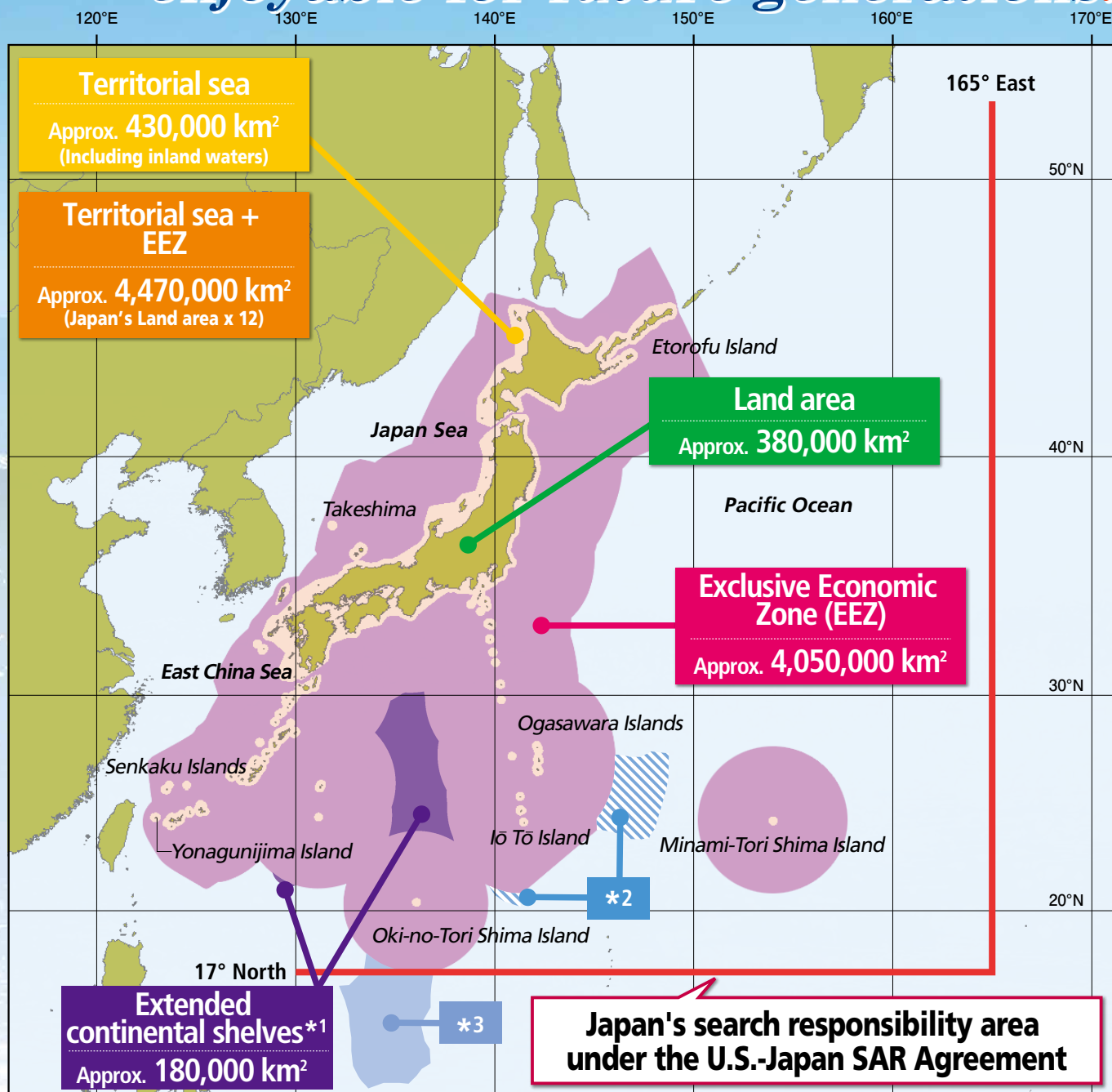




JAPAN COAST GUARD



JCG - Keeping the oceans safe and enjoyable for future generations!



*1 Areas of the sea as defined in Article 2 (2) of the Exclusive Economic Zone and Continental Shelf Act.

*2 Areas where coordination with other countries involved is required

*3 Areas where a decision was postponed

For illustration purposes, this map also shows geographical intermediate lines in waters in which borders with neighboring countries have yet to be demarcated.

Despite ranking only 61st in the world in terms of land area (380,000 km²), Japan's territorial waters and exclusive economic zone combined are 12 times larger (4,470,000 km²) than its land area.

In December 1986, the Agreement between the Government of the United States of America and the Government of Japan on Maritime Search and Rescue (U.S.-Japan SAR Agreement) was concluded, under which Japan is responsible for coordinating search and rescue activities in the vast expanse of ocean that extends northward from 17° North and westward from 165° East.

Surrounded on all sides by wide expanses of ocean, Japan is a maritime nation that enjoys the benefits of the sea in the forms of maritime trade and fishing. However, these waters are also plagued by various problems, including maritime accidents, marine crime such as smuggling and illegal migration, 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 engaged night and day in a variety of activities, including criminal investigations, maritime security operations, search and rescue work, marine environment preservation, disaster mitigation, oceanographic research, and maritime safety operations, and also working to strengthen collaboration and cooperation with other countries, all so that the people of Japan can use and enjoy the various blessings of the ocean environment.

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Calligraphy work, "Seigi Jinai" ("Justice and Humanity"), by Takeo Ōkubo, the first Commandant of the JCG

On May 1, 1948 when the JCG was established, Takeo Ōkubo, the first Commandant of the JCG, said "Justice and Humanity are the JCG's spirit." "Justice" is the spirit on which maritime security maintenance activities are based, and "Humanity" is the keystone of life safety and navigation safety.

Since then, what is expected of the JCG has changed to keep pace with the times, but the phrase "justice and Humanity" has been passed down unaltered to all coast guard officers today as the JCG's tradition.

Organizational Structure

Ministerial Council on the Strengthening of the Coast Guard System

In December 2016, the "Meeting of Relevant Ministers on a Strengthened Coast Guard System" was held, and the "Policy on a Strengthened Coast Guard System" was adopted. The third "Meeting of Relevant Ministers" on December 18, 2018, confirmed that the JCG would continue to strengthen its system based on the said policy. Specifically, Japan's coast guard system is supposed to be strengthened based on the following five pillars.

- Strengthening of the security system of the territorial sea around the Senkaku Islands and the improvement of systems to respond to simultaneous occurrences of large-scale incidents (cases)
- Strengthening of the maritime monitoring systems capable of monitoring the vast sea area around Japan
- Strengthening of the response system for important cases such as countermeasures against terrorism and security of the territorial sea in the remote islands and in areas of ocean far from the land
- Strengthening of the marine research system to protect our marine interests
- Improvement of the infrastructure such as training human resources to support the above systems



The third Ministerial Council on the Strengthening of the Coast Guard System (December, 2019)

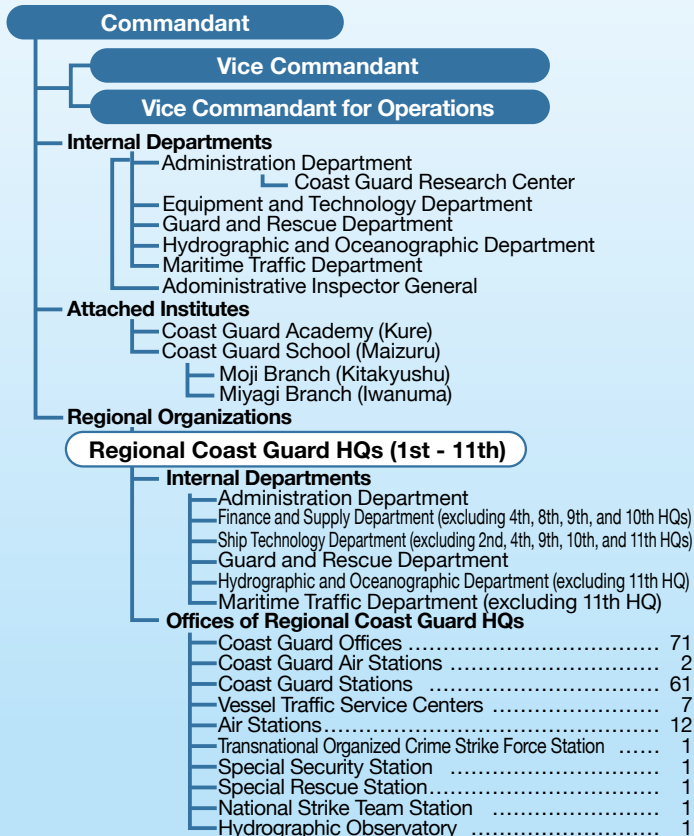


Prime Minister Abe speaking at a meeting of the relevant ministers in December 2018

With its headquarters in Tōkyō, the JCG has divided the nation into 11 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 Air Stations, Coast Guard Stations, Traffic Advisory Service Centers, Air Stations, and Hydrographic Observatories.

Organization

As of April 1, 2019



Fleet Strength

As of April 1, 2019

Vessels and Craft

Patrol vessels	138
Patrol craft	238
Special guard and rescue craft	67
Hydrographic survey vessels	13
Lighthouse service vessels	6
Training boats	3
Total :	465

Aircraft

Airplanes	31
Helicopters	49
Total :	80

Aids to Navigation

Visual aids to navigation	5,116
Radio aids to navigation	63
Other aids to navigation	34
Total :	5,213

Budget and Personnel

Budget 217,753 million yen
(the beginning of the fiscal year 2019)

Personnel 14,178 persons
(the end of the fiscal year 2019)

Location Map of Regional HQs, CG Offices, CG Air Stations, and CG Stations



*1 Special Rescue Station attached
 *2 National Strike Team Station attached
 *3 Tokyo Wan Vessel Traffic Service Center attached

- Regional Coast Guard Headquarters
- Coast Guard Office
- ▲ Coast Guard Air Station
- Coast Guard Station
- ★ Vessel Traffic Service Center
- ▲ Air Station
- ★ Hydrographic Observatory

Vessels and Craft/Aircraft

Vessels and Craft



Akitushima, PLH-type vessel (two-helicopters carrying capacity)



Yashima, PLH-type vessel (two-helicopters carrying capacity)



Sōya, PLH-type vessel (one-helicopter carrying capacity)



Izu, PL-type vessel (3,500 tons)



Hida, PL-type vessel (2,000 tons)



Kurikoma, PL-type vessel (1,000 tons)



Suzuka, PL-type vessel (1,000 tons)



Yonakuni, PL-type vessel (1,000 tons)



Wakasa, PL-type vessel (1,000 tons)



Iyo, PM-type vessel
(500 tons)



Okushiri, PM-type vessel
(350 tons)



Kaimon, PS-type special
high-speed patrol vessel



Sanrei, PS-type vessel
(180 tons)



Shigira, PS-type vessel
(180 tons)



Hiryū, FL-type
firefighting vessel



Nachi, PC-type craft
(35 meters)



Nagozuki, PC-type craft
(30 meters)



Satsukaze, CL-type craft
(20 meters)



Katsuren, radioactivity-
monitoring Boat



Shōyō, HL-type hydrographic
survey vessel



Hamashio, HS-type
hydrographic survey vessel



Kōun, LM-type light-house service vessel (23 meters)

Patrol Vessels 138

PLH-type (Patrol vessel Large with Helicopter)	14
PL-type (Patrol vessel Large)	48
PM-type (Patrol vessel Medium)	39
PS-type (Patrol vessel Small).....	36
FL-type (Fire fighting boat Large)	1

Patrol Craft 238

PC-type (Patrol Craft)	69
CL-type (Craft Large)	169

Patrol Vessels / Craft Total : 376

Special Guard and Rescue Craft 67

Radioactivity-Monitoring Boats	3
Guard Craft	2
Surveillance Service Boats	62

Hydrographic Survey Vessels 13

HL-type (Hydrographic survey vessel Large)	5
HS-type (Hydrographic survey vessel Small)	8

Lighthouse Tenders 6

LM-type (Lighthouse service vessel Medium)	3
LS-type (Lighthouse service vessel Small)	3

Training Boats 3

Total number of vessels and craft 465

As of April 1, 2019

Aircraft



Umiwashi, Gulfstream V airplane



Churawashi, Falcon 900 airplane



Mihowashi, Bombardier 300 airplane



Hayabusa, Saab 340 airplane



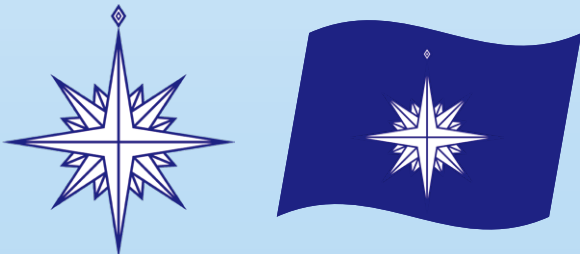
Umikamome, Beechcraft 350 airplane



Amatsubame, Cessna 172 airplane

Compass Mark

The stylized symbol of a compass, which serves as an aid for safe navigation, is featured on the official flag of the JCG, the guardians of maritime safety.



S-Mark

Painted in blue on JCG patrol vessels, aircraft, and the like, this stylized letter "S" is the symbol of the JCG. The S-mark embodies the JCG's missions of security, search and rescue, safety, and surveying, as well as its key ideals of speed, smartness, smiles, and service.





Mimizuku, Super Puma 225 helicopter



Umitaka, Super Puma 332 helicopter



Raichō, Agusta 139 helicopter



Shimawashi, Sikorsky 76D helicopter



Shimafukurō, Sikorsky 76C helicopter



Isetaka, Bell 412 helicopter



Ōuri, Bell 505 helicopter

Airplanes	31	Helicopters	49
Gulfstream V	2	Super Puma 225	6
Falcon 900	2	Super Puma 332	2
Bombardier 300	9	Agusta 139	18
Saab 340	4	Sikorsky 76C	3
Beechcraft 350	9	Sikorsky 76D	11
Cessna 172	5	Bell 412	5
		Bell 505	4
Airplanes and Helicopters		Total : 80	
As of April 1, 2019			

Guarding Territorial Waters and the EEZ

The JCG's Guard of Territorial Waters

In accordance with international law and domestic law, the JCG conducts day-and-night surveillance of official vessels, oceanographic research vessels, and vessels carrying foreign activists seeking to stake territorial claims, etc.

Response in waters near the Senkaku Islands

Located in the southwestern area of the East China Sea, the Senkaku Islands are a part of Ishigaki City, Okinawa Prefecture, and include Uotsuri Island, Kitakojima Island, Minamikojima Island, Kuba Island, Taisho Island, Okinokitaiwa Island, Okinominamiwa Island, and Tobise Island.

In the seas surrounding the Senkaku Islands, since September 2012, official vessels from China have navigated within Japan's contiguous zone almost daily basis except of stormy days and sometimes intruded into the territorial waters surrounding the Senkaku Islands.

In August 2016, as Chinese fishing boats operated within Japan's contiguous zone around the Senkaku Islands, official vessels from China seemed to be pulled along with the fishing boats and thereby repeatedly intruded into Japan's territorial waters.

As official vessels from China are confirmed to have become larger, armed, and reinforced, the situation concerning Senkaku Islands has become increasingly serious.

As well, in July 2018, the China Coast Guard was transferred to The Chinese Armed Police Force. The JCG must continue to keep a close watch on China's move while closely working together with relevant ministries and agencies.

In such circumstances, the JCG is dealing with issues in a calm and resolute manner as a law-enforcement agency based on international and domestic laws under the policy of standing firm in defense of Japan's land and sea.



Patrol vessel in the seas around the Senkaku Islands



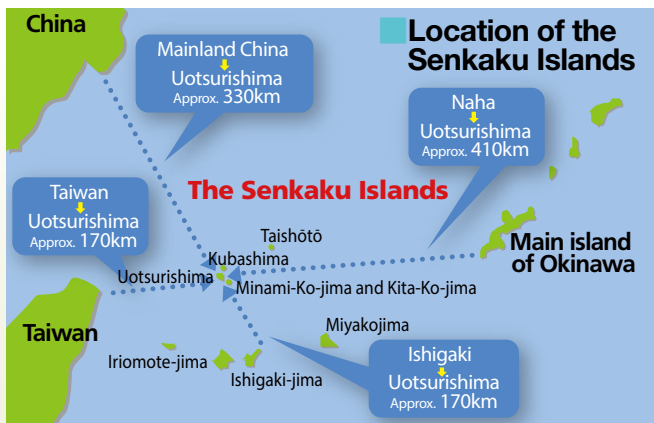
A patrol vessel (foreground) conducting surveillance of a Chinese official vessel (background)



Patrol vessel doing vigilance and surveillance activities against Taiwanese fishing boats



Patrol vessels taking regulatory measures against vessels carrying activists that seek to stake territorial claims



Utsuri Island



Kuba Island



Taisho Island



Kitakojima Island (background), Minamikojima Island (foreground)

Response to Unlawful Acts by Foreign Oceanographic Research Vessels

All foreign vessels wishing to conduct surveys in Japan's Exclusive Economic Zone (EEZ) and other areas are required to undergo the prescribed procedures in accordance with the United Nations Convention on the Law of the Sea, which include obtaining prior consent from Japan. Nonetheless, in recent years there have been cases where foreign vessels have conducted surveys and other activities without Japan's consent.

Upon detection of such activities, the JCG shares information with relevant ministries and agencies and sends cease and desist warnings and other messages from its patrol vessels/craft and aircraft.



Chinese oceanographic research vessel confirmed by a JCG aircraft during vigilance and surveillance activities

Connecting the Seas

All of the JCG's duties are linked with other countries via the ocean and are performed in close relation to the international situation. In order to ensure maritime safety and security, it is vital to cooperate and collaborate with foreign coast guard agencies. The international activities described below are thus becoming increasingly important.

The Coast Guard Global Summit

The JCG and Nippon Foundation cohost the "Coast Guard Global Summit," which is held with the aim for world coast guard organizations to work together to tackle global-scale changes in environment, and the resulting issues beyond the bounds of regional frameworks.

The inaugural meeting held in Tokyo in September 2017 was joined by the heads of coast guard organizations representing 38 bodies including 34 countries and 1 region of Asia, Oceania, North America, South and Central America, Europe, Middle East, and Africa, and 3 international organizations. As a result, the Chairman's Summary Statement was released with emphasis on the importance of reinforced cooperation and increased dialogue beyond existing regional cooperative frameworks among these coast guard organizations in a bid to overcome the challenges the world faces today.

In response to the Chairman's Summary Statement, the "First Working Level Meeting of Coast Guard Global Summit" was held in Tokyo in November 2018, inviting working level experts of coast guard organizations representing 66 bodies around the world including 58 countries and 8 international organizations. They discussed new education to unite the world and research opportunities among others. To have the results confirmed by higher ranking officials and put them into practice, the working level meeting decided to hold the "Second Coast Guard Global Summit" in Japan this year.



The Coast Guard Global Summit Working Level Meeting (Shinagawa Prince Hotel)



Prime Minister Shinzo Abe giving a speech (at the welcome reception for the Coast Guard Global Summit)



The Coast Guard Global Summit Working Level Meeting

Maritime Safety and Security Policy Program

With a view toward promoting multilateral collaboration and cooperation to ensure maritime safety and security by fostering mutual understanding and exchange among Asian countries' coast guard agencies and achieving a shared recognition of the importance of reinforcing a maritime order in which the rule of law prevails, the Maritime Safety and Security Policy Program was established under the National Graduate Institute for Policy Studies and Japan Coast Guard Academy in October 2015 as the first program of its kind in the world to provide master's degree-level education on maritime safety and security policies to junior coast guard officers from the JCG and its counterparts in Asian countries.

As of September 2018, total 23 participants from Japan, Philippines, Malaysia, Indonesia, Vietnam, and Sri Lanka have received master's degrees (in policy research).

Going forward, the JCG will accelerate its drive to establish an international network in the coast guard field by inviting students from more countries, while at the same time constantly improving its curricula.



Commencement ceremony



the first, second and third graduating class with Prime Minister Shinzo Abe

Maintaining Safety and Security on the Seas around Japan

Multilateral Cooperation

The heads of coast guard agencies from six countries in the North Pacific region (Japan, Canada, China, Korea, Russia, and the U.S.) meet at the North Pacific Coast Guard Forum (NPCGF) to promote mutual cooperation and collaboration designed to ensure maritime safety and security, preserve the marine environment, etc.

Following discussions at the High-Level Meeting (summit), practical approaches including Multi-lateral Multi-mission Exercise are promoted within the framework.

Bilateral Cooperation

The JCG conducts High-Level Meetings and joint exercises with Russia, Korea, and other countries to strengthen cooperation and collaboration in various areas, such as search and rescue, preventing marine pollution, maritime navigation safety, and maritime security, etc.



Multi-lateral, multi-mission exercises conducted under the framework of the North Pacific Coast Guard Forum (South Korea)



Signing of a joint statement at the 19th North Pacific Coast Guard Forum Summit (China)



Japan-Korea Coast Guard High Level Meeting (South Korea)



Japan-Russia Joint Exercise

Maintaining Safety and Security on Sea Lanes

Multilateral Cooperation

To enhance regional cooperation, the "Heads of Asian Coast Guard Agencies Meeting" brought together the heads of coast guard organizations in the Asian region (21 countries and 1 region, including ASEAN countries, China, South Korea, and India), in which the world's most critical marine traffic routes exist, such as the Straits of Malacca and Singapore.

At the meeting, discussions and cooperative activities are conducted focusing on the four common areas of issue among the member countries; namely, search and rescue, environmental protection, preventing and controlling unlawful acts at sea, and capacity building.



The 14th Heads of Asian Coast Guard Agencies Meeting (Bangladesh)

Bilateral Cooperation

Following the M/V Alondra Rainbow case in 1999, the JCG has had high-level meetings and joint exercises with the Indian Coast Guard since 2000, and has been working closely with them to reinforce measures against piracy.

With regard to bilateral cooperation with coast guard agencies in Southeast Asia, the JCG has had working-level meetings with the Vietnam Coast Guard pursuant to the Memorandum of Cooperation exchanged in 2015. In November 2018, the JCG and the Australian Border Force exchanged notes for the purpose of strengthening cooperation on matters such as human resources development and information sharing in the field of maritime safety.



Joint exercise with the Indian Coast Guard



Japan-Vietnam Coast Guard Agencies Working Level Meeting



Exchange of notes on cooperation between the Japan and Australian coast guard authorities

Capacity Building Support for Foreign Coast Guard Agencies

Since it is extremely important that coast guard agencies in Southeast Asian countries and coastal countries near Somalia and the Gulf of Aden improve their capacity in order to ensure safety and security on sea lanes, the JCG proactively offers support by sending its patrol vessels and aircraft for joint exercises, dispatching experts, and accepting trainees from those countries.

In addition, a dedicated team that supports foreign coast guard organizations in improving their capabilities, the "JCG Mobile Cooperation Team (MCT)," started operations in October 2017. MCT officials were dispatched to 8 countries 15 times during the first year, where they engaged in operations to help improve the capabilities of local coast guard organization officials. In addition, the JCG accepted and provided training to officials from the coast guard organizations of various countries.



Drainage diffusion training for oil control (Sri Lanka)



Onboard training on training vessel Kojima (Vietnam)



Support for improvement of operational capabilities at a Vessel Traffic Services Center (Indonesia)



Maneuvering training concerning maritime law enforcement (Philippines)

Participation in International Organizations

The JCG participates in the activities of various international organizations, including the International Maritime Organization (IMO), International Hydrographic Organization (IHO), International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), Cospas-Sarsat Council, and Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia - Information Sharing Centre (ReCAAP-ISC). We also joins international emergency relief efforts in countries that have suffered from major damage due to natural disasters.



The First Assembly of International Hydrographic Organization (IHO)(Monaco)



A Disaster Relief Team dispatched to Mexico (photo by JICA)

Maintaining Maritime Order



High speed maneuvers by special boarding unit

Present State of Maritime Crime

Accounted for 44% of crimes referred to the competent authorities by the JCG in 2017 were maritime law violations such as navigation by non-inspected vessels and transportation of passengers in excess of capacity. The second largest category of such crimes was fisheries law violations, such as poaching, which accounted for 34%.

Countermeasures against Domestic Poaching

There is a variety of poaching cases, ranging from heinous, organized poaching using diving apparatus, to poaching for personal consumption of marine resources which are raised and managed by fishermen, using releasing and other methods.

The JCG, in cooperation with relevant agencies and fishermen, is striving to eliminate poaching through stringent surveillance and control.



Two patrol vessels chasing a fleeing ship



Equipment used for poaching and sea cucumbers hunted illegally

Countermeasures Against Illegal Operations, etc. by Foreign Fishing Vessels

Illegal operations and other unlawful acts by foreign fishing vessels are being carried out increasingly in malicious and ingenious ways. To combat this trend, the JCG works to coordinate and cooperate with the relevant organizations in Japan and abroad, collects and analyzes information, and conducts rigorous monitoring and surveillance activities in its efforts to assess fishery operations by foreign fishing vessels.



Foreign ship fleeing despite an order to stop



Patrol vessel spraying water at North Korean fishing boats

Countermeasures against Smuggling and Illegal Immigration

Smuggling and illegal immigration have a serious impact on public order in Japan, and international crime syndicates are involved in some of these activities.

To put a stop to such crimes at the water's edge, the JCG works together with relevant organizations both in Japan and overseas, and carries out strict monitoring and surveillance activities.



Stimulants Seized by the JCG (A large amount of meth smuggling case using a sea cargo from China)



Gold seized by the JCG (Gold Smuggling case by Chinese people)

Ensuring the Security at sea

The JCG deploys patrol vessel and craft to enhance the level of security for needed, for example when foreign warships and vessels call at Japanese ports and nuclear materials are transported by sea, important international conferences or events are held in seaside areas.



JCG on the lookout during the G7 2016 Ise-Shima Summit

Responses to drifting/drifted ashore wooden boats

It has been confirmed that a number of wooden boats supposed to be from North Korean are drifting/ drifted ashore on the coastal area of the Sea of Japan.

The JCG is stepping up vigilance and surveillance activities with patrol vessels and aircrafts and sharing information with local governments and relevant organizations, and ensuring immediate communication with them. The JCG is also striving for early detection of drifting/drifted ashore wooden boats, encouraging reports of suspicious events from fishermen and local residents.



The JCG officers investigating holding a drifting wooden boat at sea

Terrorism Countermeasures

Committed by Islamic extremists and those who are influenced by their ideology, terrorist attacks are frequently occurring around the world. Given the fact that terrorist organizations such as ISIL designate some specific countries, including Japan, as terror targets, the recent terrorist conditions remain extremely serious.

The JCG is taking conventional counterterrorism measures, including vigilance and surveillance using patrol vessels and aircrafts, collection of associated information, and shoreline operations in close cooperation with the relevant organizations. In addition to the above, the JCG has established the "The council on counterterrorism at the sea and waterfront areas" joined by the relevant organizations and maritime and harbor industry groups, and studied and discussed counterterrorism measures. Toward the 2020 Tokyo Olympic and Paralympic Games, the JCG is committed to promoting optimal government-private counterterrorism measures.



Patrol vessel and other craft guard the waters near a nuclear power plant



Exercise by special boarding unit



The holding of a "Conference concerning Countermeasures against Terrorism at sea and in Coastal Areas"

Piracy Countermeasures

The JCG has implemented countermeasures against piracy off the coast of Somalia, in the Gulf of Aden, and in Southeast Asian waters. Off the coast of Somalia and in the Gulf of Aden, the JCG has dispatched its officers onboard the Japan Maritime Self Defense Force destroyers deployed to the Gulf of Aden for anti-piracy operations, to conduct judicial police activities in the event of piracy incident. The JCG is committed to the appropriate implementation of the Act on Special Measures concerning the Guarding of Japanese Ships in Pirate-Infested Waters, which enables private guards with rifles to conduct such guarding.

In Southeast Asian waters, the JCG works on promoting collaboration/cooperation partnership by dispatching its patrol vessels and aircraft to the coastal countries in the region for conducting joint exercises and enhancing information exchange on anti-piracy with the coast guard agencies in those countries. In addition, the JCG actively provides capacity building assistances on law enforcement such as providing trainings towards personnel of coast guard agencies in the coastal countries in the regions mentioned above.



Pirates Transportation exercise

Responses to Suspicious Vessels / Spy Ships

The JCG maintains patrol and surveillance in the sea surrounding Japan against suspicious vessels/spy ships.

The JCG conducts exercises concerned with highperformance, high-speed patrol vessels and conducting joint exercises together with the Maritime Self-Defense Force for carrying out its mission successfully.



joint exercises together with the Maritime Self-Defense Force

Saving Lives

Mobile rescue workers heading for a grounded ship



Marine Rescue

Accidents may occur while people are engaged in marine leisure activities. Vessels can collide, capsize, run aground, or catch fire, and swimmers can be caught in rip currents and pulled out to sea.

The JCG works to enhance sea rescue preparedness and collaboration/cooperation with private rescue organizations and other entities. When accidents do occur at sea, every effort is made to respond promptly and save lives.



Mobile rescue workers conducting rescue lifting

Enhancing / Strengthening the Emergency Rescue System

Diver

Scuba divers are in charge of rescuing survivors from capsized or sunken ships and searching for the missing underwater.

Divers are selected from the crew of patrol vessels and craft, and undergo rigorous diving trainings before being assigned to patrol vessels or craft designated for diving operations.



Licensed divers searching for missing persons

Mobile Rescue Technicians (MRT)

Mobile rescue technicians will rush to the sites of marine accidents by helicopter to save victims of marine accidents.

Equipped with the necessary skills for descending from helicopters and scuba diving, roughly one half of the JCG's mobile rescue technicians are also qualified as an emergency medical technicians.

With groups of nine mobile rescue technicians deployed at nine air stations around the country, they cover most of the coastal waters of Japan together with the Special Rescue Team.



Mobile rescue workers engaging in rescue lifting training

Special Rescue Team (SRT)

SRT members are rescue specialists trained to cope with special maritime accidents that require advanced rescue techniques and expert knowledge, such as saving people from capsized ships or ships on fire that are carrying dangerous materials, and fighting shipboard fires.

With a total of 36 members, including emergency medical technicians, and grouped into six teams, members are on standby around the clock to promptly arrive by air at the scenes of specialized types of maritime accidents.



A member of SRT searching a survivor under the sea

Gathering Information on Marine Accidents

It is important that the JCG be notified as soon as possible when trouble occurs in areas of the ocean far from land.

For this reason, the JCG operates a maritime accident reporting radio service 24 hours a day based on the Global Maritime Distress and Safety System (GMDSS).

And the people who call to the number "118", can conduct an accident/incident report or rescue request to JCG swiftly.

Additionally, if the mobile phone's GPS is switched on, JCG can understand the location of distress easily by Emergency Location Report System and conduct rescue operation swiftly.



Receiving "118" emergency calls



Cooperation with Other Organizations

In order to save many lives at the sea, it is important to maintain a collaboration and cooperation with public and private rescue organizations, including police and fire departments. To respond to marine accidents within coastal waters, in particular, the JCG attempts to enhance its collaborative and cooperative.

System with private rescue organizations, such as Marine Rescue Japan. Through these attempts, JCG ensure the safety sea that there is not a single area in which rescue services are not available and rescue activities are carried out smoothly.

When a maritime accident occurs in a remote area of the ocean, the JCG conducts rescue activities through cooperation with the maritime rescue organizations of the relevant countries. In an effort to strengthen its collaborative ties, the JCG also conducts joint search and rescue exercises and other activities with maritime rescue organizations in other countries.



Japan-India joint exercise

Medical Evacuation on the Sea

When someone on a ship gets sick or injured on the sea far away from land and require emergency medical treatment by doctor, doctors are rapidly dispatched by the JCG patrol vessels, aircraft, or other vehicles. The sick or injured individuals are then transported to the vessel, aircraft, or other vehicle and treated by a physician en route to a hospital. This pioneering rescue system is organized by Marine Rescue Japan.

Since its launch in 1985, more than 900 people have been rescued by this service.



Collaborating with a relevant organization to transport an emergency patient

Medical Control System by the JCG

The Medical Control System of JCG guarantees the quality of first aid services provided by emergency medical technicians posted at the Special Rescue Station and other facilities from the perspectives of both medicine and management.

In order to maintain this medical control system, the JCG conducts after-the-fact reviews of emergency first aid provided by emergency medical technicians and compiles emergency first aid standards and training/education guidelines based on the findings of such reviews.



Providing first aid in a JCG helicopter

Protecting the Marine Environment



Marine environment preservation activities for the general public

Marine Environment Preservation Programs

Guidance / Education Activities on Preservation of the Marine Environment

Under the slogan, "Preserving Blue Sea for the Future," the JCG works together with local governments and volunteer organizations to conduct activities to raise awareness and provide guidance for preserving the marine environment.

The JCG's main initiatives in this area include boarding ships for instructional visits and conducting marine environment preservation seminars. Awareness-raising events are concentrated especially in June, which is Marine Environment Preservation Month.



Shipboard instructional visit on preventing spillages of oil and other substances

Marine Pollution Surveys

The JCG has been studying the various components of seawater and sediment for the sake of marine environment conservation and assessment of radiation levels. The results of these investigations are released via the Internet and other channels.

Preserving Blue Sea for the Future - JCG Drawing Competition

Children bearing the future can raise the interests in the sea and nurture the spirits to protect the marine environment by the competition that is held by cooperation of JCG and Japan Coast Guard Foundation.



Winner of the Minister of Land, Infrastructure, Transport and Tourism Award in the 19th Preserving Blue Seas for the Future - JCG Drawing Competition

Countermeasures against Marine Environmental Crime

So far there seems to be no end in sight to the illegal discharge of wastewater from businesses and oil and other substances from ships, the illegal dumping of waste and scrapped vessels, and crimes committed in attempts to avoid paying proper costs for waste disposal or equipment maintenance. These forms of these crimes are also appearing malicious, and subtle, with waste, oil, and other substances being dumped under the cover of night and ships being abandoned after their names and numbers have been removed.

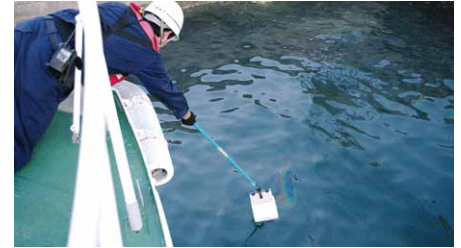
To combat such crime, the JCG has collaborated with relevant organizations to build a system for sharing information on crimes affecting the marine environment, and has also stepped up its surveillance activities.



An abandoned ship being investigated



The sea contaminated by oil spills



Sampling of oil

Coast Guard Research Center

The Coast Guard Research Center conducts “research on vessels, Aids to Navigation, and commercial materials and equipment” and “analysis and testing of evidence sent from JCG offices around the country.” Located on the premises of the Tachikawa Wide-Area Disaster Prevention Base (Tachikawa City, Tōkyō), the Center can serve as the JCG’s disaster operation base in the event that the JCG’s Kasumigaseki building has been hit by a disaster.

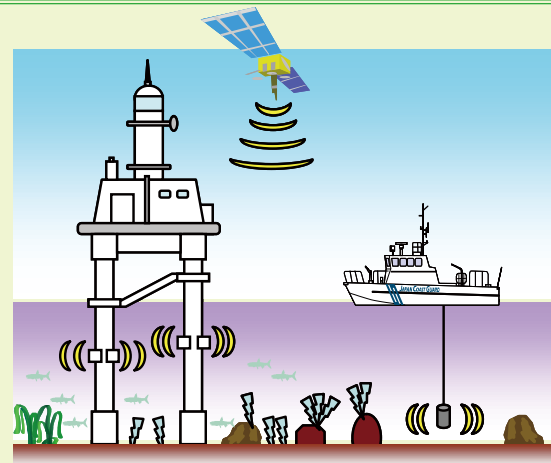


The National Bay Renaissance Project

In a highly closed-off area of sea surrounded by a metropolitan area, the inflow of domestic wastewater and other effluent and difficulties in exchanging water between the bay and the surrounding ocean result in many problems occurring, such as red tide and diminished sea life.

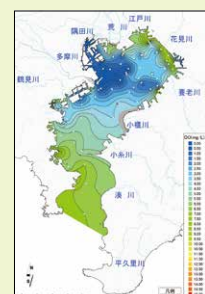
To tackle this challenge, "Bay Renaissance Projects" are underway in Tokyo Bay, Osaka Bay, Ise Bay, and Hiroshima Bay. In these projects, the national government, local governments, educational and research institutes, private companies, and citizens' groups are collaborating to promote pollutant load reduction measures, environmental improvement measures, and environmental monitoring.

Among various measures under the "Bay Renaissance Projects," JCG conducts in environmental monitoring periodically with hydrographic survey vessel to observe water quality such as the transparency and dissolved oxygen of sea water.



Observations of water quality, current and wind by monitoring posts and survey vessels

The distribution of bottom dissolved oxygen in the Tokyo Bay



Preparing for Disasters

Patrol vessels discharge water onto a burning ship



Accident / Disaster Countermeasures

Fires, collisions, sinking, and other accidents with vessels not only threaten lives and properties, but also have a serious impact on the natural environment and the lives of people living in the surrounding area, as oil and Hazardous and Noxious Substances spill into the water in the wake of such accidents.

While working to prevent such accidents and disasters, the JCG has positioned firefighting ships and disaster mitigation equipment around the country to enable prompt and accurate responses. This provides the JCG with a system that is always ready to be mobilized and is also useful for such tasks as predicting how oil spills will spread and drift in order to facilitate effective cleanup work.

The JCG also works toward maritime disaster prevention by conducting exercises and organizing workshops with private sector disaster prevention organizations in Japan and overseas, thereby reinforcing collaboration/cooperation with such organizations.



Oil spill skimming drill

Natural Disaster Countermeasures

The JCG makes every effort to keep its systems in good order and to strengthen cooperative ties with relevant organizations in order to promptly and precisely carry out emergency relief operations, including rescue of disaster victims, provision of emergency transportation of personnel and relief supplies, and surveys of disaster-stricken areas, whenever natural disasters such as earthquakes, tsunamis, typhoons, and volcano eruptions occur. It also compiles disaster prevention maps for public use, and is in the process of compiling a database of information acquired from its regular observations and emergency surveys of submarine volcanoes and volcanic islands.

Furthermore, to obtain the basic information necessary for predicting major earthquakes, the JCG conducts seafloor geodetic observation, topographical survey and geological investigation.



Transporting injured individuals by aircraft



Transportation of a doctor by airplane



Helping water supply by a patrol vessel

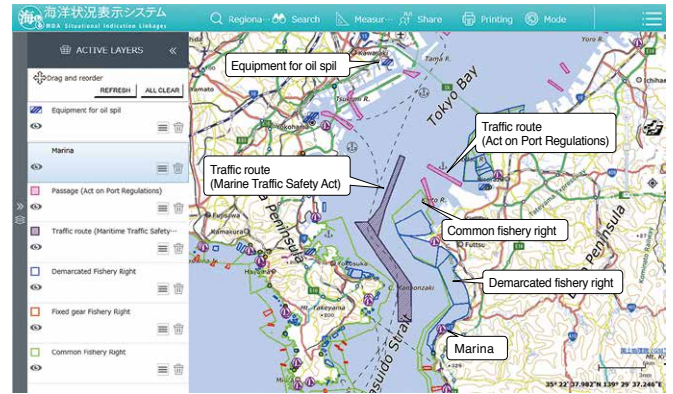
Improvement of Information Service against Disaster

JCG gathers information that can be used, in case of oil spill, to grasp and assess an impact on the environment and minimize the damage as the "Coastal Environmental Information Service".

This information is provided through the CeisNet as one of the contents of "MSIL"(MDA Situational Indication Linkages) in order to assist the organizations concerned in counter-measurement against oil spill accident including local municipalities and private entities.

Coastal Environmental Information Service web site (CeisNet)

<https://www1.kaiho.mlit.go.jp/JODC/ceisnet/>



Example of CeisNet displayed on "MSIL" (MDA Situational Indication Linkages)

National Strike Team

A group of marine disaster prevention specialists, the National Strike Team provides guidance and advice on how to control oil and Hazardous and Noxious Substances that have spilled into the sea, as well as how to extinguish and prevent the spread of fires at sea. It also coordinates with the parties concerned and carries out its own cleanup measures as the situation demands.



National Strike Team

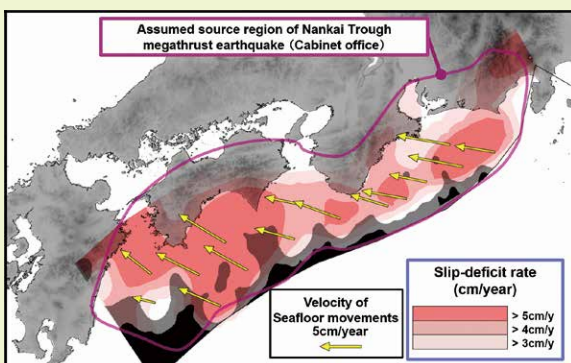


National Strike Team training operators tasked to prevent/remove oil spills

Seafloor Geodetic Observation

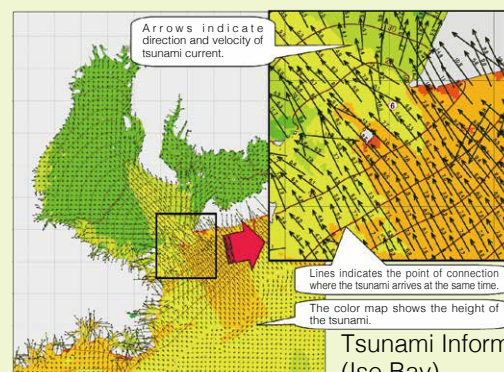
In the Pacific coast of Japan, the JCG has been continuously carrying out seafloor geodetic observation to monitor the crustal deformation due to plate motion and earthquake.

From the past observation data, the JCG sheds light on what is happening between the land side tectonic plate near the Nankai Trough, the assumed source region of megathrust earthquakes, and the sea side tectonic plate.



Tsunami Information Map

Behavior of tsunami mainly depends on bathymetric features there and seafloor displacement which accompanies the earthquake. The JCG has been conducting tsunami simulation with detailed bathymetric data and making tsunami information maps including current velocity and water height of tsunami. The tsunami information maps are designed for mariners and Port Authorities to implement tsunami disaster-prevention countermeasures.



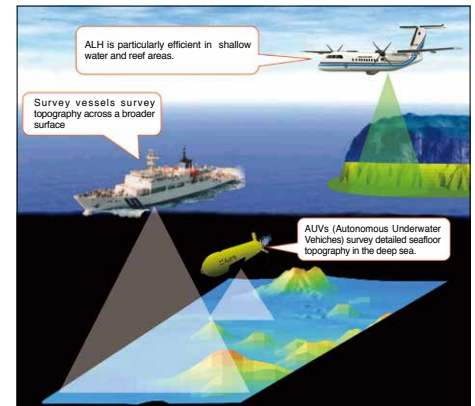
Tsunami Information Map (Ise Bay)

Exploring the Ocean

JCG conducts ocean surveys for various purposes such as preserving marine interests, securing safety of navigation, environmental conservation and disaster prevention. Especially in recent years, ocean surveys as the basis for preserving marine interests becomes important with growing interest in our sea area under jurisdiction and the exploit/utilization of new marine resources. JCG makes an effort to provide these marine data and information in the user-friendly way.

Exploring Seafloor Topography

The JCG measures water depth precisely and provides the data on a chart so that ships of various sizes can navigate safely. Submarine topography obtained is used for the extension of continental shelves, prevention of disasters from earthquakes, tsunami, and so on, and ocean exploitation. As in the case where the discovery of a distinctive seabed led to exploration in search of seafloor hydrothermal deposits, the results of submarine topography surveys are greatly contributing to the exploration/exploit of seabed resources. In addition, the JCG conducts detailed surveys near the shoreline and determines the position of the low-water line (the intersection of the land with the water surface at an elevation of low water), which will be the baseline for defining territorial waters. The results will be provided on a chart.



Submarine topography survey

Using sonar

Water depth is measured by transmitting sound from survey vessels to the seafloor. Using a sonar called Multi-Beam Echo Sounder, we investigate seafloor topography efficiently and precisely.

Using laser beams

Water depth is determined by measuring how long it takes for a laser beam transmitted from an aircraft to return from the seabed as reflection.

This method realizes efficient measurement especially in shallow waters and shore reef areas where it is difficult for hydrographic survey vessels to approach.

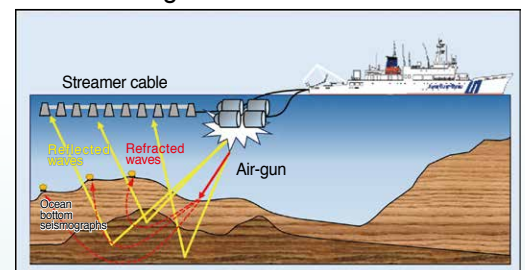
Exploring Structure under the Seafloor

The geological structure provides important information on earthquake and tsunami occurrence. Data on crustal rock types and thicknesses from the seafloor to the mantle are fundamental to claiming extension of the continental shelf limits in conformity with UNCLOS.

Using sonar

An air-gun array which is towed from survey vessel generates strong sound waves. The sound waves which are reflected and refracted below the seafloor are received by a streamer cable which is also towed from the vessel or Ocean Bottom Seismographs (OBS) which are installed on the seafloor.

The structures under the seafloor, including the thickness of the sediments and the distribution of faults, could be revealed by analyzing the received sound waves.



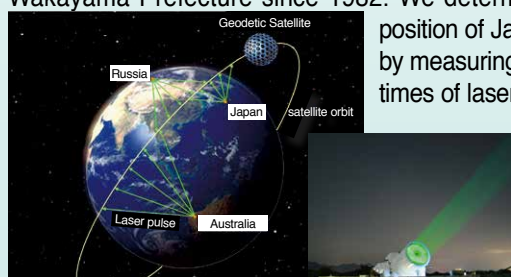
Crustal structure survey

Exploring Crustal Motion

To determine the global position of Japan and monitor the crustal deformation due to the plate motion, the JCG has continuously performed the geodetic observations.

Using laser pulses

The JCG has been carrying out Satellite Laser Ranging (SLR) observation at the Shimosato Hydrographic Observatory in Wakayama Prefecture since 1982. We determine the precise position of Japan on the earth by measuring round-trip travel times of laser pulses between geodetic satellites and the station.

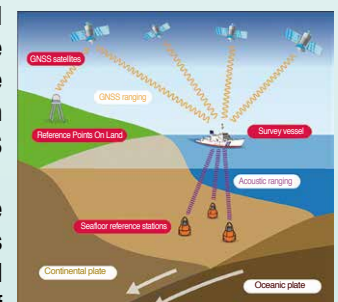


Satellite laser ranging observation

Using refracted waves

In order to figure out crustal movements in sea areas where interplate earthquakes had repeatedly occurred in the past, the JCG is conducting the seafloor geodetic observation using a method combining GNSS and echo ranging.

The measurement of the moving reference stations installed on the seafloor is useful in estimating the amount of accumulated strain on the plate boundary.



Observation of ocean crust movements

Exploring the Ocean Currents

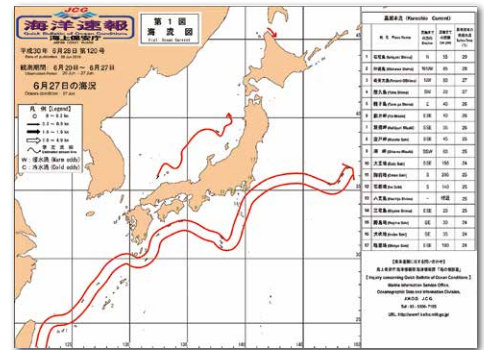
Ocean currents (such as the Kuroshio Current) and seawater flows (such as tidal currents), which vary from hour to hour due to the flow and ebb of tides, have strong impacts on the safety and cost effectiveness of vessel operations. In the event of a marine accident, accurately understanding the direction of seawater flow is very important for predicting the movements of missing persons, floating materials, and oil spills.

Using sonar

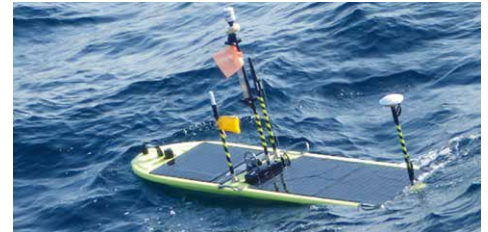
To observe the movement of seawater flows, JCG boats and buoys are mounted with an ultrasonic flow meter designed to measure the direction and velocity of the flows by emitting an ultrasonic wave into the seawater and detecting reflected waves.

Using AOV

The Autonomous Ocean Vehicle (AOV) uses wave power to propel itself and is capable of performing long-term unmanned observation. The AOV gathers marine information, such as ocean and tidal currents, wind velocity, wave height, and water temperature, on a real-time basis to add to oceanographic data on the sea areas surrounding Japan.



Quick Bulletin of Ocean Conditions



Autonomous Ocean Vehicle

Quick Bulletin of Ocean Conditions

<https://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/index.html>



Exploring Seawater and Seafloor Sediment Components

Seawater and marine surface sediment contain substances generated as a result of human activities. In order to design countermeasures against marine pollution, it is thus important to continuously measure the amounts of such substances in nature and observe how much they increase due to human activities.

Sampling water

In order to determine a minute amount of chemical substances contained in the ocean, seawater is sampled from various depths in varying quantities between 10 and 100 liters to conduct precision chemical analysis of various substances. To analyze radioactive substances, the quantities of elements that have been produced as a result of radioactive decay are also measured.

Sampling mud

To conduct analysis similar to that of seawater, sand and mud are carefully sampled from the seafloor sediment so as not to damage the strata.



Sampling water



Sampling mud

Survey of baselines - Airborne laser survey around Nishi-no-Shima -

To secure safety of navigation and define territorial waters and EEZ of Nishi-no-Shima, which had enlarged due to volcanic activities, the JCG conducted airborne laser measurements for the purpose of surveying the low-water line and water depth in July 2018.

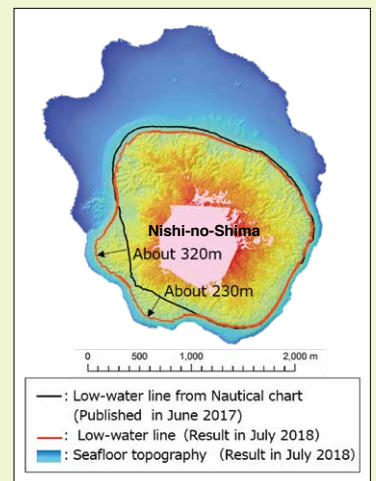
According to the survey, Japan's territorial sea and EEZ are expected to expand approximately 4 km² and 46 km² respectively from the chart issued in June 2017. JCG is currently working to revise the chart based on this result.



Aircraft "MA722" used for the survey



"Nishi-no-Shima" Shot on July 30, 2018



Change in the low-water line of Nishi-no-Shima

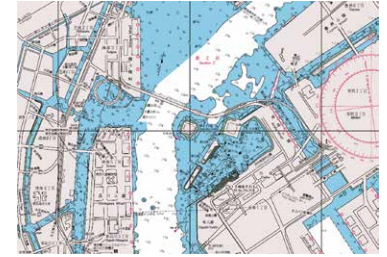
Provision of Marine Information

Provision of Information for safe navigation

Based on surveys of coastlines, sounding, tidal currents, and tides, the JCG compiles and provides nautical charts and publications (e.g., sailing directions and tide tables).



Electronic navigational chart (KEIHIN KO TOKYO)

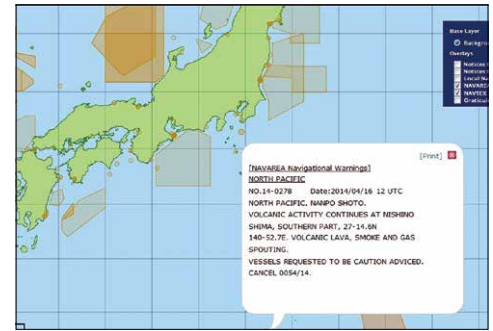


Nautical chart (KEIHIN KO TOKYO)

Notices to Mariners / Navigational Warnings

The JCG publishes safety information as Notices to Mariners to keep their nautical charts and other nautical publications updated, and also broadcasts urgent safety-related messages concerning to such as the existence of drifting hazards as Navigational Warnings.

The JCG also provides visual information of MSI (Maritime Safety Information) with mariners on the web.



Provision of visual information displayed on a map

Visual Data website

https://www1.kaiho.mlit.go.jp/TUHO/vpage/visualpage_en.html



MSIL (MDA Situational Indication Linkages)

As part of efforts to strengthen Japan's maritime domain awareness (MDA)*, the JCG is operating a web service "Umishiru (Maritime condition display system)" to consolidate and share maritime information under general coordination by the Cabinet Office. It lets users choose from various kinds of maritime information possessed by the Government and local governments according to their purpose and show the data on maps.



Logo

Information items

⇒The user can select information items from among various kinds of information such as weather, sea conditions, routes, and ocean currents.

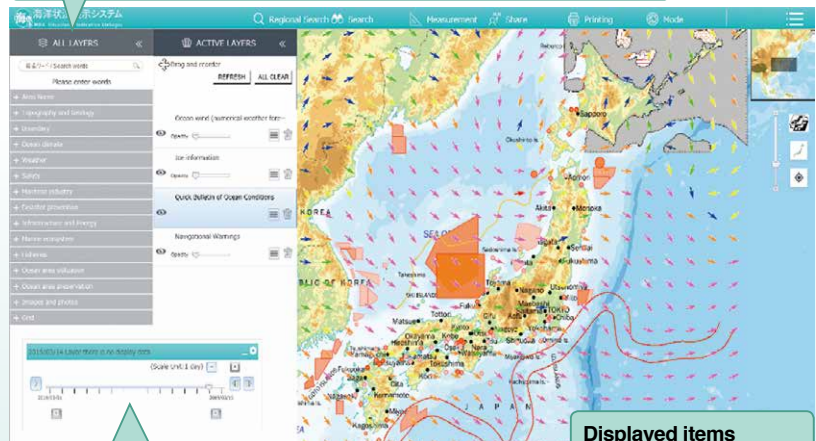


Enter (Japanese)

Enter (English)

Thematic maps

⇒The user have one-click access to the thematic maps made for various purposes.



Time slider

⇒The user can also see past or predicted information by using the time slider.

Displayed items

- Wind forecast
- Ocean currents
- Sea ice information
- Navigational Warnings

* Efforts for effective understanding of things associated with the maritime domain that could impact the security, safety, economy, or environment of the country through enhanced cooperation with relevant government agencies.

MSIL (MDA Situational Indication Linkages)

<https://www.msil.go.jp/>



Marine Information Clearing House

As part of efforts of general policy to integrate marine information, the JCG operates the Marine Information Clearing House (a.k.a. Marine Page). The Marine Page contains location information, including overviews and methods for obtaining them, of a variety of marine information and data held by each marine organization in Japan.



Marine Information Clearing House

<https://www.mich.go.jp>



Securing the safety of maritime Traffic



Activities for Prevention of the Marine Accident

Trends of marine accidents and how to deal with them

Many marine accidents are attributable to the carelessness of the victims, such as vessel collision and grounding accidents caused by insufficient surveillance and inappropriate ship handling, and drowning is the result of making light of a downturn in weather and hydrographic conditions. To prevent such marine accidents, the JCG has formulated various safety measures based on the results of marine accident investigations and conducted safety education activities including on-board guidance, marine accident prevention workshops, and for youngsters, maritime safety school.

Specific activities

With the popularity of canoes, SUP, and Mini Boats, among others, marine activities are increasingly diversifying in recent years and accidents involving these activities are on the rise. To prevent such accidents, the JCG worked together with government-related agencies and private interested groups and put together useful information for the safety and pleasure of everyone in the form of "Water Safety Guide," a general safety information website, which has been open to the public since April 2018.

In addition, to raise safety awareness among small vessel operators so that they can protect their own safety themselves, the JCG is promoting and publicizing "Three Rules for the Safety of Your Vessels."

The three safety principles for the ship

- No.1 Check the engine, equipment and fuel before sailing off the port.
- No.2 Make a person look out at all time during the sailing.
- No.3 Make sure your emergency contacts in case of maritime accidents.



The three safety principles for the ship

The current status and countermeasures against maritime accidents



Boarding a boat for instructional visit



Marine safety class

Water Safety Guide released to the public

Marine Safety Information (Maritime Information and Communication System)

Aiming to prevent marine accidents, and for the benefit of the operators of pleasure boats, fishing boats, etc., and marine leisure fans enjoying sea bathing, fishing, etc., the JCG provides the following information as "Maritime Safety Information": a) the status of local weather and hydrographic conditions observed at lighthouses and other facilities all around the country, including wind direction, wind velocity, and wave height, b) weather warnings and advisories announced by the Japan Meteorological Agency, c) emergency information relating to missile launches, evacuation calls, etc., d) marine safety information such as the status of ongoing offshore construction and events, etc., and e) live videos in which sea conditions can be understood.

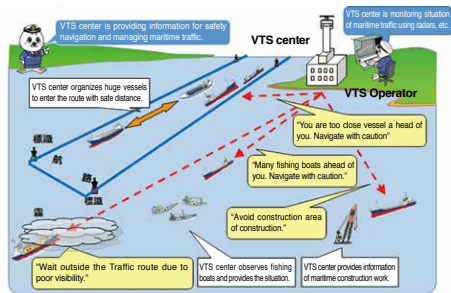
The "Maritime Safety Information" is available on PCs, smartphones, and other handheld devices. This site is handy, particularly on the Web site for smartphones. Based on GPS information, the status of weather and hydrographic conditions, emergency information, and other information near the present location can be displayed on a map screen on a smartphone. Regardless of the location, the user can easily access to necessary information.

The JCG also provides a service that delivers the status of weather and hydrographic conditions, weather warnings and advisories, and emergency information via email to pre-registered addresses.

Safety Measures for Each Sea Area

Safety Measures for Congested Areas

Specific traffic rules apply in areas that are heavily congested with vessel traffic, such as Tōkyō Bay, Ise Bay, the Seto Inland Sea, and key ports. In such areas, Vessel Traffic Services Centers monitor the movement of vessels, in order to provide necessary vessel traffic information, direct the interval of large vessels for the safety of Navigation, etc. In conjunction with patrol vessels and craft, they provide guidance to vessels that are navigating inappropriately.



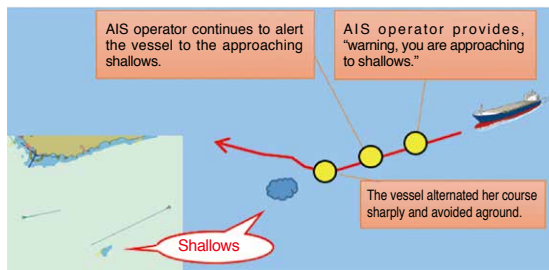
Safety Measures within Ports

Under the Act on Port Regulations, the JCG has selected 87 ports as "Specified Port" throughout the country, where it monitors vessel's status of departure and entry, grants permission for the handling of dangerous cargoes, and designates anchorages, thereby ensuring maritime traffic safety.



Safety Measures in Coastal Sea Areas

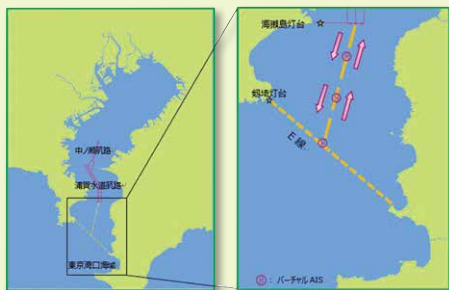
The JCG operates the AIS* in order to warn AIS-equipped vessels in coastal areas that are at risk of running aground or dragging anchor, and to provide them with a variety of safety information.



*The AIS (Automatic Identification System) is a system that automatically provides information on a ship, such as its name, position, course, speed, navigational status, etc.

Safety measures for the sea area near the Tokyo Bay mouth

The sea area near the Tokyo Bay mouth, where approximately 500 vessels navigate everyday, is prone to collisions between ships as flows of ship traffic cross each other. In such circumstances, the Commandant of the JCG has taken a measure to organize traffic flows pursuant to the Maritime Traffic Safety Act by designating routes in the sea area south of the Uraga Channel Route since March 1, 2019.



Efforts to prevent recurrence of similar accidents based on the collision of a tanker into the connection bridge of the Kansai International Airport

In response to the accident of a tanker smashing into the connection bridge of the Kansai International Airport due to Typhoon 21 in September 2018, a panel of experts and maritime officials was established in October the same year.

Based on the recommendation by the panel, legal restrictions (restrictions of ship navigation) pursuant to the Maritime Traffic Safety Act have been applied to the sea area surrounding the Kansai International Airport when the weather is rough since the end of January 2019.



Collision of a tanker into the connection bridge of the Kansai International Airport



Meeting of the panel of experts

Types and Management of Aids to Navigation

Navigational aids indispensable for the safe navigation of ships span a wide range - including shipping traffic control signal stations which provide information on maritime traffic, AIS signal stations, and tide signal stations in addition to lighthouses and light buoys. The JCG manages 5,213 navigational aids (the breakdown is provided on page 3).

Disaster Mitigation Measures

To prevent the collapse or lighting shutoff of these navigational aids due to a natural disaster and to secure the safety of marine transportation routes at the time of a disaster, the JCG is conducting improvement concerning disaster-prevention measures by reinforcing navigational aids against earthquakes and waves.

In addition, based on the collapse of navigational aids due to Typhoon 21 and Hokkaido Eastern Iburi earthquake, the JCG conducted emergency inspection on key infrastructure including navigational aids across the country and decided to take necessary measures.



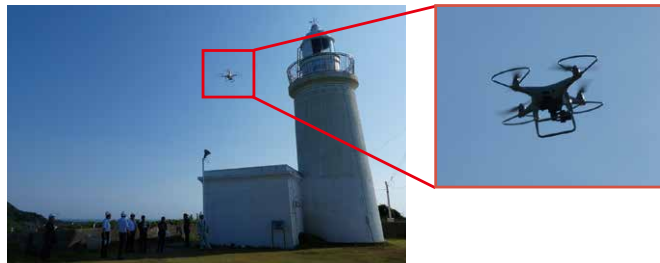
Seismic isolator



Antiseismic reinforcement at a Vessel Traffic Services Center

Introduction of new maintenance measures for navigational aids using drones.

To conduct maintenance services for navigational aids at a high place or on the sea safely and efficiently, the JCG is working to introduce new maintenance measures for navigational aids using "drones."



Lighthouse maintenance service by a drone

Development of New Technologies

The JCG is working on the optimal design of Aids to Navigation facilities and development of related equipment and information systems by taking into consideration the maritime traffic environment, including the natural conditions and realities of maritime traffic in each marine area, the needs of users in those areas, and economic efficiency.

In addition, the JCG is keeping track of international technical trends and the latest systems. At the same time, aiming for the international standardization of navigation support systems, the JCG is studying ideas and plans in the Expert Committee, and is sharing information in international workshops.



ENAV Committee Meeting of International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

Efforts to further improve maritime safety including traffic safety of ships - Fourth Maritime Traffic Vision -

On April 20, 2018, the Council of Transport Policy submitted the Fourth Maritime Traffic Vision which indicates basic directions and specific measures over a period of around five years to come regarding the maritime safety policy concerning traffic safety of ships.

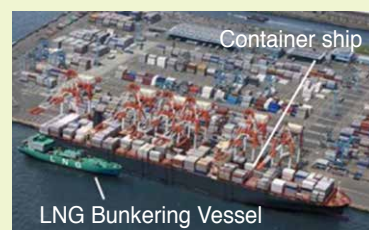
The Vision takes note of the growth of new marine leisure and energy production activities caused by recent changes in social conditions and technological innovation and increasingly diversifying and energized marine activities including the advent of unprecedented vessels and operation styles realized by efforts for commercializing autonomous ships. Based on this understanding, the Vision presents items to work on going forward (efforts on new challenges, promotion of basic measures) and targets concerning ship accidents.



Various maritime activities



New marine leisure (Canoeing)



Container ship

LNG Bunkering Vessel

Increased use of new energy (LNG bunkering image)



Become a JCG Officer!

Coast Guard Academy

Kure, Hiroshima

Introduction

The Japan Coast Guard Academy is an educational institution established for the purpose of training the cadets who are going to become next generation of JCG officers. At present, about 220 students belong to the Academy.

The period of education and training at the Academy is for 4 years and 9 months in total. They take Regular Course for 4 years and study more after their graduation in a 6-month postgraduate course and a training course for international topics.

Its curricula are based upon the School Education Law and it enables the cadets to get the Bachelor of Science and Coast Guard operations and Law Enforcement. The JCGA is the only place where people can get the degree.

The cadets live in dormitories on the premises and through various group activities they form friendships that will last forever. They mutually hone their skills each other and learn about leadership from experiences that they have at the Academy.

The Graduates are assigned to patrol vessels and crafts as junior-grade officers. They alternately work at land-based offices and coast guard vessels in order to build their career in that process.



Hoisting the National flag, the flag of the JCG and Academy

Subjects

General subjects

The Cadets study a broad spectrum of subjects ranging from physics to philosophy in order to learn education that they need as members of society.

Specialized basic subjects

From their junior year, along with the common subjects that every student is required to take, such as international politics, policy science, information science, and meteorology, the cadets also study cluster subjects separated into 3 groups, marine engineering, and information and communications.

Specialized subjects

The Cadets learn specialized knowledge on international maritime laws, naval police theory, maritime traffic policy, etc.

Training subjects

The cadets learn subjects that are directly linked to coast guard duties and designed to improve their mental and physical strengths.

Practices subjects

The objective of these subjects are to learn navigation, maritime engineering and communication skills to handle small boats when they work for coast guard missions.

Training ship Kojima



Training cruise around the world

After the cadets graduate from the Academy, they go to a training cruise around the world for 3 months. The purposes of the voyage are to acquire the international way of thinking and necessary navigational skills.

Campus



Recruitment information of the JCGA

For information on recruitment examinations, please visit the website below or contact the nearest JCG office from the list on the back cover of this brochure.

JCG recruitment examination website include on exam dates, prerequisites, etc.

<https://www.kaiho.mlit.go.jp/ope/siken.html>



Introduction

The Coast Guard School is an educational institution that trains JCG staff in all fields. At present, about 640 students belong to the School.

The students select one of the five programs described below when taking a recruitment examination. Its period of education and training is either one year or two years. Those who take the Information Systems Program and VTS Operator Course study for two years. All students take certain common subjects that are required of them for coast guard duties. In addition, students also study specialized subjects that are specific to their individual programs or courses.

The students live in dormitories on the premises. The group life with the classmates helps them develop a spirit of cooperation. Besides, they can study hard by competing with each other. Depending on their experience and performance, there is a way to be an officer if they pass screening examinations to join the Officer Candidate Course. They can be a Coast Guard Officer after accomplishing it.



Main Gate

Programs

◆ Navigational Systems Program

Upon admission, students choose one course from the Navigation, Marine Engineering, and Accounting courses, through which they gain the knowledge and skills involved in operating patrol vessels. The Graduates go on to positions in vessel operations based on their course of study and also perform guard and rescue missions.

◆ Aviation Program

The Students gain the knowledge and skills necessary for aviation. They take further training after graduation and go on to serve as pilots.

◆ Information Systems Program

The Students gain knowledge and skills related to information communications and navigation support through this program. The Graduates are assigned duties pertaining to information communications and marine traffic.

◆ VTS Operator Course

This Program provides the students with the knowledge and skills required for vessel traffic service. The Graduates from this Program work as an operator to manage marine traffic.

◆ Ocean navigation training

Students undergo ocean navigation training on a training ship. They gain practical experience related to the duties that they would handle as graduates based on their

Training ship Miura

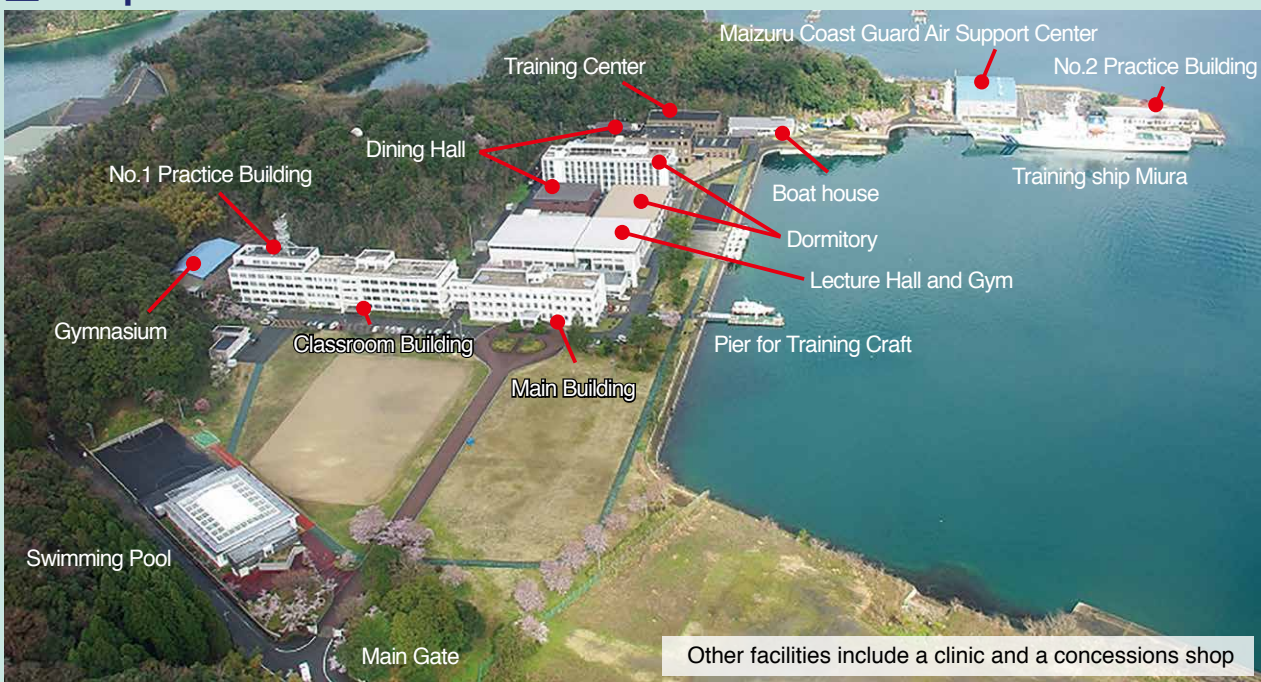


program of enrollment (such as navigation or conducting observations and measurements from a ship).

◆ Ocean Science Program

The Students learn scientific knowledge about the seas and knowledge and skills in marine scientific research. The Graduates go on mainly to take on hydrographic and oceanographic duties.

Campus



Other facilities include a clinic and a concessions shop

Recruitment information of the JCGA

For information on recruitment examinations, please visit the website below or contact the nearest JCG office from the list on the back cover of this brochure.

■ JCG recruitment examination website include on exam dates, prerequisites, etc.

<https://www.kaiho.mlit.go.jp/ope/siken.html>



Moji Branch

This is a branch school of the JCGS for eligible people. Those who already have either a seamen, aircraft pilot, or radio operator's license are entitled to take its entrance exam. After passing it, they are hired as new staff members and take a 6-month course of study here.



Panorama of school



Maritime Security Service Practice

Recruitment information of the JCGS Moji Branch

For information on recruitment examinations, please visit the website below or contact Personnel Division (tel.03-3591-6361)

■ Recruitment examination (eligible people) website include on exam dates, prerequisites, etc.

<https://www.kaiho.mlit.go.jp/ope/saiyou/mojisaiyou-index.html>



Information about work content and details of taking an examination for JCG officer employed in this examination, as voice of staff, is posted on recruitment examination website.

Miyagi Branch

This is a facility to train aviation staff. The graduates of the Coast Guard School's Aviation Program, as well as flight personnel already working in the field, take training here to obtain new certifications and improve their skills.



Panorama of school



Flight training

Student Life

The Cadets and students of the Coast Guard Academy and Coast Guard School live a group life in their dormitories to develop spirit and physical strength to get through Coast Guard's missions.

Both the Academy and the School hold annual student festivals and offer an open campus which provide an opportunity for prospective students to experience the atmosphere of the campus firsthand.



Students studying by themselves



Entrance ceremony



Long-distance swimming



Cutter training



Marching in file

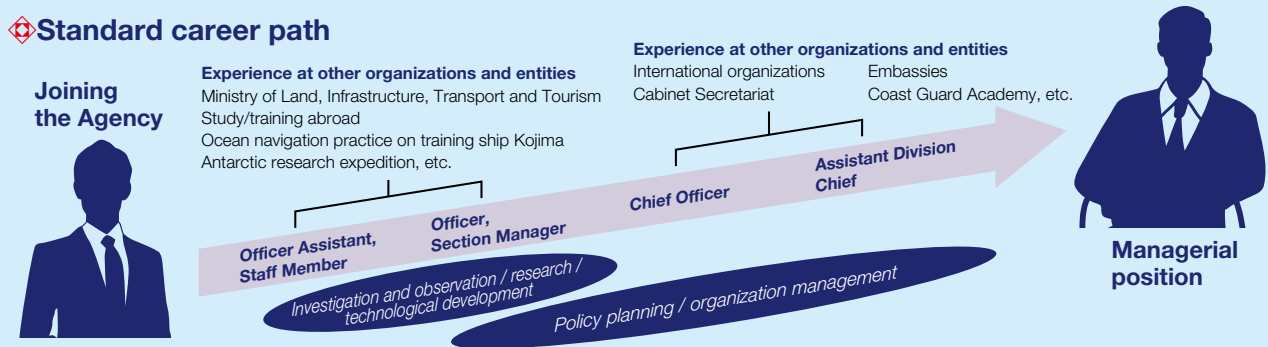


Onboard training

National Public Servant Main Career Track Recruitment (Technical Staff)

The JCG Hydrographic and Oceanographic Department and Maritime Traffic Department recruit technical staff members for the national public servant main career track. Technical staff members on the main career track are expected to gain experience in policy planning, technological development and research, and other areas, to become involved in coast guard administration as executive members in the future.

Standard career path



Hydrographic and Oceanographic Department

Officials will engage in policy-making and research concerning maritime surveys, observation technology, and collection/management/provision of maritime information. In addition, the JCG offers a wide variety of opportunities including serving other ministries and agencies as secondees and working at international organizations, embassies, etc., in foreign countries.



Official presenting the results of a study of bathymetric technology (Male official in his sixth year)

Maritime Traffic Department

Members of this Department engage in planning policies concerning technological development and maintenance about Maritime Traffic Safety. They are also given global career opportunities, including overseas dispatches as experts on JICA (Japan International Cooperation Agency) assignments and participation in international conferences.



Speech at a general meeting of the International Association of Marine Aids to Navigation and Lighthouse Authorities (Male official in his 11th year)

Frequently asked questions (FAQs) about the employment of general management officers

Q: Does the JCG limit the employment of general management officers to only Hydrographic and Oceanographic Department or Maritime Traffic Department?

A: At present, the JCG employs general management officers only for these two departments. The JCG employs general management officers from among successful applicants in the following test categories:

Hydrographic and Oceanographic Department: "engineering," "mathematical science, physics, geoscience," "chemistry, biology, pharmacy," "agrolgy, fisheries"

Maritime Traffic Department: "engineering," "mathematical science, physics, geoscience"

Q: Is the score of the Examination for the National Public Service factored into the JCG's selection criteria?

A: Yes, the JCG takes that score into consideration. But the JCG is more

interested in those candidates who have wider vision and can respond flexibly to changes of the times.

Q: Are there opportunities for temporary assignments in other ministries/agencies or studying abroad?

A: The JCG regards temporary assignments in other ministries/agencies as important from the viewpoint of human resource development. In fact, JCG officers were temporarily assigned, not only to the Ministry of Land, Infrastructure, Transport and Tourism, but also to other ministries/agencies such as the Cabinet Secretariat, the Cabinet Office, the Ministry of Foreign Affairs, the Ministry of Internal Affairs and Communications, the Ministry of the Environment, and the Fisheries Agency. In addition, there are JCG officers who are studying abroad and working at Japanese embassies in foreign countries.

For details, please see the JCG National Public Servant Main Career Track Recruitment website.
<https://www1.kaiho.mlit.go.jp/saiyo/index.html>



Female JCG Officers Taking an Active Role in Various Workplaces

At the JCG, men and women are treated equally and are able to take positions according to their skills and aptitude. Today, women are increasingly involved in various functions, taking up management posts such as Manager of Coast Guard Department and Section Chief of Regional Coast Guard Headquarters as well as serving at the front line as patrol vessel captains and aircraft pilots (captains).



A captain steering a vessel



Pilot preparing for flight



Arrestment Instructor under training



Ground staff engaging in PR activities

The JCG's efforts for promotion of work-life balance(WLB)

The JCG is running 24/7 365 days a year. However, the JCG is not the only one operating constantly. Officials of the JCG are also working 24/7 365 days a year if individual situations such as childcare, nursing care, etc., are taken into account. To consider each official's work-life balance while maintaining the current service system, the JCG is committed to providing information concerning the leave system available for officials and promoting the understanding at work. In addition, the JCG has started telework on a trial basis since FY2018. Furthermore, the JCG willingly takes into account the situation of each official and tries to respond to their needs, for example, by giving consideration when it makes personnel changes so that officials and their spouses can live together.

Examples of male officials participating in childcare



Official who attended delivery



Official to celebrate his child's birthday in a traditional ceremony

Trial for introduction of telework



Official working from home

※Telecommuting: A flexible work arrangement where employees can work efficiently regardless of time and space with the use of information and communication technology (IT). Giving it a trial run, the JCG is now looking to introduce the way of working so that employees can work outside of the office (e.g. from their home).

Diverse Career Advancement Paths

Most JCG officers are assigned to patrol vessels and craft after they have graduated from the Academy or School. As they accumulate postgraduate experience, they focus on advancing their careers by receiving various kinds of training in keeping with their aptitudes and desires.

In the Japan Coast Guard Academy's Officer Candidate Course, graduates of the Japan Coast Guard School and its Moji Branch are given training as future executive officer candidates. The Diver Training Course for divers, the Language Training Course for international investigators, and numerous other career opportunities for specialists in various fields are open to JCG officers.

In addition to the above, JCG officers are given a diverse range of other career opportunities, including land-based assignments and overseas assignments at embassies, as well as maritime assignments on patrol vessels and craft. Due to the diversity of their assignments, JCG officers are required to possess not only a broad range of knowledge and skills, but also the professional competence necessary for special operations.

ID Officers

As a part of the initial investigation of a maritime accident, such as collision and running aground of vessels or onboard theft, ID Officers use their scientific knowledge and skills to collect and analyze important evidence that can provide an overall picture of the accident and, in the case of fatalities, investigate causes of death by medical examination.



International Investigators

International Investigators are investigators who specialize in crimes committed by non-Japanese. Not only interpreting and translating foreign languages (Russian, Chinese, Korean, and others), they also use their linguistic skills to interrogate suspects and conduct on-the-spot inspections.



Pilots

Pilots engage in diverse operations, including, of course, using their flight expertise and techniques to fly helicopters and other aircraft, and also utilizing their knowledge and skills as JCG officers to crack down on maritime crimes, guard territorial waters, and carry out maritime rescue operations.



Aircraft Mechanics

Flight Mechanics ensure that helicopters and other aircraft, which need to fly over vast stretches of ocean on a daily basis, are properly maintained, and work onboard to conduct marine surveillance and search operations in cooperation with their fellow JCG officers.



Emergency Medical Technicians

Emergency Medical Technicians (nationally certified) provide emergency first aid services that are appropriate to the conditions of sick or injured victims of maritime accidents while they are transporting to medical institutions or other facilities.



Operators

Operators use high performance radar equipment, the Automatic Identification System (AIS), cameras, and other devices to monitor the developments of sailing craft and provide them with information needed for safe navigation. When necessary, they also offer advice and instructions to assure the safety of craft in accordance with the Act on Port Regulations and Act on Maritime Traffic Safety. Furthermore, they coordinate route entry times for large vessels and craft carrying dangerous articles.



Uniforms

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



Service Uniform I (winter)



Service Uniform II (summer)



Service Uniform III (winter)



Service Uniform IV (summer)

Rank Insignia

Sleeve insignia



Chest Insignia



Epaulet



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



1st Grade

Coast Guard Officer
2nd Grade

3rd Grade

1st Grade

Junior Coast Guard Officer
2nd Grade

3rd Grade

INFORMATION

Japan Coast Guard Band

The Japan Coast Guard Band was organized in 1988, commemorating the 40th anniversary of the foundation of Japan's coast guard system, and celebrates its 30th anniversary this year.

The objectives of the Japan Coast Guard Band are to improve the effectiveness of the JCG's public relations efforts by creating a bridge to the public through music and to maintain high morale among Guard personnel. With this in mind, the band performs on a variety of occasions, including JCG ceremonies, regularly scheduled performances, national events, and events related to the seas.

All of the band members are active JCG officers, who meet to practice and perform while also fulfilling their duties at the JCG Headquarters in Kasumigaseki and other offices just like their fellow officers. All music lovers are heartily welcomed to attend the performances.

Web site (Past and future concert dates can be found here.)

<https://www.kaiho.mlit.go.jp/doc/band/ongaku.html>



Friends of the JCG

The Friends of the JCG was established in April 1988 as an organization of likeminded individuals who share a passion for ships and the sea. The group's purpose is to help its members to deepen their understanding of the JCG's work and foster friendships among themselves and JCG officers. The group now has around 7,000 members nationwide that are organized into 37 branches, each of which coordinates its own individual activities.

Members are invited to a variety of events organized by the JCG. For membership information, please contact the General Affairs Division of your nearest regional CG HQ.

Web site: <http://kaiho-tomonokai.blue.coocan.jp/>



Blue feather donation

Blue feather donation are used for the valuable budget of nationwide activities by a rescue volunteer.

The JCG is assisting the "Blue Feather donation campaign" which supports water rescue volunteers.

For inquiry, please contact Marine Rescue Japan.

Tel.: 03-3222-8066 **Web site:** <https://www.mrj.or.jp>



Coast Guard Museum, Kure

The Coast Guard Museum was established in 1980 to pass on its legacy to future generations. On display at the Museum are nearly 1,000 exhibits, including photographs of retired patrol vessels and craft, airplanes, and helicopters, models of helicopter-carrying patrol vessels currently in service, and panels and models introducing the JCG's operations.

Also on display is the bridge of the patrol vessel Amami, which received gunfire while in pursuit of a suspicious vessel in an ocean area southwest of Kyūshū Island in December.

Location: Coast Guard Academy, 5-1, Wakaba-chō, Kure City, Hiroshima

Hours: 09:00 – 16:00

Closed: Saturdays and Sundays, national holidays, and New Year holiday period (December 28 - January 4)

Admission: free

Contact point: General Affairs, Secretariat, Coast Guard Academy
Tel.: 0823-21-4961



Coast Guard Museum, Yokohama (Spy Ship Display)

The Coast Guard Museum, Yokohama was opened on December 10, 2004, to raise awareness among the Japanese people about the current situation in the oceans surrounding Japan and the importance of maritime policing. Exhibits include the spy ship and materials salvaged from an incident on December 22, 2001 involving an unidentified vessel in waters southwest of Kyūshū Island.

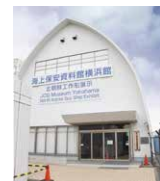
Location: Yokohama Maritime Disaster Prevention Base

(next to Yokohama Red Brick Park)
Hours: 10:00 – 17:00 (last admission at 16:30)

Closed: Mondays (following business day if Monday is a holiday), New Year holiday period (December 29 - January 3)

Admission: free

Contact point: General Affairs Division, 3rd Regional Coast Guard HQ
(Tel.: 045-211-1118)
Japan Coast Guard Museum, Yokohama
(Tel.: 045-662-1185)



Hydrographic and Oceanographic Museum

To allow visitors to understand how people measured depth of the sea, flow, and abyssal water temperature when there were no digital devices or computers, or how they calculated the ebb and flow of the tide, historically precious materials are on display including the first chart created in Japan, a copy of Ino's map used in the early days of charting, and antique maps of other countries.

Web site: <https://www1.kaiho.mlit.go.jp/KIKAKU/kokai/kokai.html>

Location: 2-5-18, Aomi, Kōtō-ku, Tōkyō
Aomi Government Building

Hours: 10:00 – 17:00

Closed: Tuesdays, Thursdays and Saturdays, and New Year holidays period (December 29 - January 3)

Admission: free

Contact point: Tel: 03-5500-7155

※ There is no parking lot. Please use public transportation facilities to visit.

The nearest station to the venue: Telecom Center station on Yurikamome Line

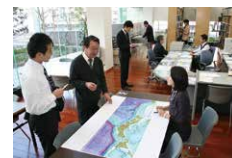
※ If you wished to send a package, please address it to "Kaiyōjōhō-ka, Chūō Gōdō-Chōsha 4 Gōkan"



Marine Consultation Service

Data concerning the sea including the tide, current, water temperature, and water depth are available, and consultation concerning hydrographic charts and publications is provided. Visitors also can read hydrographic charts and publications and related materials.

E-mail form address: <https://www1.kaiho.mlit.go.jp/JODC/SODAN/annai.html>



Japan Coast Guard 2-1-3, Kasumigaseki, Chiyoda-ku, Tōkyō 100-8976 Tel.: 03-3591-6361

■ **JCG web site:** <https://www.kaiho.mlit.go.jp/>

■ **Official JCG Twitter account:** https://twitter.com/JCG_koho

■ **Official JCG Youtube:** <https://youtube.com/channel/UC3yxhEkCZKaDa-SdzaWECaQ>

For further information, please contact the following offices.

● Japan Coast Guard	2-1-3, Kasumigaseki, Chiyoda-ku, Tōkyō 100-8976	Tel. 03-3591-6361
● Hydrographic and Oceanographic Department	3-1-1, Kasumigaseki, Chiyoda-ku, Tōkyō 100-8932	Tel. 03-3595-3601
● Coast Guard Academy	5-1, Wakaba-chō, Kure, Hiroshima 737-8512	Tel. 0823-21-4961
● Coast Guard School	2001, Aza Nagahama, Maizuru, Kyōto 625-8503	Tel. 0773-62-3520
● Coast Guard School Moji Branch	3-3-1, Shiranoe, Moji-ku, Kitakyūshū, Fukuoka 801-0802	Tel. 093-341-8131
● Coast Guard School Miyagi Branch	4, Aza Kitanaganuma, Shimonogō, Iwanuma, Miyagi 989-2421	Tel. 0223-24-2338
● 1st Regional Coast Guard Headquarters	5-2, Minato-machi, Otaru, Hokkaidō 047-8560	Tel. 0134-27-0118
● 2nd Regional Coast Guard Headquarters	3-4-1, Teizandōri, Shiogama, Miyagi 985-8507	Tel. 022-363-0111
● 3rd Regional Coast Guard Headquarters	5-57, Kitanakadōri, 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-chō, Chūō-ku, Kōbe, Hyōgo 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, Kitakyūshū, Fukuoka 801-8507	Tel. 093-321-2931
● 8th Regional Coast Guard Headquarters	901, Aza Shimofukui, Maizuru, Kyōto 624-8686	Tel. 0773-76-4100
● 9th Regional Coast Guard Headquarters	1-2-1, Misaki-chō, Chūō-ku, Niigata, Niigata 950-8543	Tel. 025-285-0118
● 10th Regional Coast Guard Headquarters	4-1, Higashikoorimoto-chō, 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 Logo

The JCG logo uses the initials of the organization's name in English. The red color signifies the passion with which JCG officers go about their work, maintaining a strong sense of duty and keen moral sense in carrying out their missions in spite of harsh conditions. In addition to representing the work of the JCG, the wavelike shapes symbolize the diversity and dynamism of domestic and foreign affairs – thus, placing “JCG” over the waves also represents Coast Guard officers' fulfillment of their missions and appropriate responses to turbulent social conditions and environmental changes.



JCG Mascots Umimaru and Umin



Umimaru

Umin ©JCGF

Japan Coast Guard Journal

Japan Coast Guard Journal, a PR quarterly magazine of the JCG, presents the main services of coast guard offices across the country in plain language.

It is available at coast guard offices nationwide. Please have a look.

■ Previous Japan Coast Guard Journal can be found on the JCG website.

<https://www.kaiho.mlit.go.jp/doc/hakkou/top.html>



Coast Guard Reports

The JCG's official annual reports take the form of Coast Guard Reports, which are published each May to keep the public updated on its marine safety operations and give the future outlook of such operations.

■ Previous Coast Guard Reports can be found on the JCG website.

<https://www.kaiho.mlit.go.jp/doc/hakkou/report/top.html>

