima, Kagoshima, 890-8510	TEL.099-250-9800
● 11th Regional Coast Guard Headquarters	2-11-1, Minato-machi, Naha, Okinawa 900-8547	TEL.098-867-0118



JCG Mascots

Designed from cute baby harp seals, Umimaru (older brother) and Umin (younger sister) have been created out of our wish to make JCG a friendly and approachable organization for the public.



Policy Evaluation and Public Relations Office, Japan Coast Guard

2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo 100-8918 Tel: 03-3591-6361

JCG web site: <http://www.kaiho.mlit.go.jp/>