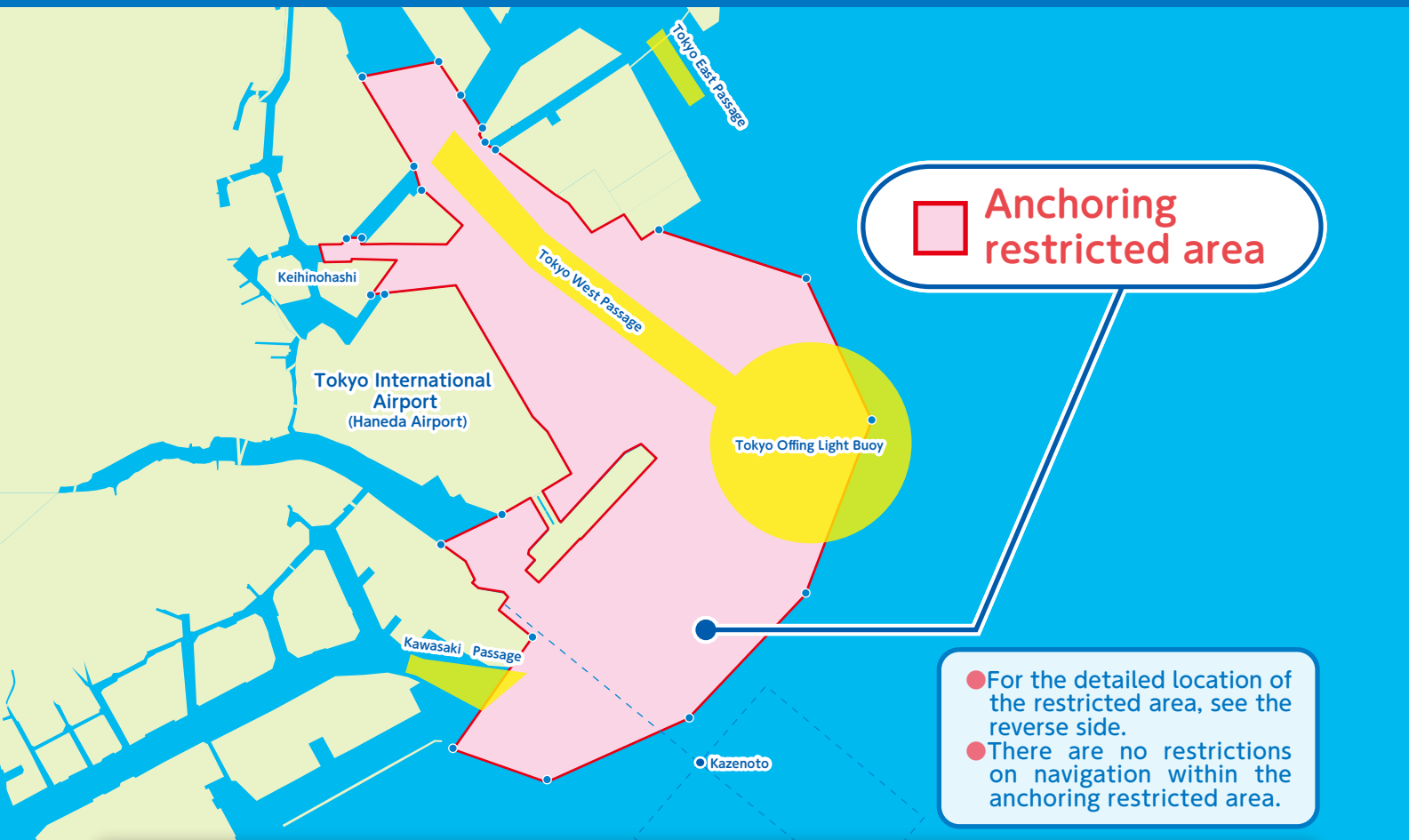


Preventing Anchor Dragging Accidents in the Sea Area around Tokyo International Airport



Starting from June 28, 2019, based on the provisions of the Act on Port Regulations, anchoring is restricted within the area of 2 nautical miles around Tokyo International Airport (Haneda Airport) (*see map below) during stormy weather.



Times of recommendation	When average wind speed in the Keihin Port Tokyo-Ku is expected to reach 20 m/s or higher
Subject vessels	All vessels. However the following vessels are excepted. (1) A vessel which is anchored within the anchoring restricted area for unavoidable reasons in order to perform duties that are recognized as necessary for the protection of life or property, the maintenance of public order, or other public benefit (2) A vessel which is anchored within the anchoring restricted area for unavoidable reasons in order to avoid maritime traffic hazards (3) In addition to the above, any vessel which has received permission from the Captain Of The Port Keihin
Other	After the recommendation has been announced, vessels which remain anchored in the anchoring restricted area without just reason will be ordered to leave the area based on the Act on Port Regulations.

- Applicable laws** Article 39-4 (Recommendation) of the Act on Port Regulations, Article 39-3 (Order) of the Act on Port Regulations
- Punitive provisions** Article 50-3 of the Act on Port Regulations (maximum 3 months imprisonment or a maximum fine of 300,000 yen)

For more information Navigation Safety Division, Tokyo Coast Guard Office
 TEL 03-5564-2022 (or 2023)

Detailed location of the anchoring restricted area

Sea area delineated by the lines which connect the following points, the coast (including seawalls), and the Keihinohashi, excepting the Tokyo West Passage and Kawasaki Passage



- 1 Line connecting the Oi Container Wharf (35°36'17" N and 139°45'59"E) and Aomi Container Wharf (35°36'27"N and 139°46'56"E)
- 2 Line connecting the southwest edge of Aomi Container Wharf (35°36'7"N and 139°47'12"E) and the northwest edge of the Central Breakwater - Inner Reclaimed Land (35°35'44"N and 139°47'25"E)
- 3 Line connecting the southwest edge of the Central Breakwater - Inner Reclaimed Land (35°35'38"N and 139°47'29"E) and the northwest edge of the Central Breakwater - Outer Reclaimed Land (35°35'34"N and 139°47'36"E)
- 4 Lines connecting the D block seawall of the Central Breakwater - Outer Reclaimed Land (35°34'47"N and 139°49'30"E) and the point at 35°34'16"N and 139°51'23"E, the point at 35°32'52"N and 139°52'10"E, the point at 35°31'8"N and 139°51'22"E, the point at 35°29'54"N and 139°49'57"E, the point at 35°29'15"N and 139°48'9"E, the point at 35°29'36"N and 139°47'5"E, and the seawall at the Ukishima stage 2 reclaimed land disposal site (35°30'44"N and 139°48'5"E)
- 5 Line connecting the Ukishima-cho north-side seawall in the Keihin Port Kawasaki District (35°31'37"N and 139°47'E) and the southwest edge of Tokyo International Airport (35°31'56"N and 139°47'42"E)
- 6 Line connecting the northwest edge of the north-side seawall at Tokyo International Airport (35°34'8" N and 139°46'16"E) and the east-side seawall of Keihinjima (35°34'7"N and 139°46'8"E)
- 7 Line connecting the southeast edge of Tokai 3-chome (35°34'38" N and 139°45'45"E) and the west edge of Jonanjima (35°34'38"N and 139°46'E)
- 8 Line connecting the north edge of Jonanjima (35°35'14"N and 139°46'40"E) and east edge of Oi Food Wharf (35°35'25"N and 139°46'36"E)