

“North Pacific Ocean Route”

Be Cautious of Collisions with Fishing Boats!!

—Wherever vessels sail, collision risk does exist—

North Pacific Ocean, which lies in the northeast of Japan and connects North America and East Asia as the main sea lane for the vessel traffic, is a good fishery ground for bonito pole-and-line fishing, bonito tuna net fishing, and tuna longline fishing. Please observe the following precaution measures in order to avoid collisions. Follow the precautions below and avoid collisions.

★ Keep a sharp lookout at all times!!



- Pay close attention to surroundings during underway at all times for making a full appraisal of the situation and of the risk of collision.
- Pay attention to the presence of fishing boats; small fishery boats might not be detected by RADAR.
- Maintain a proper look-out by sight and hearing as well as by all available means appropriately, such as RADAR and AIS.
- Maintain proper lookouts according to the circumstances and conditions. For example, when visibility is poor or vessel traffic is busy, increase the number of lookouts.

★ Comply with the navigation rules and take avoiding actions in ample time



- Take measures in ample time in compliance with the International Regulations for Preventing Collision at Sea (COLREG), in case where a vessel seems to be on a collision course.
Action by the give-way Vessel: take early and substantial actions to keep well clear
Action by the stand-on Vessel: ①keep the present course and speed ②Give at least five short and rapid blast signals on her whistle, if necessary to attract the attention of another vessel. Consider to take appropriate actions, such as to reduce the speed and alter the course in order to avoid collisions.
- Any alteration of course and/or reduction of speed should be tangible enough to be apparent from another vessel.

Cases of Marine Accidents

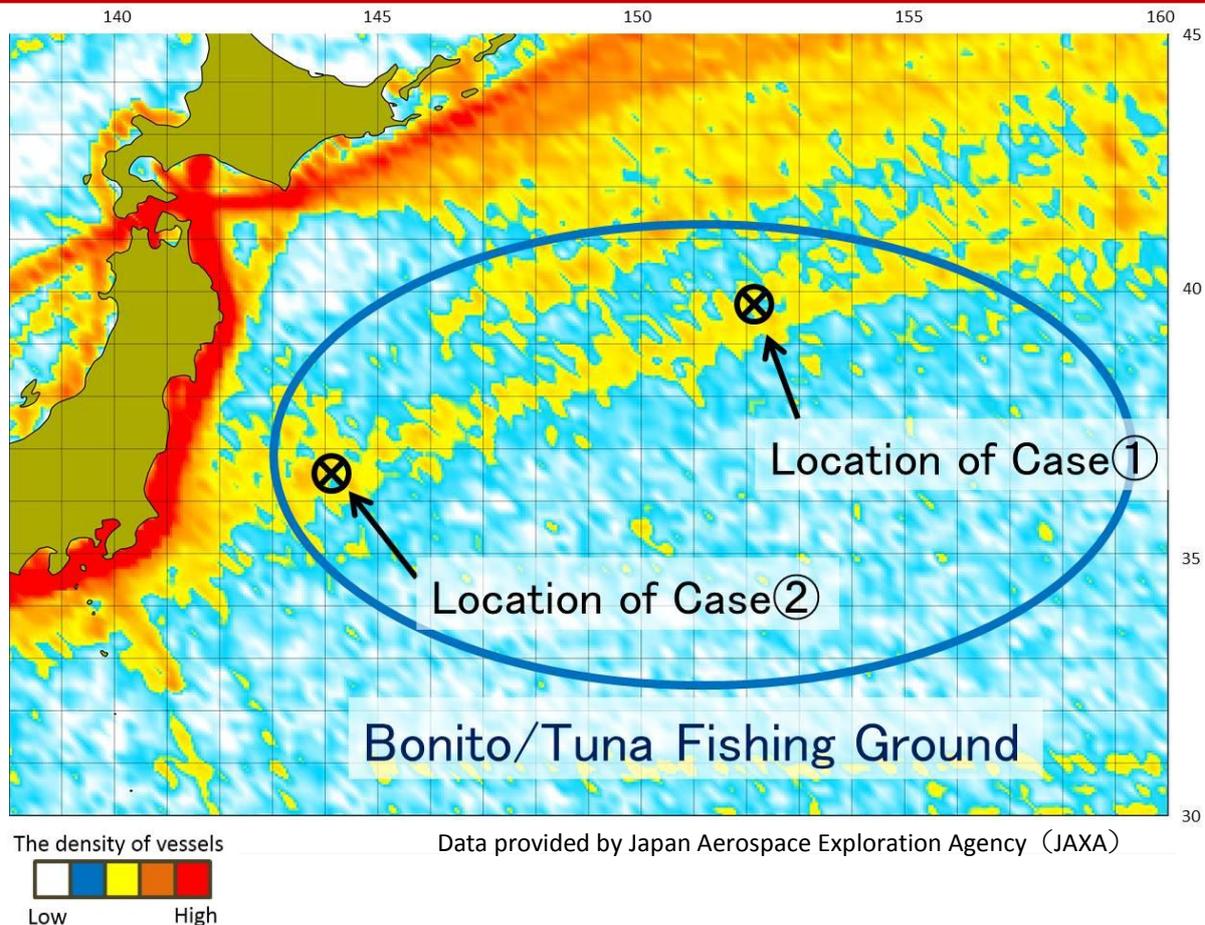
- ① In September 2012, there was a collision between a bonito pole-and-line fishing vessel (119 tons) sailing on the fishing ground and a cargo vessel (about 25,000 tons) sailing from Kagoshima prefecture to Canada around 500 nautical miles east from Kinkasan Island. The fishing vessel was capsized, and 13 crew members went missing.
- ② In June 2013, there was a collision between a tuna longline fishing vessel (19 tons) heading for a fishing ground and a cargo vessel (about 58,000 tons) sailing from Tokyo bay to the Panama Canal around 160 nautical miles southeast from Kinkasan Island. The fishing vessel was split asunder and one crew member went missing.
- ③ In November 2013, there was a collision between a drifting tuna-longline-fishing vessel (19tons) and a cargo vessel (about 66,000 tons) sailing from Mexico to Tokyo bay around 590 nautical miles east-southeast from Kinkasan Island. Although all crew members were rescued, the fishing vessel was supposed to be sunk due to the rope torn off on towing the vessel.



Bonito/Tuna Fishing Ground off North Japan and North Pacific Ocean Lane by AIS

The map below shows traffic density[※] of vessels based on the analysis of AIS position data in the North Pacific Ocean received by satellite for a year from November 2012. The Bonito/Tuna Fishing Ground is overlaid and marked as a blue circle.

Each location of accidents in the respective figures suggests that the accidents occurred in the busy area for vessels traffic.



About 90 percent of collisions by cargo vessels were caused by human errors, such as inappropriate maneuver and lookouts, in 2012.

Please be aware of the characteristics of fishing vessels such as;

- boats are smaller and it is difficult to reckon and capture in the radar screen, and
- they may change course and speed suddenly during searching fish school.

When a cargo vessel collides with a fishing vessel;

- the fishing vessel may be damaged terribly and capsized quickly, which endangers life of all crew members.
- survival rate may be fell off when collision occurs distant from Japanese coasts because rescue effort needs time to arrive.



※Vessel traffic density estimation by data from the satellite

The density was calculated in proportion to the number of vessels submitting AIS information by the JAXA. Accuracy may be subject to change due to interferences and other reasons.