

Notification of Dredging Work in the Bisan Seto North Traffic Route (a Designated "Waterway to be Developed and Preserved")

Takamatsu Port & Airport Construction Office, Shikoku Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism

FY 2025 Dredging Work

1. Working Area and Period

(1) Working Area

Offshore of Sakaide City, Kagawa Pref.

(Bisan Seto North Traffic Route and Mizushima Traffic Route Intersection)

(2) Work Period

From July 1, 2025 to September 30, 2025

2. Dredging Work Overview

- (1) Waterway dredging will be conducted by a barge-loading pump dredger within the dredging work zones indicated in Figs. 1 to 5 and Table 1.
- (2) **Dredging work will be conducted from west to east on the west side of the Mizushima Traffic Route (see Fig. 2).**
- (3) Navigable width will change according to the progress of construction. However, it will not be narrower than the minimum navigable width.
- (4) Dredge soil will be carried out of the working area by an earth-carrying barge.
- (5) In general, the work will take place from sunrise to sunset.
- (6) Water quality surveys will be conducted in conjunction with the dredging work.

3. Safety Measures

- (1) **Dredging work will be suspended when a large ship with a total length of 250m and over enters the Mizushima Traffic Route.**
- (2) The marine area around the working zones will be stationed with four patrol ships during the duration of the dredging work.
- (3) When a large ship enters the marine area around the working zones, one arrow-marked ship indicating the navigable waters will be deployed, in addition to the four patrol ships. (Figs.3)
*The stationed positions of the patrol ships, etc., may be subject to change due to on-site conditions.
- (4) The patrol ships, etc., will display markings as shown in Fig.4. The arrow-marked ship will be equipped with an electrically-illuminated signboard indicating the navigable waters.
- (5) Patrol ships A~D will be equipped with Marine VHF Radio.
- (6) The pump dredging ship will drop anchor within the dredging work zone as shown in Table 1. A surface buoy and light beacon (with synchronized blinking) will be installed at the location of the pump dredging ship's anchor, as shown in Fig. 5, to clearly indicate the working zone.
- (7) At night, and on days when dredging work is not conducted, the dredging work ships will anchor outside the Bisan Seto Traffic Route. In the event of anchorage, ships will be lit with legally designated lighting and additional indirect lighting while anchored at night.
- (8) During the dredging work, the movements of the work ships and general vessels will be monitored, a Safety Management Office that coordinates with the relevant agencies will be established, and the safety of the marine area around the working zones will be ensured.

4. Ship Navigation

- (1) Cooperation is requested from ships navigating the marine area around the working zones. Please navigate with full caution, and **refrain from horizontal crossing, overtaking, sailing in parallel or head-on to other ships.** Particular **caution is requested** from ships entering or leaving the Port of Mizushima, **as the navigable width of the Mizushima Traffic Route intersection will be constricted.**
- (2) Any ships navigating the marine area around the working zones are **requested to sail at a distance from the dredging work ships,** within the extent that navigation is not affected.
In addition, ships sailing westward along the Bisan Seto North Traffic Route are **requested to sail along the south side of the Traffic Route,** within the extent that navigation is not affected.
- (3) Ships equipped with AIS are requested to operate AIS correctly.

Reporting & Maintaining Communications with Bisan Seto Vessel Traffic Service Center

①When arriving at the Position Report Line, **ships equipped with VHF radiotelephone (CH16, 156.8MHz) are requested to report their ship name, time of passage, and name of the line of passage to Bisan Seto Vessel Traffic Service Center, and to listen to CH16 at all times.** Furthermore, **ships that are not equipped with VHF radiotelephones are requested to make their reports via maritime telephone or mobile phone.**

②Ships equipped with VHF radiotelephones (CH16,156.8MHz) are **requested to maintain communications with Bisan Seto Vessel Traffic Service Center while navigating the Traffic Routes or the marine area around the working zones,** in the event that navigation safety information (including information on the dredging works) is provided by Bisan Seto Vessel Traffic Service Center.

※If CH16 is congested, Bisan Seto Vessel Traffic Service Center may make announcements via CH13 (156.65MHz). Ships with access to CH13 are requested to listen to CH13 in addition to CH16.

5. Other Issues

- (1) Please be aware that the dredging schedule may be changed due to weather or other reasons.
- (2) Contact the agencies listed below for detailed inquiries about this project.
- (3) This document can be downloaded from the Takamatsu Port & Airport Construction Office website. (<https://www.pa.skr.mlit.go.jp/takamatsu/>)
Furthermore, in the event of changes to the dredging schedule, announcement will be made via the above website.

Contact Information: Work Inquiries	Contractee: Takamatsu Port & Airport Construction Office, Shikoku Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism Contractor: Toyo/Rinkai Nissan/Aomi Specified Construction Joint Venture	Tel.087-851-5522 Tel.0877-46-0311 Tel.0877-43-5521
Contact Information: Navigation Restrictions	Navigation Safety Division, Takamatsu Coast Guard Office Bisan Seto Vessel Traffic Service Center	Tel.087-821-7008 Tel.0877-49-2220

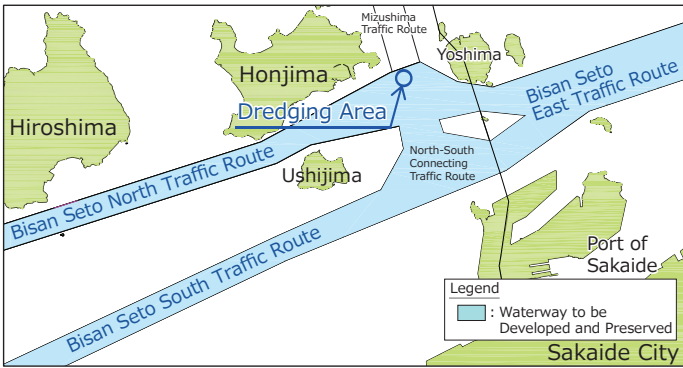
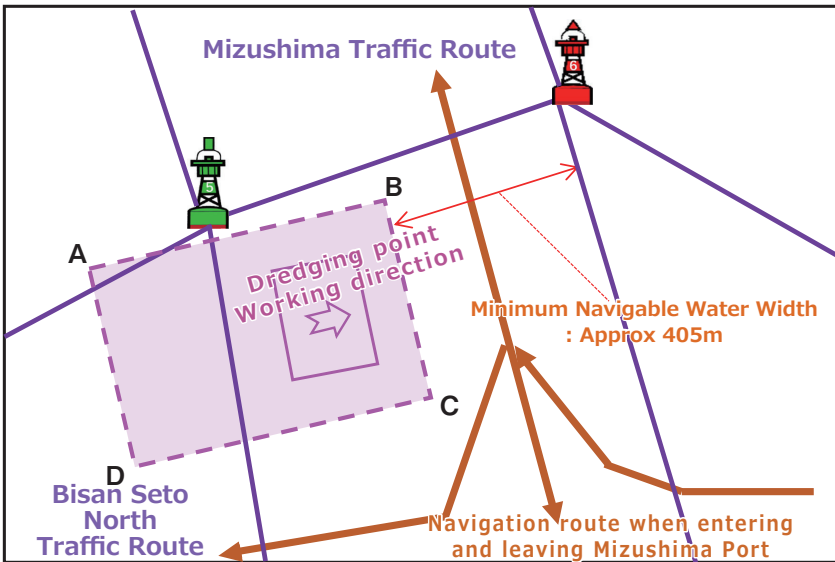
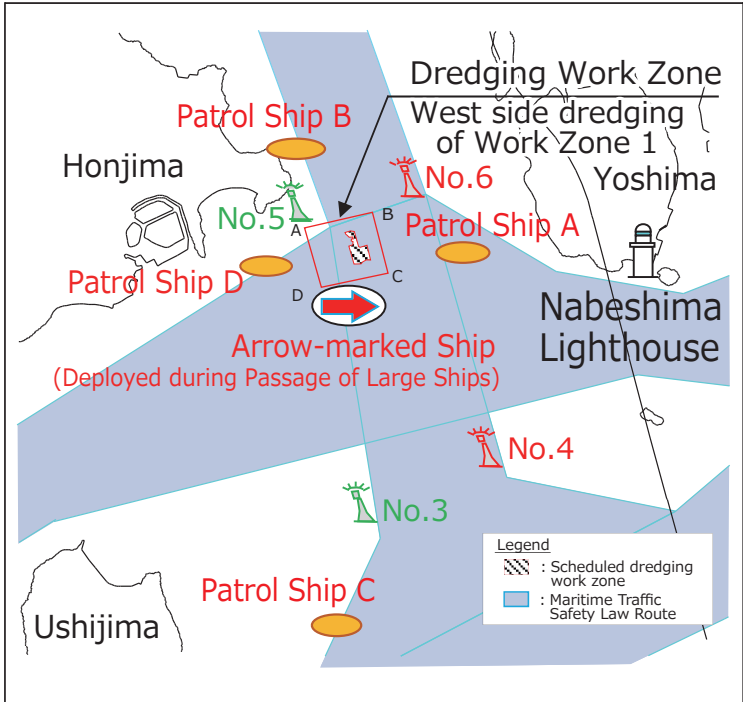


Fig. 1. General Map of Work Zone Vicinity



(Fig. 2) Enlarged view of the crossing area and Dredging work area

Passage on the **East side** of the Mizushima Traffic Route 【Construction scheduled from Early-July 2025】※



(Fig. 3. Positions of Patrol Ships in Work Zone 1

※Work period may change depending on the progress of the construction.

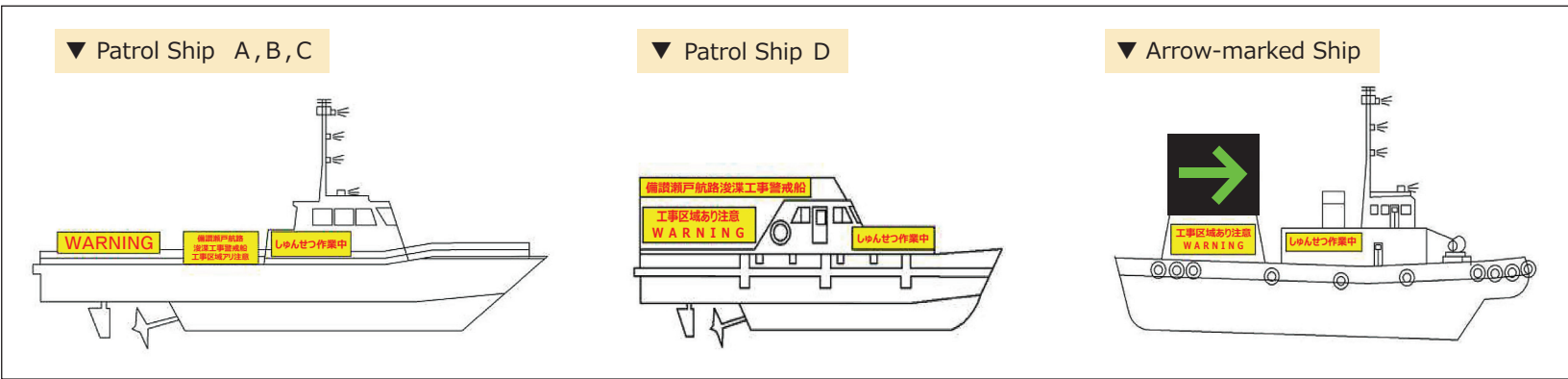


Fig. 4. Image of Patrol Ships & Arrow-marked Ship

Table 1. Dredging Work Zones Coordinates, Bearing & Distance from Base Point

Work Zone	Dredging Work Zone No.	Bearing & Distance from Base Point (m)		North Latitude	East Longitude
West side dredging	A	277°50'27"	2,526 m	34°23'08.4"	133°47'47.1"
	B	282°25'44"	2,076 m	34°23'11.7"	133°48'05.7"
	C	270°50'26"	1,924 m	34°22'58.1"	133°48'09.7"
	D	268°17'26"	2,387 m	34°22'54.9"	133°47'51.6"
Base Point	Nabeshima Lighthouse	-	-	34°22'57"	133°49'25"

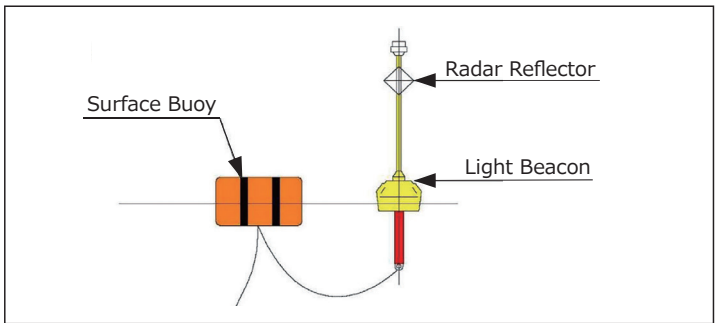


Fig. 5. Surface Buoy & Light Beacon