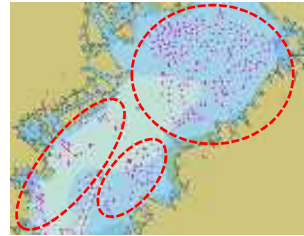


## Background

### (1) Increasing of frequency and seriousness of typhoons

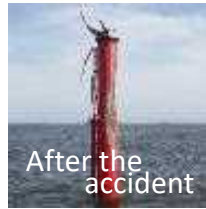
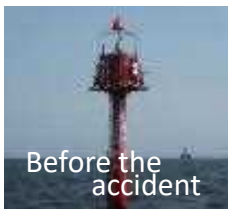


A tanker collided with the Kansai Int'l Airport Access Bridge due to anchor dragging by Typhoon No.21 (Jebi) in 2018.



Ships anchoring in Tokyo Bay under the Typhoon No. 15 (Faxai) in 2019.

### (2) Frequent occurrence of accidental AtoNs damage



262 AtoN were damaged by collision by ships in the last five years.

## Summary of Revisions

### (1) Enhancement of measures to prevent vessel accidents caused by extremely strong typhoons.

**[Maritime Traffic Safety Act, Act on Port Regulations, Aids to Navigation Act]**

☐ Establishment of the system to advise/order to ships to leave the bay to outside at three major Bays etc.

☐ Establishment of the system to alert vessels by virtual AtoN to prevent accident.

### (2) A new scheme of efficient and sustainable AtoNs management **[Aids to Navigation Act].**

☐ Issuing of order to restore AtoNs damages and to bear the incurred cost by the damage causer.

☐ AtoN support system by designated non-governmental organizations.