

**=Free Translation=**

2017 - Guidance for Safe Navigation during the peak season of Stownet-fishing in Bisan-Seto, Japan

1. Safety measure (for all vessels which pilots onboard)

(1) Deciding whether to enter the traffic route / Advice to Master

- ①. Do not enter the traffic route if information on Stownet-fishing is unavailable and the situation unclear.
- ② Master will be advised to postpone the entry if the vessel has to navigate outside of the traffic route/ within the opposite side route.

(2) Master is responsible to decide whether to enter the traffic route or not, based on the information on Stownet-fishing, vessel's drafts and visibility, and advice received by pilots.

(3) Required clearance to enter the traffic route

Large vessels --- over 300m clearance

Other vessels --- over 200m clearance

Even if the clearance meets the above requirements, it may not be perceived to have enough if the vessel needs to alter the course with a big angle between fishing nets.

2. Escort Boat

(1) Operator is required to place a escort boat in order to assist the navigation of large vessels, every day except for the 'non-fishing days'.

- ① No additional escort boats are to be in place as regulated in Maritime Traffic Safety Act.
- ② Operator will be required to place a escort boat on non-fishing days if fishing operation is being carried out.

(2) From 20 April, fishing operation will be carried out during the night. For all vessels navigating in Bisan-seto traffic route, it will be required to place escoat boat in areas stated as below.

- ① From 20 April to the end of August: Between Bisan-seto No.7 light buoy and Bisan-seto crossing position.

For vessels entering/departing from Mizushima port: Between Bisan-seto No.7 light buoy and Mizushima-port No.1 light buoy.

For the vessels entering/departing Mizushima port from/to Westward, between Mizushima-port No.1 light buoy and Bisan-seto crossing position.

3. Large vessels carrying dangerous cargo (VLCC and LNG) and the vessels with draft over 16m will be required to navigate the traffic route during 'non-fishing days'.

#### 4. Information for fishery operators

Operators will be required to inform the relevant fishery operators of the schedule of passing Bisan-seto East Traffic Route of large vessels/large vessels carrying dangerous cargo beforehand and to request fishery operators to leave 300m clearance between fishing nets.

#### 5. Notifying information to master and obtaining information at early stage

(1) General information on Stownet-fishing, especially of the total obturation of relevant traffic route, need to be informed to the vessel's master at early stage.

##### (2) Obtaining information at early stage

Operators/local agents are to send information on Stowage-fishing before the vessel enters the traffic route at the latest, by the home page of Bisan Seto Vessel Traffic service Center (URL:<http://www6.kaiho.mlit.go.jp/bisan/> : Japanese only) etc. Meanwhile, vessel is to inform the Fax number to Licensed Inlandsea Pilots' Association when requesting pilotage.

#### 6. Adjusting entering/leaving the traffic route

(1) Information on Stownet-fishing is available around 1 hour 45 minutes after the turning of the tide.

(2) Vessels are required to schedule the arrival time in order to obtain the information before entering the traffic route.

(3) Vessels are not to depart from the port of Mizushima, Sakaide, Takamatsu, Uno, Hibi areas until the information of Stownet-fishing becomes available.

However, above (1)~(3) will not be applied to vessels entering/departing during the night since guard ship will be in place for assistance.

7. For large vessels navigating Kurushima channel, please check the website of Kurushima Kaikyo Vessel Traffic Service Center below.

<http://www6.kaiho.mlit.go.jp/kurushima/succor/jikantai/index.htm>

(Japanese Only)

8. The commencement of this measure is to be informed on our other notice. This safety measure ends at the end of this August.

9. Above safety measures are subject to change.