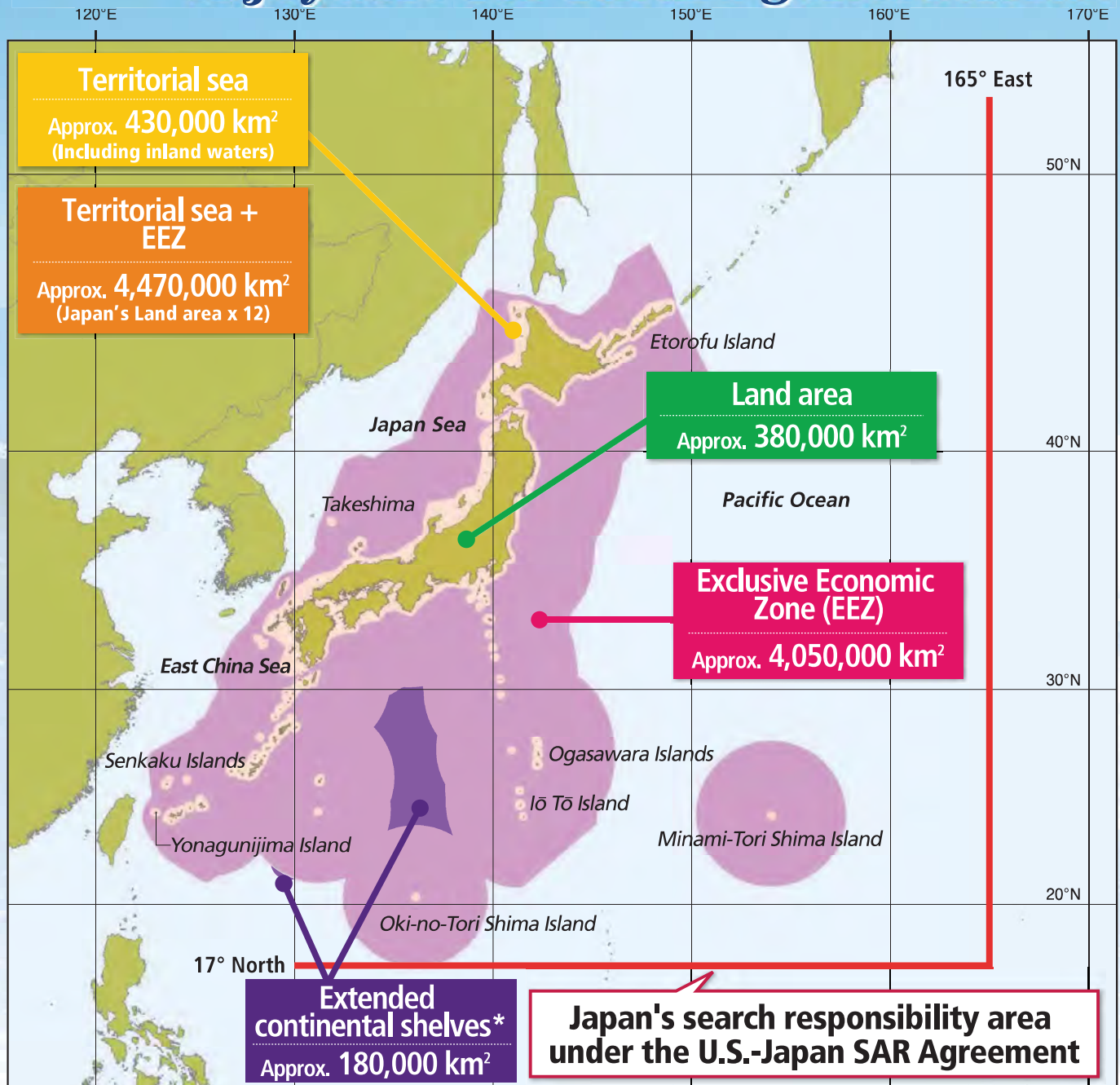




JAPAN COAST GUARD



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



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

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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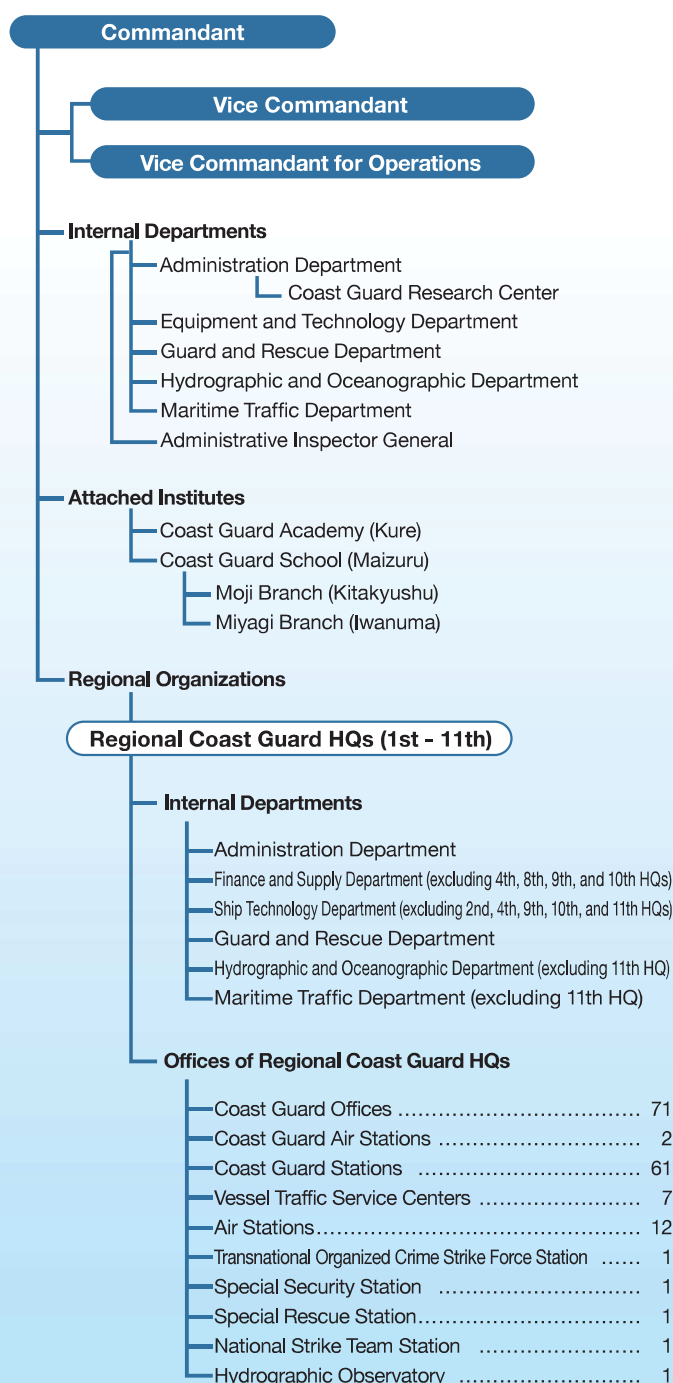
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Organizational Structure

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, 2017



Fleet Strength

As of April 1, 2017

Vessels and Craft

Patrol vessels	131
Patrol craft	238
Special guard and rescue craft	63
Hydrographic survey vessels	13
Lighthouse service vessels	7
Training boats	3
Total :	455

Aircraft

Airplanes	26
Helicopters	48
Total :	74

Aids to Navigation

Visual aids to navigation	5,175
Radio aids to navigation	67
Other aids to navigation	42
Total :	5,284

Budget and Personnel

Budget 210,601 million yen
(the beginning of the fiscal year 2017)

Personnel 13,744 persons
(the end of the fiscal year 2017)

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



Vessels and Craft/Aircraft

Vessels and Craft



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



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



Soya, 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)



Katori, PM-type vessel
(500 tons)



Natsui, PM-type vessel
(350 tons)



Kaimon, PS-type special
high-speed patrol vessel



Sanrei, PS-type vessel
(180 tons)



Shimoji, 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)



Saikai, radioactivity-
monitoring boat



Shōyō, HL-type hydrographic survey vessel



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

Patrol Vessels 131

PLH-type (Patrol vessel Large with Helicopter)	14
PL-type (Patrol vessel Large)	48
PM-type (Patrol vessel Medium)	38
PS-type (Patrol vessel Small).....	30
FL-type (Fire fighting boat Large)	1

Patrol Craft 238

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

Patrol Vessels / Craft Total : 369

Special Guard and Rescue Craft 63

Radioactivity-Monitoring Boats	3
Guard Craft	2
Surveillance Service Boats	58

Hydrographic Survey Vessels 13

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

Lighthouse Tenders 7

LM-type (Lighthouse service vessel Medium)	4
LS-type (Lighthouse service vessel Small)	3

Training Boats 3

Total number of vessels and craft
..... **455**

As of April 1, 2017

Aircraft



Umiwashi, Gulfstream V airplane



Churawashi, Falcon 900 airplane



Mihowashi, Bombardier 300 airplane



Hayabusa, Saab 340 airplane



Umikamome, Beechcraft 350 airplane



Mimizuku, Super Puma 225 helicopter

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.





Wakawashi, Super Puma 332 helicopter



Raichō, Agusta 139 helicopter



Shimawashi, Sikorsky 76D helicopter



Shimafukurō, Sikorsky 76C helicopter



Isetaka, Bell 412 helicopter



Ōruri, Bell 206 helicopter

Airplanes 26

Gulfstream V	2
Falcon 900	2
Bombardier 300	9
Saab 340	4
Beechcraft 350	9

Helicopters 48

Super Puma 225	5
Super Puma 332	3
Agusta 139	18
Sikorsky 76C	3
Sikorsky 76D	11
Bell 412	5
Bell 206	3

Airplanes and Helicopters Total : 74

As of April 1, 2017

Guarding Territorial Waters and the EEZ

The JCG's Guard of Territorial Waters

In strict compliance with international laws and regulations, the JCG conducts day-and-night surveillance and control of official vessels, oceanographic research vessels, vessels carrying foreign activists seeking to stake territorial claims, and fishing boats from foreign countries.

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, there have been cases in which official vessels from China and Taiwan have intruded into Japan's territorial waters, and activists from those countries have sought to stake territorial claims there. In recent years, with the exception of stormy days, official vessels from China have navigated within Japan's contiguous zone on an almost daily basis and 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.

In accordance with the relevant international and domestic laws, the JCG dispatches patrol vessels/craft and aircraft to those waters to take any and all necessary measures, such as giving warnings, demanding departure, and exercising other forms of control, thereby calmly and resolutely securing Japan's sovereignty in the area.



Patrol vessel in the seas around the Senkaku Islands



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



A patrol vessel conducting surveillance of official vessels and fishing boats from China



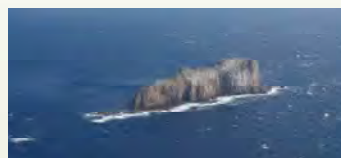
Patrol vessels taking regulatory measures against vessels carrying activists that seek to stake territorial claims



Uotsuri 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 and other activities 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.



A Chinese oceanographic research vessel engaging in survey 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 marine safety and security, it is vital to cooperate and collaborate with foreign coast guard agencies. The international undertakings described below are thus becoming increasingly important.

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 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. In September 2016, a master's degree (Policy Studies) was granted to ten students from the first graduating class (two students each from Japan, the Philippines, Malaysia, Indonesia, and Vietnam).

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 of the first graduating class



The first graduating class paying a courtesy visit to Prime Minister Shinzō 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 Multilateral Multimission Exercise are promoted within the framework of the Forum.



The 16th North Pacific Coast Guard Forum (NPCGF) (Korea)



Multilateral Multimission Exercise conducted under the framework of the NPCGF (Russia)

Bilateral Cooperation

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.



Japan-Russia cooperative exercises (Otaru)

Maintaining Sea Lane Safety and Security

Multilateral Cooperation

The heads of Asian coast guard agencies (from 19 countries and 1 region in Asia, including ASEAN countries, China, Korea, India, and Australia) gather at the Heads of Asian Coast Guard Agencies Meeting (HACGAM) to strengthen regional cooperation in Asia, which possesses some of the world's most important marine traffic routes including Straits of Malacca and Singapore.

At the Meeting, specific cooperation programs are promoted in the four common problem areas facing the participating countries and regions, namely, search and rescue, environmental protection, preventing and controlling unlawful acts at sea, and capacity building.



The 12th Heads of Asian Coast Guard Agencies Meeting (Indonesia)

Bilateral Cooperation

Following the M/V Alondra Rainbow case in 1999, JCG has had high-level meeting and combined 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. The JCG also exchanged the Memorandum of Cooperation with the Philippine Coast Guard (PCG) in January 2017, which is designed to reinforce cooperation and collaboration between two countries.



Memorandum of Cooperation between the JCG and the PCG



Japan-India combined exercise



Japan-Vietnam Working-Level Meeting

Supporting capacity building of foreign coast guard agencies

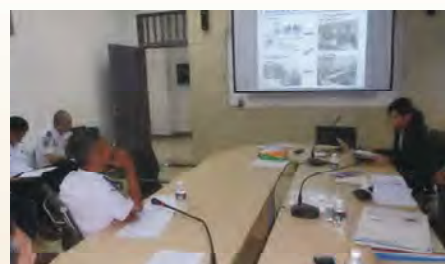
Since it is extremely important that coast guard agencies in Southeast Asian countries and coastal countries near Somalia and the Gulf of Aden improve their capacity in order to ensure the safety and security of sea lanes, the JCG proactively offers support by sending its patrol vessels and aircraft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



Drainage diffusion training for oil control (Sri Lanka)



Training onboard training vessel Kojima (Vietnam)



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

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). It also joins international emergency relief efforts in countries that have suffered major damage due to natural disasters.



The 4th East Asia Hydrographic Commission Steering Committee Meeting (Tokyo)



A Disaster Relief Team dispatched to Nepal

Maintaining Maritime Order



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

Present State of Maritime Crime

Forty-six percent of crimes referred to the competent authorities by the JCG in 2016 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 31%.

Countermeasures against Domestic Poaching

Recently, poaching has become increasingly devious and sophisticated, as some poachers join hands with purchasers in a highly organized manner, while others work to fund criminal syndicates by selectively catching fish and shellfish that are traded at a premium in the market.

In order to eradicate such criminal activities, the JCG works closely together with individuals involved in fisheries and relevant organizations in each region to conduct thorough monitoring and surveillance activities.



A wetsuit and other equipment used for poaching



Sea cucumbers confiscated from poachers

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 and regions 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.



A patrol vessel ordering a foreign vessel to stop



JCG officers ready to board a stopped foreign fishing vessel

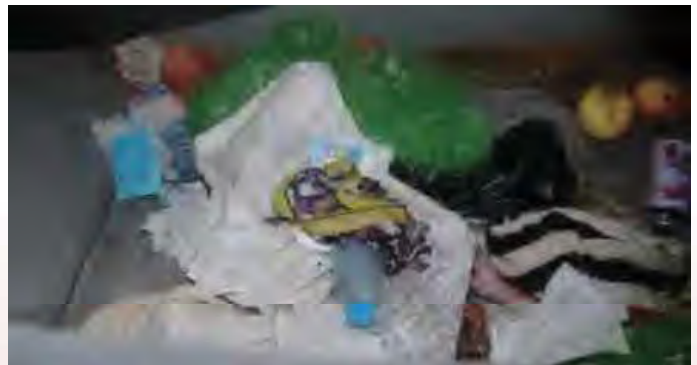
Countermeasures against Smuggling and Illegal Immigration

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 confiscated by the JCG



Evidence that stowaways had been hiding onboard

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, or important international conferences are held.



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

Terrorism Countermeasures

Since the September 11 terrorist attacks in the U.S. in 2001, countries around the world have taken coordinated actions against terrorism. Nevertheless, acts of terrorism have continued to occur frequently around the world, including cases that claimed lives of Japanese citizens in Tunisia in May 2015 and in Dacca, Bangladesh, in July 2016. The terrorism situation remains extremely severe, as international terrorist organizations have mentioned several countries including Japan as targets for future attacks. It is thus necessary for Japan to face the very real menace of terrorism and work on prevention and improvement of its abilities to cope with such situations while remaining constantly on guard.

The JCG is making absolutely sure that any and all terrorist attempts are checked by continuing its conventional approaches that include deployment of patrol vessels and aircraft for vigilance and surveillance activities at coastal facilities like nuclear power plants, gathering of relevant information, and stopping of terrorists at the borders through close cooperation with the parties concerned. As Tokyo will soon host the 2020 Olympic and Paralympic Games, one of the new initiatives through public-private partnership is the establishment of a “Study Group concerning Countermeasures against Terrorism at Sea and in Coastal Areas,” which is a framework for the JCG and other public organizations and industries concerned to jointly discuss how to prevent terrorist attacks at sea and in coastal areas.



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



Counter-terrorism exercises

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.



Dispatched officers on the lookout aboard a vessel

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 high-performance, high-speed patrol vessels for carrying out its mission successfully.



Training to apprehend suspicious vessels

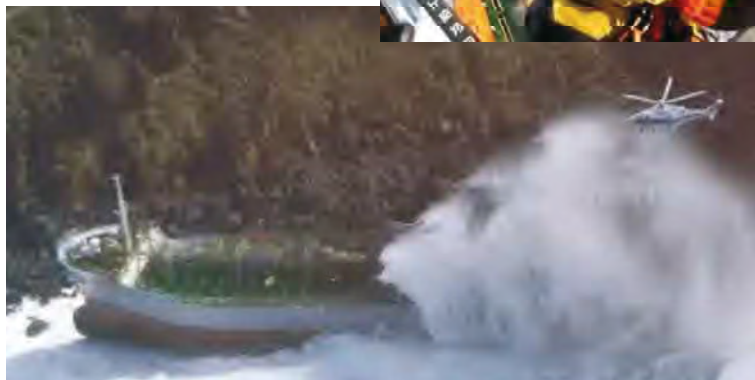
Saving Lives

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.

A mobile rescue technician arriving on the scene



A helicopter heading to a stranded ship for rescue operation

Enhancing / Strengthening the Emergency Rescue System

Diver

Scuba divers are charged with missions of saving people from capsized or sunken ships and searching for the missing.

Selected from the crews of patrol vessels and craft, the divers undergo rigorous diving training before being assigned to patrol vessels / craft designated for diving operations.



Divers conducting a search in a capsized vessel

Mobile Rescue Technicians

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 emergency medical technicians.

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



A mobile rescue technician hoisting up a survivor

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 hoisting up a survivor

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).

The JCG can be quickly reached with reports of incidents / accidents and requests for help by dialing 118 on a mobile or onboard phone.



Receiving "118" emergency calls

Cooperation with Other Organizations

In order to be able to save many lives within the vast expanse of the ocean, it is important to maintain a collaborative and cooperative system with public and private rescue organizations, including police and fire departments. To respond to marine accidents within coastal waters, in particular, the JCG seeks to enhance its collaborative and cooperative system with private rescue organizations, such as Marine Rescue Japan, thereby ensuring that there is not a single area in which rescue services are not available and that 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-Korea search and rescue exercise

Medical Evacuation on the Sea

When someone on a vessel gets sick or injured while far away from land and require emergency medical treatment by doctor, such professionals 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 an onshore hospital. This pioneering rescue system is organized by Marine Rescue Japan.

Since its launch in 1985, more than 850 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 Seas 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 17th 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 becoming increasingly concealed, 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.

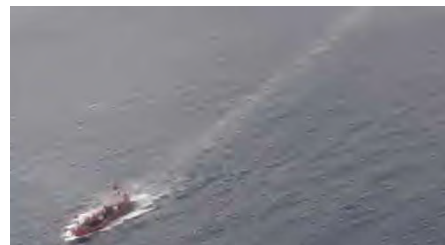
To combat such crime, the JCG has collaborated with relevant organizations to build a system for sharing information on crimes affecting the marine environment, and has also stepped up its surveillance activities.



A scrapped vessel is investigated



Illegal dumping of cardboard from vessels



Illegal discharge of hazardous liquid substances from vessels

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.

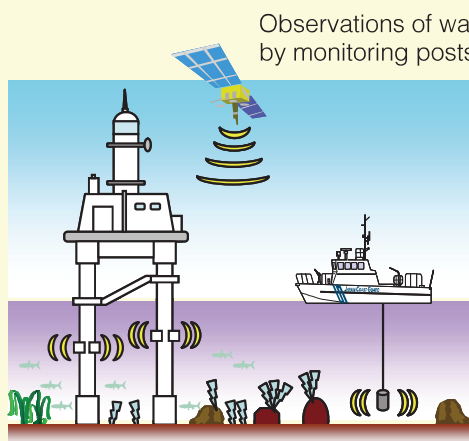


The National Bay Renaissance Project

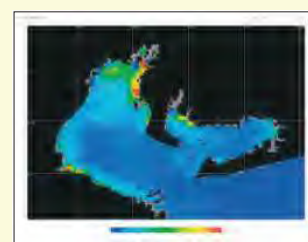
In a highly closed-off area of sea surrounded by a metropolitan area, such as Tōkyō Bay, the inflow of domestic wastewater and other effluent and difficulties in exchanging water between the bay and the surrounding ocean result in many problems occurring, such as red tide and diminished sea life.

The JCG has participated in the “National Bay Renaissance Project,” a framework for national and local governments, universities and research institutes, and private enterprises aiming to improve marine environment and, has a responsibility to in taking measures to improve and monitor the marine environments in the bays of Tōkyō, Ōsaka, Ise, and Hiroshima.

Under the “Tōkyō Bay Renaissance Project,” the ministries and agencies concerned and local governments have together formed a Tōkyō Bay Renaissance Promotion Committee, and in 2013 drew up a Phase 2 action plan for a renaissance of the Tōkyō Bay during the next decade, with a view toward “creating Tōkyō Bay anew for those in the Metropolitan area by restoring an attractive, beautiful sea where people can enjoy the water and a wide variety of sea life can thrive.”



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



Continuous observation of red tides, etc. by artificial satellites (Ise 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



Patrol vessels gather at Kumamoto New Port for disaster aid



JCG officer distributing rice balls

Improvement of Information Service against Disaster

The JCG gathers “coastal area environmental protection information” that can be used, in case of oil spill, to grasp and assess an impact on the environment and minimize the damage. This information is made available on the Internet so as to be utilized by organizations involved in oil removal as well as local municipalities and private groups.

Coastal Environmental Information Service web site (CeisNet)

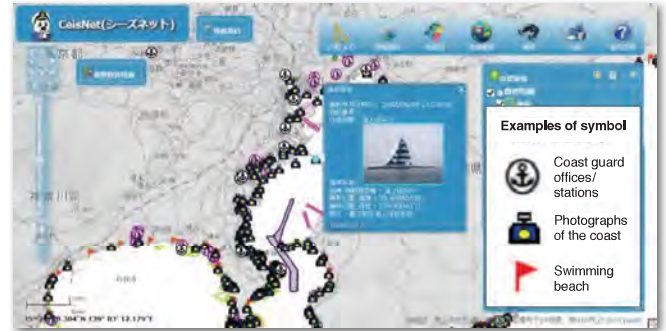
<http://www4.kaiho.mlit.go.jp/CeisNetWebGIS/>

(only available in Japanese)

For smartphones

http://www4.kaiho.mlit.go.jp/Ceisnet_mobile/top.htm

(only available in Japanese)



CeisNet

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

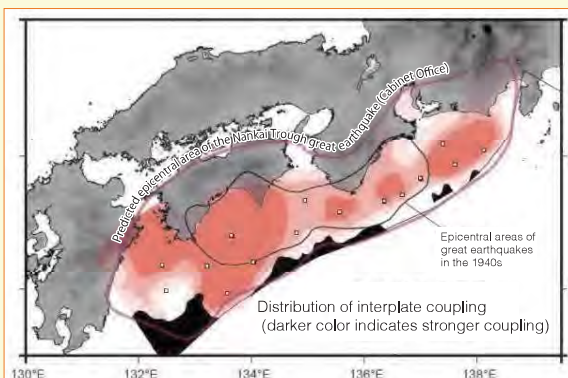


The National Strike Team checks oil runoff conditions

Seafloor Geodetic Observation

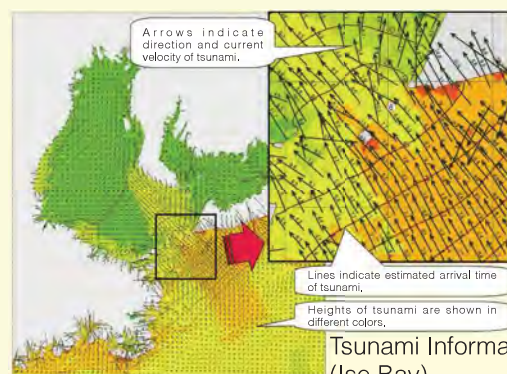
In the Pacific coast of Japan, the JCG has been continuously carrying out seafloor geodetic observation to monitor the crustal deformation due to plate motion and earthquake.

Observations up until June 2015 revealed movements of the continental and oceanic plates near the Nankai Trough, which is predicted to be the epicentral area of a future megathrust earthquake.



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, based on results of its own tsunami simulation. The tsunami information maps are designed for mariners and Port Authorities to implement tsunami disaster-prevention countermeasures.

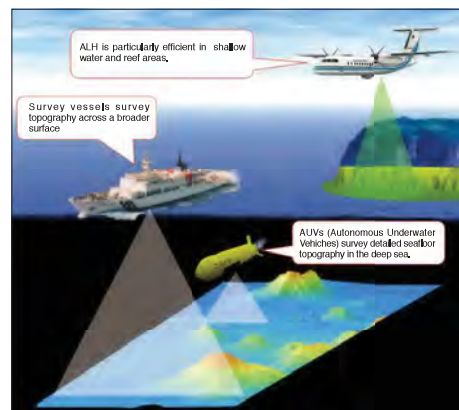


Tsunami Information Map (Ise Bay)

Exploring the Ocean

Exploring Seafloor Topography

To ensure safe navigation of vessels with varying sizes, the JCG measures the precise depth of seafloor and utilizes it to update nautical charts. These topographic data are also used as the basic information to extend the continental shelf, to make investigations concerning earthquakes, to conduct simulations of tsunami propagation, and to develop marine resources. For example, investigations by the JCG discovered a distinctive geographical feature of hydrothermal mineral deposits. Such findings in seafloor topography have made significant contributions to the exploration and development of seabed resources. Precise investigations of shoreline are made to determine and record the locations of low-water line (the borders between land and sea at nearly lowest low-water) on nautical charts, which are used as baselines to decide territorial waters.



■ 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.

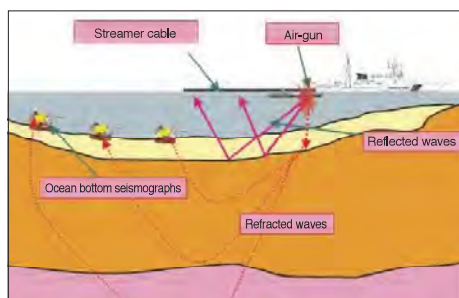
■ Using laser beams

Airborne Laser Hydrography (ALH) uses laser beams transmitted from aircraft that are reflected from the sea bottom to determine water depth.

ALH is particularly efficient in difficult-to-measure shallow waters and reef areas, and is capable of collecting more than 10,000 points of bathymetric data per second.

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.



Crustal structure survey

■ Using reflected waves

Seismic signals reflected from the boundaries between crustal layers give basic data for the mapping sediment and fault distribution below the seafloor. An air-gun array as a controlled seismic source and a hydrophone streamer cable with a length of 3 km as a receiver are used in this exploration. Both the air-gun array and streamer cable are towed from the vessel.

■ Using refracted waves

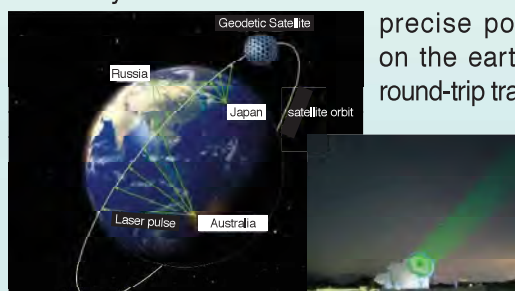
Ocean bottom seismograph (OBS)s also record seismic waves generated by the air-gun array. Especially, OBSs can record very small refracted signals propagated in the deeper structure below the seafloor. Because each crustal rock has an individual seismic wave speed, the rock types composing the crust are inferred from the analysis of the refracted waves.

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.

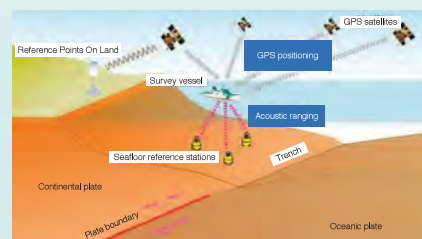
■ Using laser pulses

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.



■ Using acoustic waves

The JCG has been carrying out seafloor geodetic observation with the GPS-acoustic combination technique to monitor crustal movements on the seafloor around Japan, where large earthquakes have repeatedly occurred. Our results on the observation provide the valuable information to estimate how much strain has been accumulated on the plate boundary.



Exploring the Ocean Currents

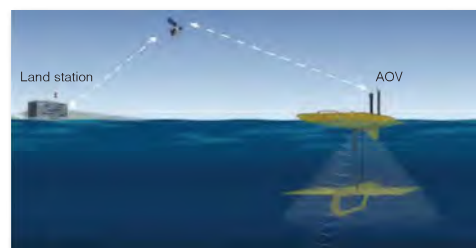
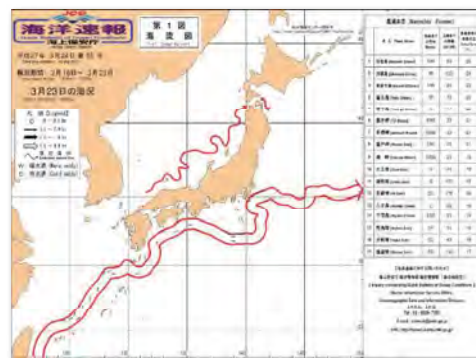
Tidal currents turned according to tide and ocean currents such as the Kuroshio can affect the safety and economy of vessel navigation. Monitoring and predicting the ocean currents and tidal currents are also important in searching for missing persons and predicting the spread of spilled oil.

Using sonar

When sound waves emitted from the bottom of ships or the buoy are scattered back from particles in seafloor, its frequency is changed. The current velocities are measured by using frequency veering according to ocean current speed.

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.



Real-time gathering of oceanographic information

Mobile web site for oceanic conditions / rapid currents

<http://www1.kaiho.mlit.go.jp/KANKYO/KAIYO/qboc/keitai/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 surface water



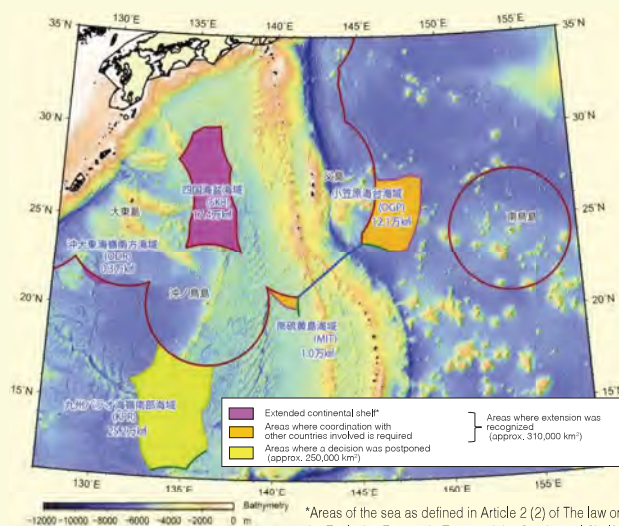
Sampling mud

Continental Shelf

The United Nations Convention on the Law of the Sea defines continental shelves as areas in which coastal states have the right to develop seabed resources, extending to a distance of 200 nautical miles from the coast. Even if areas lie beyond 200 nautical miles, such areas may be regarded as a part of the continental shelf so long as the submarine topography and geology are deemed to be a natural prolongation of the country's land territory.

Over a 25-year period from 1983, the JCG conducted precise investigations of submarine topography, geology, and other parameters to define Japan's extended continental shelf. This project eventually involved multi-organizational efforts under the total coordination by the Cabinet Secretariat in 2003. Based on the survey findings, in 2008 Japan submitted the information on the limits of its continental shelf that extended beyond 200 nautical miles to the United Nations for recognition. In 2012, the United Nations recommended an extension of the Japan's continental shelf area by approximately 310,000 km², which is equivalent to 80% of the country's land area.

In October 2014, an ordinance to extend Japan's continental shelf outside its exclusive economic zone was effected.



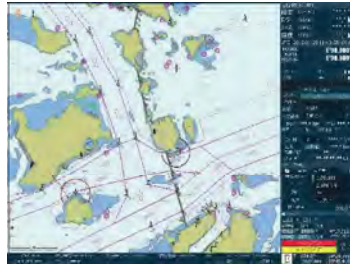
*Areas of the sea as defined in Article 2 (2) of The Law on the Exclusive Economic Zone and the Continental Shelf Act

Japan's extended continental shelf (October 2014)

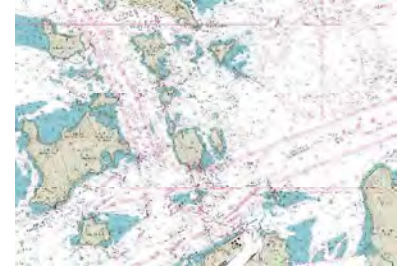
Provision of Marine Information

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
(Western Part of Bisan-Seto)



Nautical chart
(Western Part of Bisan-Seto)

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.



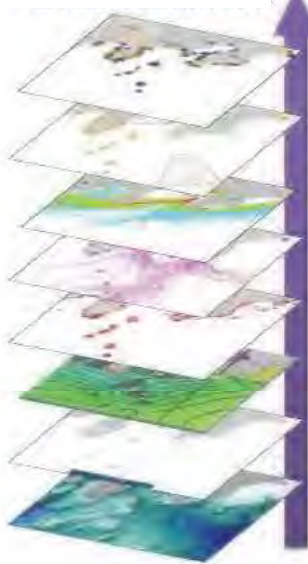
Visual Data website

<http://www1.kaiho.mlit.go.jp/TUHO/vpage/visualpage.html>

Marine Cadastre

Under the overall coordination of the Headquarters for Ocean Policy of the Prime Minister of Japan and His Cabinet, the Marine Cadastre is an online service that allows users to choose from various kinds of oceanographic information and data held by Japan's Ministries and display them on the screen in layers based on their needs.

■ Displaying 100 kinds of information



- Social information
 - Historic sites, scenic spots, natural monuments, designated fishery rights areas, etc.
- Maritime information
 - Sunken vessels, port areas, fishing port areas, etc.
- Shipping traffic volume
 - Monthly shipping traffic volume
- Infrastructure information
 - Submarine cables, submarine transport pipes, offshore wind power stations, etc.
- Environmental information
 - Wetlands, mudflats, marine animal habitats, wildlife sanctuaries, etc.
- Marine renewable energy information
 - Energy potential maps, etc.
- Marine information
 - Water depth, marine meteorology, ocean currents, water temperatures, salinity, etc.
- Background maps
 - Blank map, general map, and bathymetric charts



■ Marine Cadastre web site

<http://www.kaiyoudaichou.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), a database contains location information, including overviews and methods for obtaining them, of a variety of marine information and data held by each marine organizations in Japan.

The Marine Page is a guide to marine information to know what kind of information is available and where it may be obtained from.

■ Marine Information Clearing House

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



Ensuring Maritime Traffic Safety



Vessel Traffic Services Center and operators on duty there

Activities for Prevention of the Marine Accident

Marine Safety Promotion Campaigns

Many of marine accidents occur due to failure to keep watch, inappropriate maneuvering, or careless behaviors, such as going swimming without paying attention to deteriorating weather and hydrographic conditions.

The JCG conducts the following campaigns in order to prevent such marine accidents and increase the rescue ratio in the event that they occur.

Field Marine Safety Promotion Campaigns

For marine accident prevention, it is important to pay due attention to safety when navigating vessels, swimming, or fishing in the ocean.

In collaboration with related organizations and groups, the JCG hosts marine accident prevention seminars and directly visits vessels to help to increase safety awareness and disseminate the Three Basics of Self-Rescue, which are drawn from the lessons learned through trends in past marine accidents.

The law prohibits vessel operators from “operating under the influence of alcohol or other substances” and requires them to “keep watch.” Violation of these regulations could result in a marine accident, and the JCG conducts surveys of offenders and provides them with corrective guidance.



Boarding a boat for instructional visit



Marine safety class



Raising awareness among fishers

the Three Basics of Self-Rescue

Stay afloat in the sea
Always wear a life jacket

1



Keep things safe even in the water (use a waterproof bag)
Bring a mobile phone

2



Dial 118

3



Marine Safety Information (Maritime Information and Communication System)

In order to prevent marine accidents due to lack of information comprehension, the JCG operates the Maritime Information and Communication System (MICS) to provide pleasure craft, fishing boat, and other vessel operators and surf-fishing and marine leisure enthusiasts with maritime safety information, including local meteorological and oceanographic data such as wind direction/velocity and wave height collected from lighthouses across the country, maritime construction work notices, and live camera views of oceanic conditions.

The JCG also provides emergency and other information around the clock and distributes it to e-mail addresses registered with its service.

Maritime Information and Communication System (MICS)
Easily accessed by PC or mobile phone

JCG MICS

PC web site
<http://www.kaiho.mlit.go.jp/info/mics/>

Smartphone web site
<http://www6.kaiho.mlit.go.jp/s/index.html>

Mobile phone web site
<http://www6.kaiho.mlit.go.jp/m/index.html>

E-mail information service
<http://www7.kaiho.mlit.go.jp/micsmail/reg/touroku.html>

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 86 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.

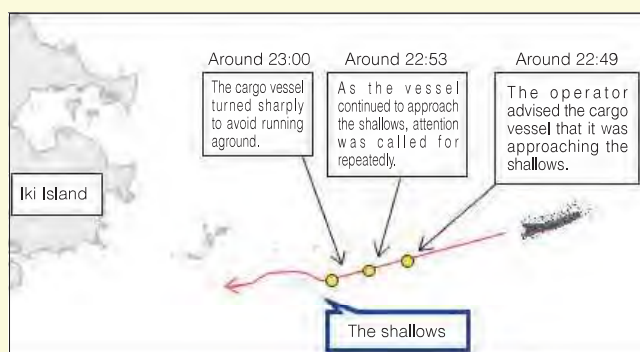
*The AIS (Automatic Identification System) is a system that automatically provides information on a ship, such as its name, position, course, speed, navigational status, etc.

Vessel Traffic Services Center calls for attention to prevent a vessel from running ashore!!

At around 22:49, an operator at the Kanmon Kaikyō Vessel Traffic Services Center noted a cargo vessel (foreign-registered) that was approaching the shallows in the area around Iki Island, Nagasaki Prefecture.

The operator used international VHF radiotelephone to call the attention of the cargo vessel to the fact that it was approaching the shallows.

The operator was thereby able to prevent the cargo vessel from running ashore.

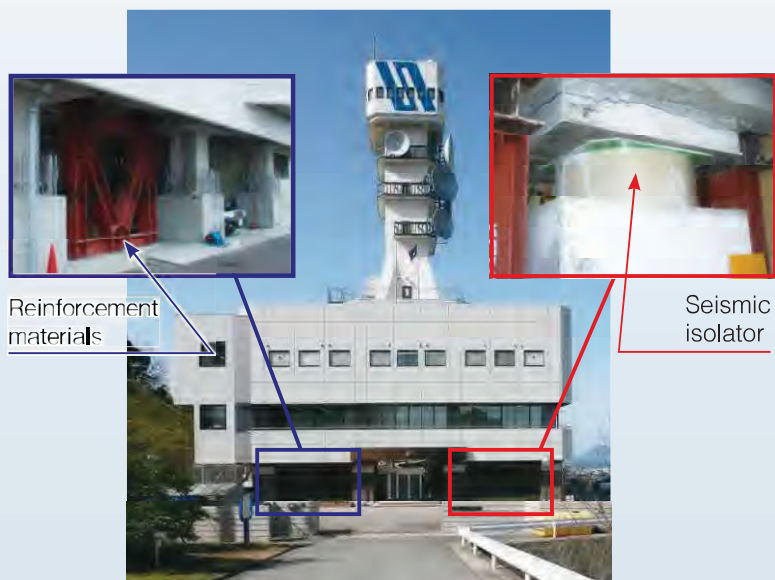


Types and Management of Aids to Navigation

The JCG manages 5,284 Aids to Navigation, which are indispensable to navigation safety (see page 3 for more details). These Aids to Navigation encompass a variety of types, including lighthouses, lighted buoys, differential GPS stations providing supplementary information to increase GPS precision, vessel traffic signal stations providing information on vessel traffic, and AIS and current signal stations.

Disaster Mitigation Measures

In order to ensure the safety of marine transportation routes in the wake of large-scale earthquakes and tsunami that are predicted in the future, the JCG reinforces Aids to Navigation against the effects of earthquakes and waves and strengthens light sources (LED lamps) against wave damage.



Antiseismic reinforcement at a Vessel Traffic Services Center



Reinforcing a light source against wave damage

■ Symbol of Reconstruction

In the wake of the Great East Japan Earthquake of 2011, a total of 129 Aids to Navigation along the Pacific coast of Tōhoku were destroyed or damaged.

The JCG has since been restoring those Aids to Navigation, and 118 have been restored as of April 1, 2017.



Symbol of Reconstruction



Ryōri Port East Lighthouse
(Ofunato City, Iwate Prefecture)

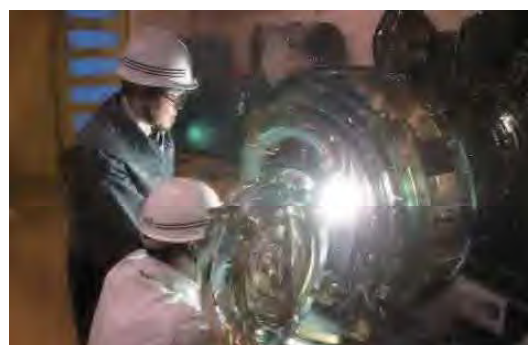
■ Development of New Technologies

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.

The JCG also organizes international workshops to discuss international standards of navigation support technology and makes proactive communication efforts at academic conferences and international symposia, while at the same time keeping abreast of international technological trends and the latest regulatory developments.



International Workshop on
Next Generation VTS (Vessel Traffic Services)



Experimental research for introduction of
new aid to navigation light sources
(Chip On Board [COB])

Initiatives for Maritime Traffic Safety

In the sea areas surrounding Japan, around 2,500 vessels are involved in marine accidents each year.

Once such marine accidents occur, not only are precious lives and property are lost, but the Japan's economic activities and the marine environment also suffer heavily.

In the "Initiatives for Maritime Traffic Safety" which was reported by the Council of Traffic Policy in October 2013, a course of action and concrete measures (seven issues and three goals) for vessel traffic safety policy over about the next five years were presented.

JCG positions this report as "Third traffic Vision" and promote measures to achieve the goals.

Seven issues

1. Safety measures for congested sea areas
2. Safety measures for semi-congested sea areas
3. Efficiency and safety measures for vessel traffic in ports
4. Safety measures for small vessels
5. Policy for the maintenance and management of Aids to Navigation
6. Safety measures for vessel traffic in the event of large-scale disasters
7. Strategic technological development

Three goals

1. Maintain the low occurrence levels of collisions / running aground in congested sea areas
2. Reduction of collisions / running aground in ports, etc.
3. Reduction of accidents involving small boats

Long-term goal

A 50% reduction of the current number of vessels involved in marine accidents by the end of the 2020s

Become a JCG Officer!

Coast Guard Academy

Kure, Hiroshima

■ Introduction

The Coast Guard Academy is an educational institution established with the purpose of training the personnel who will become the next generation of JCG officers.

The term of enrollment lasts for four years and nine months, with four years spent on general coursework, six months in the specialized subjects, and three months in the International Program.

The curriculum conforms to the standards for university chartering as set down in the School Education Law.

Cadets live in dormitories, and through various group activities they form friendships that will last a lifetime as they mutually hone each other's skills and learn from experience about leadership.

Graduates are assigned to patrol vessels and craft as junior-grade officers. They subsequently rotate between land-based and maritime assignments, building their careers in the process.

■ Subjects

◆ General subjects

Cadets study a broad spectrum of subjects ranging from physics to philosophy in order to acquire the learning that they will need as adult members of society.

◆ Specialized basic subjects

Starting in their junior year, along with the common subjects that every student are required to take, such as international politics, policy science, information science, and meteorology, cadets also study cluster subjects broken up into the various subject areas of navigation, marine engineering, and information and communication.

◆ Specialized subjects

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

■ Campus



Main Gate

■ Training ship Kojima

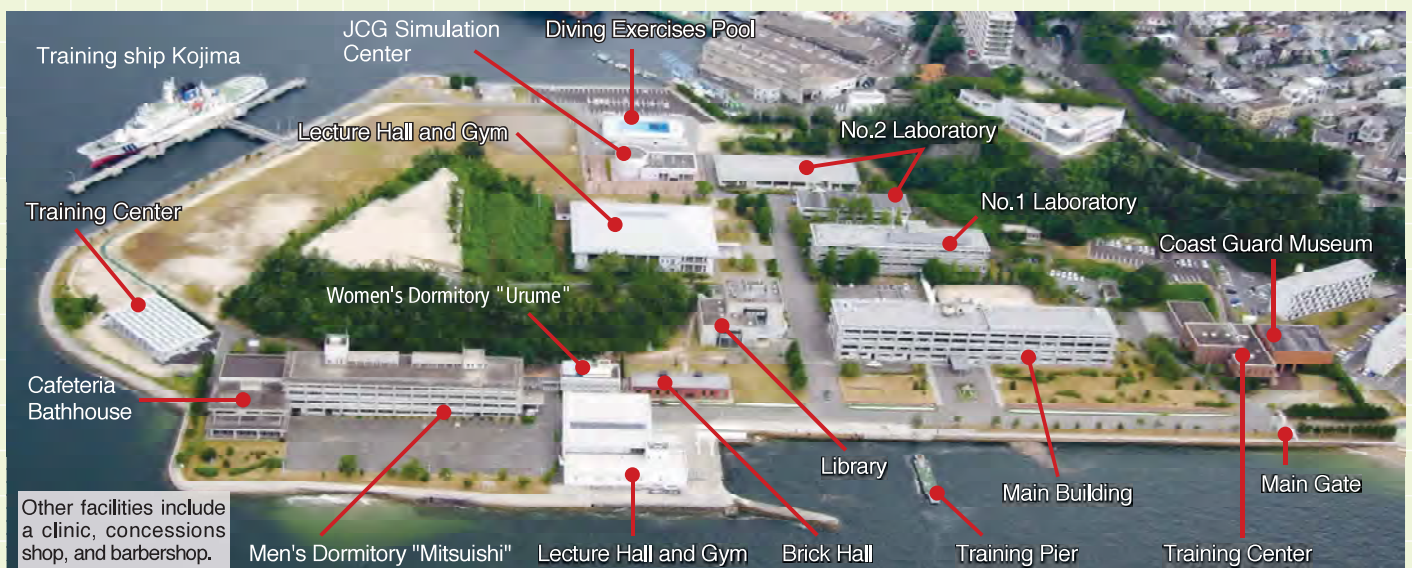


◆ International Program

After completing the specialized subjects, students receive intensive training on practical English and other subjects in order to meet the challenges involved in rapidly globalizing marine safety operations.

◆ Ocean voyage practice

Cadets receive three months of ocean voyage practice on a training ship after they have decided on their specialized subject. Cadets cultivate an international perspective and navigation skills on a cruise that circumnavigates the globe.



Introduction

The Coast Guard School is an educational institution that trains JCG staff in all fields. Students select one of the four programs described below when taking the recruitment examination. The term of enrollment is one year, or two years for students in the Information Systems Program. All students take certain common subjects that will be required of them for coast guard duties. In addition, students also study specialized subjects that are specific to their individual programs or courses.

Students live in a dormitory for the duration of the course to develop a spirit of cooperation as they mutually train themselves through group living.

Depending on student's postgraduate duties experience and performance in screening examinations, training at the Coast Guard School can also open the door to recruitment for the JCG's executive staff.

Programs

◆ Navigational Systems Program

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

◆ Aviation Program

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

◆ Information Systems Program

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

◆ Vessel Traffic Control Program (to be established in fiscal 2018)

This Program provides cadets and students with the knowledge and skills required for vessel traffic control operations. Graduates from this Program may assume positions as operators to control marine traffic.

◆ Ocean Science Program

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



Main Gate

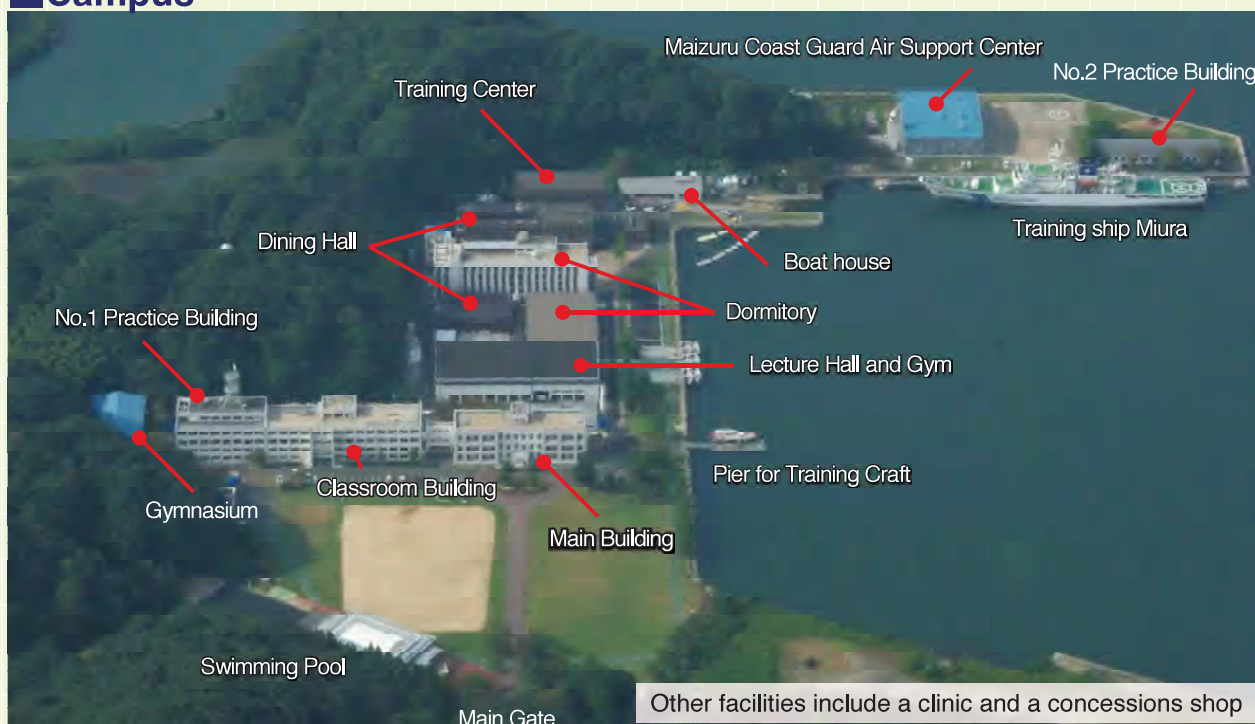
Training ship Miura



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

Campus



Moji Branch

Individuals holding a seamen, aircraft pilot, or radio operator's license, and who passed the recruiting examination and were subsequently hired, will undergo a six-month course here as new staff members.



Maritime Security Service Practice

Miyagi Branch

This is a facility for training aviation staff. Graduates of the Coast Guard School's Aviation Program, as well as flight personnel already working in the field, receive training at the facility to obtain new certifications and improve their skills.



Flight training

Student Life

Cadets and students of the Coast Guard Academy and Coast Guard School live a group life in school dormitories to develop a spirit of cooperation and learn discipline. After calisthenics, cleaning, and breakfast, the students go to class. Once they have finished their duty hours in the afternoon, they have dinner, take evening baths, have study time, and clean. Everyone goes to bed at the same time at lights out. Students may also leave campus when they are off duty.

Extracurricular activities and supplemental coursework are held after classes end. Students all join one of several sports teams, and through sports they develop the drive and physical strength to face their future duties.

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



Entrance Ceremony



Onboard training



In class



Students in self-study



Students march in single file



Long-distance swimming



Training on a cutter

Recruitment Information

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 Includes details on exam dates, prerequisites, etc.

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

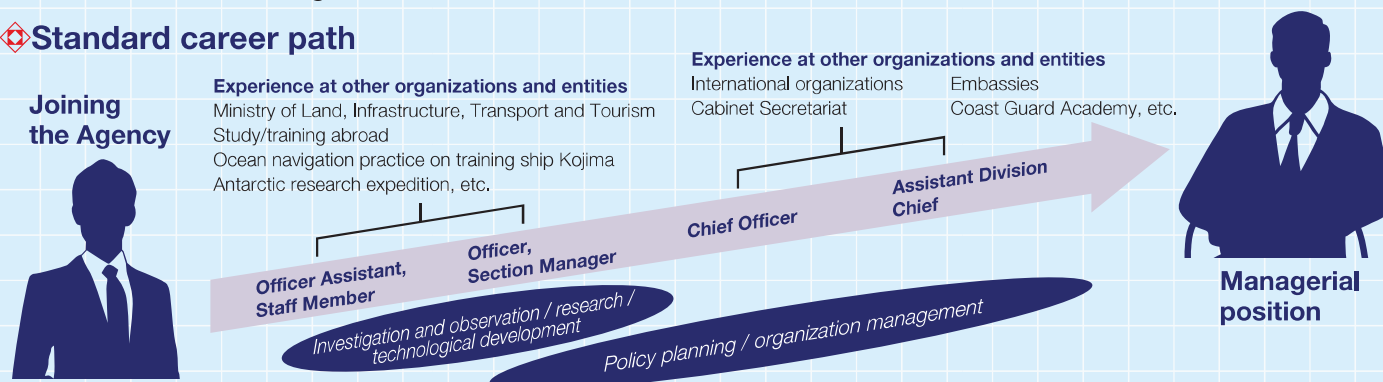
Web site
for mobile
phone
access



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

Members of this Department engage in planning policies concerning hydrographic surveys, observation technology research, collection and provision of marine information, and other matters. They are also given a wide range of career opportunities, including temporary transfers to other ministries, or overseas assignments at an international organization (in Monaco) or embassies.



A staff member maintains ocean research equipment (male, 8th year of service)

Maritime Traffic Department

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



Presentation at an international conference on aids to navigation (male, 4th year of service)

For details, please see the JCG National Public Servant Main Career Track Recruitment website.

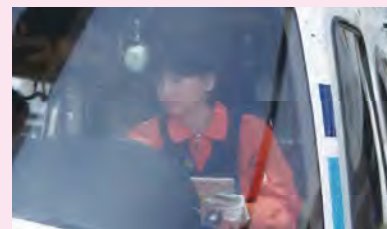
<http://www1.kaiho.mlit.go.jp/saiyo/index.html>

Female JCG Officers Taking an Active Role in Various Workplaces

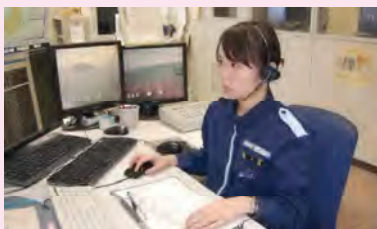
In line with recent policies and initiatives by the Japanese government that have been designed to promote women's further participation in society and good work-life balance, the JCG is accelerating its efforts to create a workplace environment in which its female staff members are kept motivated. From assignments at the frontline to positions requiring expert knowledge and skills, female JCG officers are making a difference.



A captain steering a vessel



A pilot preparing for flight



A operator at work



A staff while editing chart

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)



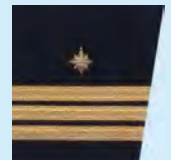
Service Uniform III (winter)



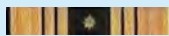
Service Uniform IV (summer)

Rank Insignia

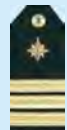
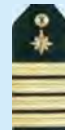
Sleeve insignia



Chest Insignia



Epaulet



Commandant

Vice Commandant
Vice Commandant
for Operations

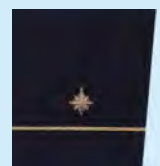
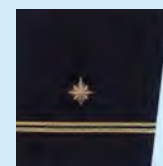
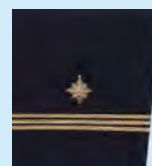
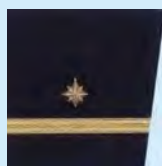
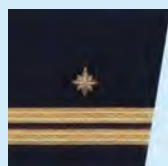
1st Grade Upper Half

Coast Guard Superintendent
1st Grade Lower Half

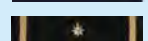
2nd Grade

3rd Grade

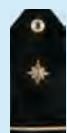
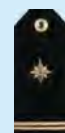
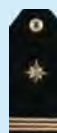
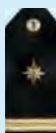
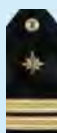
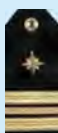
Sleeve insignia



Chest Insignia



Epaulet



1st Grade

Coast Guard Officer
2nd Grade

3rd Grade

1st Grade

Junior Coast Guard Officer
2nd Grade

3rd Grade

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.

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



Japan Coast Guard Band

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.)

<http://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://www1a.biglobe.ne.jp/jcgfc/>



The Blue Feather Community Chest

The Blue Feather Community Chest provides funding for activities related to lifesaving in maritime accidents.



The JCG collaborates with the Blue Feather Community Chest, which supports the activities of lifesaving volunteers.

Inquiries: Marine Rescue Japan.

Tel.: 03-3222-8066

Web site: <http://www.mrj.or.jp>

JCG "118"



"118" is the number for JCG's emergency reporting service.

In any of the following situations, dial "118" and tell us briefly and calmly "what," "when," and "where":

- ☐ Involved in or witnessed an accident resulting in injury/death at sea
- ☐ Discovered an oil spill, etc.
- ☐ Discovered a suspicious vessel
- ☐ Gained information on smuggling, illegal immigration, etc.

You can call us from your subscribed telephone, public phone, mobile phone, PHS, maritime mobile radiotelephone, etc.

Coast Guard Museum, Kure

The Coast Guard Museum was established in 1980 on the premises of the Coast Guard Academy in Kure, Hiroshima, to commemorate the JCG's 30th anniversary of foundation and 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 Fax: 0823-31-8105



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

The museum is a place to introduce the hydrographic and oceanographic services of JCG, such as hydrographic surveys, oceanographic observation, and chart compilation, etc. Visitors can not only see historic charts, models of survey vessels, and various survey instruments for hydrographic and oceanographic work, but can also find historic data by a archive system.

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

Hours: 10:00 – 17:00

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

Admission: free

Contact point: Tel: 03-5500-7139



Marine Consultation Service

JHOD offers consultation services for marine researchers, companies and maritime leisure activities.

Marine Consultation Service provides data and information on marine information and data for survey, research and marine leisure. Visitors can also view nautical charts of foreign countries as well as new and old charts of Japan.

*Similar service is also provided at each 11 other Regional Coast Guard Headquarters.

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

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

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



Japan Coast Guard

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

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

■ Official JCG Twitter account: @JCG_koho

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 135-0064	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



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