



# TOKYO KISEN



**TOKYO KISEN Co., Ltd.**

Commitment to Maritime Safety

# Greetings

Ensuring Maritime Safety: Tokyo Kisen's constant mission.

## Tokyo Kisen's Service Areas



Tokyo Kisen, as a towage company, considers maritime safety to be its primary mission. Since first being established in 1947 as Japan's first commercial tugboat operator we have been assisting with the navigational safety of ships throughout Tokyo Bay, the center of Japanese maritime transportation, and one of the busiest global sea traffic areas.

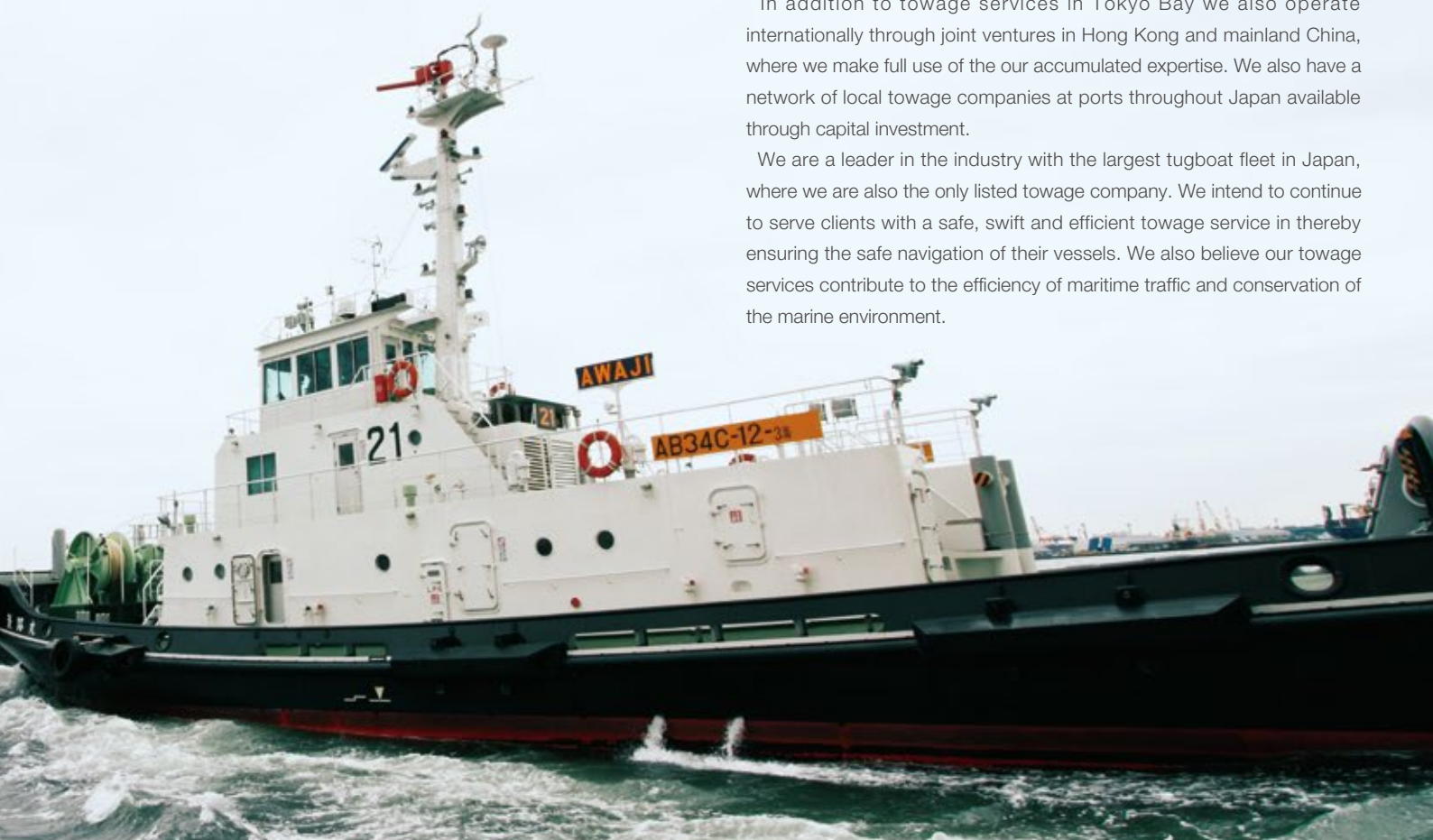
Our company services are available 24 hours every day of the year in thereby flexibly accommodating the maritime safety needs of clients. We provide a wide range of towage services from harbor towage in which we assist ships to safely berth and unberth at ports in Tokyo Bay, an escort tug service that safeguards the routes of large ships transporting hazardous materials along the Uraga Channel-Nakanose route, a disaster-prevention service that includes berth patrols and providing assistance with oil-spills, and emergency support services that include immediately responding to the need for ships to be rescued and life-saving operations in the event of an accident occurring in Tokyo Bay and the surrounding area. Fundamental to our business is undertaking to fulfill any possible request involving tugboats.

Tugboats equipped with state-of-the-art technology as well as extremely experienced crews allow us to perform these towage services in a safe and reliable manner. Our onshore support system also enables swift action to be taken in the event of emergencies and disasters at sea.

As a professional maritime safety company we are trusted by our clients and various other maritime community parties, including ship operators and agents, shipyards, terminals, LNG-related parties, pilots, and the Japanese Coast Guard.

In addition to towage services in Tokyo Bay we also operate internationally through joint ventures in Hong Kong and mainland China, where we make full use of our accumulated expertise. We also have a network of local towage companies at ports throughout Japan available through capital investment.

We are a leader in the industry with the largest tugboat fleet in Japan, where we are also the only listed towage company. We intend to continue to serve clients with a safe, swift and efficient towage service in thereby ensuring the safe navigation of their vessels. We also believe our towage services contribute to the efficiency of maritime traffic and conservation of the marine environment.





# Harbor towage services

- ›Ship assists in the berthing and unberthing of vessels
- ›Towage services at shipyards

We assist with the berthing and unberthing of large vessels in a timely, safe, and precise manner through use of state-of-the-art tugboats and an array of techniques.



Our tugboats assisting an ore carrier berthing

The role of our harbor tugboats is to assist in the safe and smooth berthing and unberthing of both small and large vessels. We provide harbor towage services at ports throughout Tokyo Bay. Our state-of-the-art tugboats boast a bollard pull of over 50 tons and swift maneuverability, both of which are essential in the berthing and unberthing of large vessels.

We offer this service in Yokohama Port where a wide variety of ships that include container ships, oil tankers, LNG and LPG carriers, specialist car carriers and ore carriers, are constantly calling, along with Kawasaki Port where vessels carrying hazardous materials enter and depart oil tank sea berths, LNG tank berths, and gas terminals. Our high performance tugboats are constantly on guard in thereby ensuring the safety of ports.

Around Chiba and the surrounding area our state-of-the-art tugboats are equipped with powerful fire-extinguishing and oil recovery equipment in thus allowing them to play a major role in assisting in the safe berthing and unberthing of ships at one of Japan's largest sea berths, along with the numerous LNG stations and petroleum plants around the area.

In the Yokosuka area we have tugboat services available at New Yokosuka Port, and berths for specialist car carriers at Oppama.

Toko Service Co., Ltd., a group company, provides harbor towage services at Tokyo Port, which handles a large volume of containers.

We also provide towages at shipyards in Tokyo Bay, along with services that require both experience and technical capabilities, such as assisting in the quick movement of ships under construction or repair.



Izumo-maru assisting a heavy lift ship berthing



Our tugboats assisting in a shipyard



Kashima-maru assisting a container ship berthing

# Escort tug services

- ›Safeguarding the route of vessels carrying hazardous materials and large vessels
- ›Pilot boats

Ensuring the safety of vessels along the Uraga Channel-Nakanose route, one of the busiest global sea lanes, is at the essence of our business.

High-speed escort tugboats based in Yokosuka guide large vessels, vessels carrying hazardous materials, and vessels towing long objects along the Uraga channel-Nakanose route. The Uraga channel-Nakanose route is one of the worlds most congested, and often crowded with large numbers of vessels of all kinds, including fishing boats and pleasure craft, thus exposing them to extremely high risk.

Our proprietary design escort tugboats feature high speed and are very powerful and mobile, thus enabling them to operate in stormy weather even. Our tugboats are essential in ensuring the safe navigation of vessels as they

are capable of avoiding any danger when escorting, assisting vessels to anchor, or towing vessels crippled by engine or helm failures. These operations are supported by the expertise and knowledge the crews possess on the relevant sea areas.

In addition to escort tug services we also provide pilot services, thus making maritime safety operations in the Uraga Channel and Tokyo Bay more effective and efficient. Our pilot boat operation, which involves pilots both boarding and disembarking from ships at the entrance to Tokyo Bay, has never resulted in a single accident, although the area can be very rough.



▲ *Uraga-maru* escorting a LNG carrier

*Kanto-maru* escorting a LNG carrier





# Emergency Support Disaster Prevention

- › Ship rescue
- › Watch boats
- › Oil-spill recovery
- › Fire extinguishing
- › Life saving

Our round-the-clock response system is supported by both sea and shore based staff, thus enabling us to take swift action in the event of an accident at sea.

## Emergency support

Our round-the-clock response system is supported by both sea and shore based staff members, who are fully capable in the event of an accident at sea. Should a ship run aground or experience engine trouble in Tokyo Bay our tugboats are immediately available for dispatch upon request of ship operators and agents or the Japanese Coast Guard. Over the years we have amassed a number of numerous successful emergency rescues.



## Disaster prevention

### Watch boat

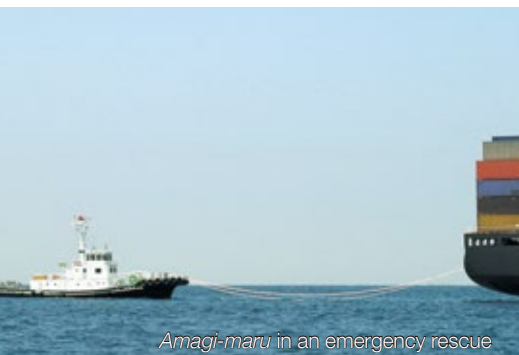
We also safeguard Tokyo Bay in a variety of ways against any disasters and pollution. Our fleet of tugboats has powerful fire extinguishing and oil-spill cleanup equipment available for use in thereby preventing the occurrence or spread of disasters at sea by recovering oil spills and extinguishing fires. We also safeguard vessels carrying hazardous materials while they unload their cargoes at berths.

### Disaster prevention depot

On shore we have been designated by the Japan Maritime Disaster

Prevention Center as its Yokosuka Base, with our branches in Yokosuka acting as the central depot for oil spill cleanup materials and an oil fence barge.

We have also been commissioned to maintain oil dispersants and spray equipment at Yokohama by the Center. Furthermore, we have been commissioned by the Daikoku Kanagawa Joint Disaster Prevention Center to conduct marine services throughout the Tokyo/Yokohama seaside area. Oil-fence deployment vessels stationed at Yokohama Port are always on call and ready to counteract any spills.



*Amagi-maru in an emergency rescue*



*Oil fence barge*



*Shinano-maru discharging water during a disaster prevention drill*

# Tokyo Kisen Tugboats



Our state-of-the-art, high-performance tugboats support safe towage services.

## Tugboat technology

Our tugboats are deployed in the Yokohama, Kawasaki, Chiba, and Yokosuka areas. Our fleet consists of two types of tugboats: harbor tugs, mainly for harbor towage, and escort tugs, mainly for escort tug services. Both types are equipped with Z-pellers that ensure high maneuverability and a strong bollard pull. All the tugboats in our fleet also feature not only fire-extinguishing equipment but also state-of-the-art navigation instruments and equipment such as AIS (Automatic Identification System), current indicators, daylight radar units with built-in satellite compasses, collision prevention systems, and computer-controlled warning devices. These all enable the position of ships to be identified in any direction, and the movement of vessels to be understood, operational performance improved, and the tugboats' position to be recognized on shore, thus enhancing even higher the level of maritime safety performance.

We constantly develop and build new tugboats of the most suitable

structure for their various operational usages. With harbor tugs we are upgrading the horsepower of the fleet by constructing more and more harbor tugboats that feature over 4,000 horsepower engines in thereby providing evermore safer and efficient services to vessels, which have recently have started to increase in size.

With our escort tug service we have introduced ultra-high speed tugboats that can travel at more than 16 knots through having a 'Bulbos bow' structure which was designed in water tank experiments in a joint development with a shipyard, and 4,400 horsepower tugboats that have demonstrated their capabilities in not only escort tug services but also ship assist operations for large vessels carrying hazardous materials or in emergency rescues.

To reduce their environmental footprint Tokyo Kisen has taken measures that include vessel design changes and better maintenance in thus continuously increasing fuel-efficiency. We are currently developing even more environmentally friendly tugboats in thereby reducing the emission of hazardous materials.

FLEET LIST (2019.02)											
Tokyo Kisen Co., Ltd.											
Name Of Tug Boat	G/T	Horse Power (PS)	Speed (knot)	Bollard Pull (ton)	Built	Escort License	Fire-fighting		Propulsion	Base Port	Main Task
							Pump (l/min)	Dry Chemical (kg)			
AMAGI MARU	263	4,400	15.10	57.0	2018.05	○	6,000	2,000	Z-Peller	Yokohama	Harbor
ASAHI MARU	263	4,400	15.20	57.0	2016.12	○	6,000	2,000	Z-Peller	Yokohama	Harbor
OHGI MARU	263	4,400	14.90	57.0	2015.05	○	6,000	2,000	Z-Peller	Yokohama	Harbor
GINGA	276	Hybrid 4,400	14.80	57.0	2013.09	○	6,000	2,000	Z-Peller	Yokohama	Harbor
AWAJI MARU	227	4,400	14.80	57.0	2009.10	○	6,000	2,000	Z-Peller	Yokohama	Harbor
KASHIMA MARU	227	4,400	14.80	57.0	2009.07	○	6,000	2,000	Z-Peller	Yokohama	Harbor
TENRYU MARU	228	4,000	14.80	55.0	2006.07	○	6,000	2,000	Z-Peller	Yokohama	Harbor
TAMA MARU	191	3,600	14.20	48.0	2018.11	○	6,000	2,000	Z-Peller	Yokohama	Harbor
AKASHI MARU	179	3,600	14.20	48.0	2007.08	○	6,000	2,000	Z-Peller	Yokohama	Harbor
URAGA MARU	199	4,400	15.50	57.0	2017.11	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
NAGATO MARU	197	4,400	15.50	57.0	2014.01	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
SURUGA MARU	213	4,400	15.50	57.0	2012.11	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
AOBA MARU	214	4,400	15.50	57.0	2012.04	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
SAGAMI MARU	198	4,400	16.00	57.0	2010.11	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
KANTO MARU	193	4,400	16.00	57.0	2009.01	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
NOSHIRO MARU	185	3,600	15.50	48.0	2017.05	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
ARIMA MARU	198	3,600	15.50	48.0	2015.10	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
SHINANO MARU	178	3,600	15.50	48.0	2008.11	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
ARASAKI MARU	177	3,600	15.50	48.0	2008.09	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
SHONAN MARU	162	3,600	15.50	48.0	2007.02	○	6,000	2,000	Z-Peller	Yokosuka	Escort, Harbor
ATAGO MARU	259	4,400	14.90	57.0	2016.04	○	6,000	2,000	Z-Peller	Chiba	Harbor
KATORI MARU	228	4,400	14.80	57.0	2010.07	○	6,000	2,000	Z-Peller	Chiba	Harbor
TOKACHI MARU	226	4,000	14.80	55.0	2008.02	○	6,000	2,000	Z-Peller	Chiba	Harbor
TONE MARU	228	3,600	14.20	48.0	2014.09	○	6,000	2,000	Z-Peller	Chiba	Harbor
ISE MARU	239	4,000	14.80	55.0	2003.09	○	6,000	2,000	Z-Peller	Sodegaura	Watch, Harbor

Toko Service Co., Ltd.											
ARIAKE MARU	262	4,400	14.90	59.0	2018.07	-	-	-	Z-Peller	Tokyo	Harbor
MUSASHI	232	4,000	14.70	56.0	2015.02	-	-	-	Z-Peller	Tokyo	Harbor
ASAHI	232	4,000	14.70	55.5	2007.11	-	3,000	-	Z-Peller	Tokyo	Harbor
TOKYO MARU	241	3,600	14.60	52.0	2002.04	-	3,000	-	Z-Peller	Tokyo	Harbor
OHI	241	3,600	14.60	52.0	2001.03	-	-	-	Z-Peller	Tokyo	Harbor



# Service quality and sustainability

ISO9001 :Tugboat Service at The Coast, Pilot Boat Service at Tokyo Bay, Design and Development of Tugboat Service.  
ISO14001 :Tugboat Service at The Coast, Crew Transfer Vessel Service for Offshore Wind Farms.



Tokyo Kisen pursues safer and better quality towage services while reducing the environmental load.

## Safety and service quality

Tokyo Kisen has adopted a quality management system that ensures safe, swift, efficient, precise, and careful towage services. Our quality management system involves an integration of the tugboat crews with shore staff and the aim of improving the services we make available to clients even more, while also incorporating education for use in systematically improving the techniques of the crews. We have acquired ISO9001 certificate and intend to constantly improve our services.



## Environment

In order to minimize the burden on the marine and global environment as a result of our business activities and to meet our clients' needs for Green Procurement, Tokyo Kisen is implementing an environmental management system and has acquired ISO14001. Our environment policies include energy conservation, reduced emissions of hazardous substances, the recycling of waste, and the development and introduction of eco tugs. In September 2013, we launched Ginga, a diesel-diesel electric hybrid harbor tugboat (non-battery type) at the port of Yokohama and Kawasaki.



Hybrid tugboat GINGA

# The Network of Tokyo Kisen

Tokyo Kisen has been expanding its towage service network both in Japan and abroad.

## International businesses

Tokyo Kisen runs the South China Towing Company, which was established in 1987 as a joint venture towage company between Singapore's PSA Marine, Mitsui O.S.K Lines, Ltd., and Tokyo Kisen in Hong Kong, one of the world's largest container ship ports. The company has established the position in the Hong Kong harbor tug market of being the second-largest towage company in the region. The company in turn runs the Beibu Gulf Towing (Fangchenggang) Company in mainland China as a joint venture towage company with the local governmental port company at Fangchenggang in the Guangxi Zhuang Autonomous Region, located at the entrance to inland China, and close to the border between China and Vietnam, thus meeting significantly increasing demand for towage services within the rapidly developing port.

Fuji Kaiji Co., Ltd., another company we have invested in, has been brokering and exporting marine equipment and small vessels, including tugboats, since first being founded in 1969. The company has access to a wide network of towage companies throughout both Japan and abroad, and enjoys an extremely good reputation with its clientele.

## Network of towage companies

Toko Service Co., Ltd., a group company, provides shipping agent services, marine disaster-prevention, and water taxis in addition to harbor towage services. Pacific Marine Services Co., Ltd., in which we have invested, offers in association with us a watch boat service through its high speed boats, a service that also constitutes part of our service network coverage in Tokyo Bay.

Furthermore, Bosai Tokushu Eisen Co., Ltd. has a watch boat service available around Chiba's sea-berths and hazardous-materials berths.

We also own other joint venture towage companies based in ports throughout Japan, and have developed business ties with them through providing support and capital investment when they are incorporated.





# Crew Transfer Vessel Services

Tokyo Kisen is Japan's pioneering operator of crew transfer vessels for offshore wind farms.

Crew transfer vessels (CTVs) alternatively known as wind farm support vessels (WFSVs); which are transfer vessels designed and built for the specific purpose of safely transporting and transferring operation and maintenance (O&M) technicians to and from offshore wind farm facilities under rough metocean conditions. CTVs are indispensable for efficient and flexible O&M activities of offshore wind farms.

As Japan's pioneering operator of CTVs, Tokyo Kisen have been operating JCAT ONE, Japan's first-ever CTV, since December 2013 at the Fukushima Floating Offshore Wind Farm Demonstration Project.

Tokyo Kisen developed PORTCAT ONE, a smaller class of CTV that is suitable for inside the port or near-shore wind farms being planned in many

places throughout Japan.

From January 2016 to January 2017, Tokyo Kisen operated PORTCAT ONE for a Wind Power Generation System project off the Pacific coast of Choshi. The vessel has a record of operation in the Fukushima floating offshore wind farm. Since October 2018, it has been used in the Next Generation Floating Offshore Wind Power demonstration project in Kitakyushu.

Tokyo Kisen has gained knowledge in such areas as the CTV design, vessel motions, ship maneuvering and O&M operations of CTVs. It is our intention to continuously conduct R&D in collaboration with experts globally and contribute to safe and efficient O&M and construction of offshore wind farms throughout Japan. For this purpose, we will aim to establish locally rooted operations.



# Marine Businesses of Group Companies

Tokyo Kisen's group companies provide a diverse range of other marine businesses.

## Marine logistic support

The Port Service Corporation provides 'Business to Business' logistical support to maritime community customers through operating water taxis 24 hours every day of the year, thus connecting ports and harbors throughout Tokyo Bay, while also providing mooring and watch boat services.

## Passenger ships

The Port Service Corporation also runs the sightseeing boats 'Marine Rouge' and 'Marine Shuttle,' and the 'Sea Bass' water taxi within the Port of Yokohama for the convenience and pleasure of both tourists and local residents. The Tokyowan Ferry Co., Ltd. provides a regular car ferry service between Kurihama in Kanagawa Prefecture and Kanaya in Chiba Prefecture. The ferry service connects the Keihin district and Southern Peninsula and is for use by the large number of business commuters and tourists in the region.



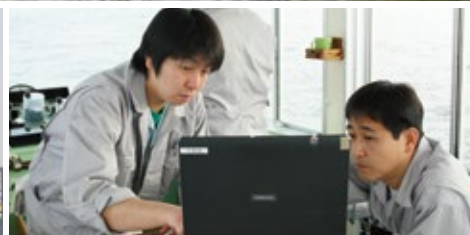


# History of Tokyo Kisen

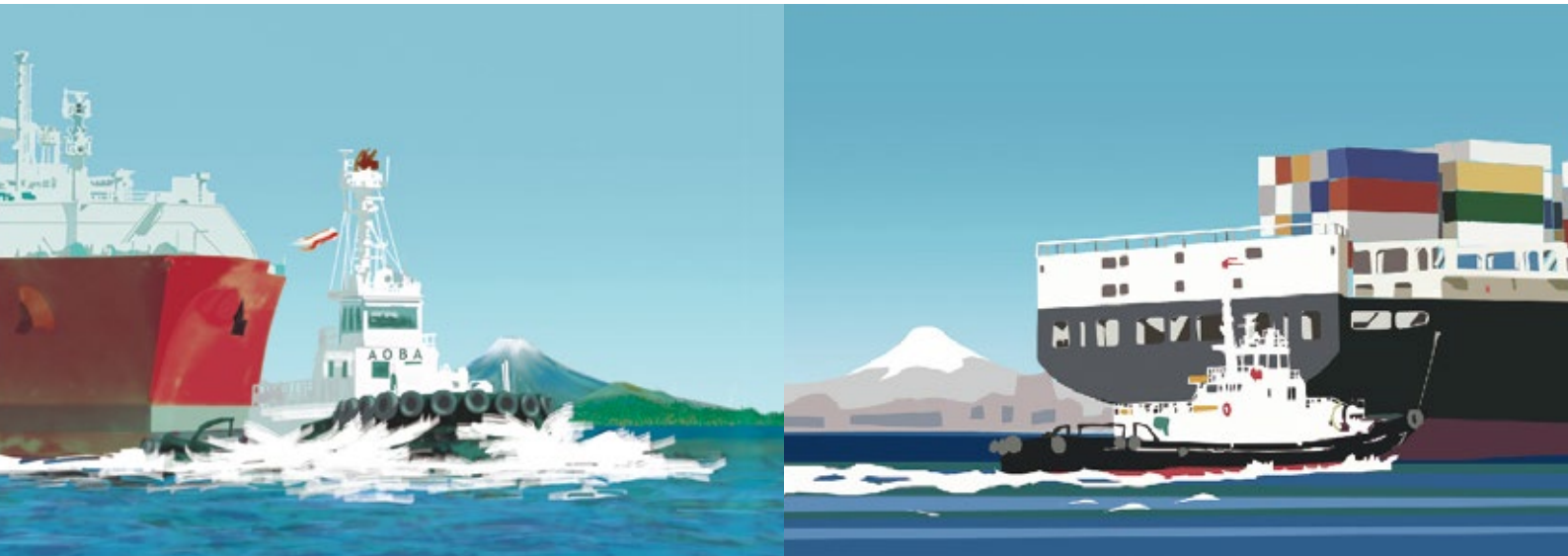
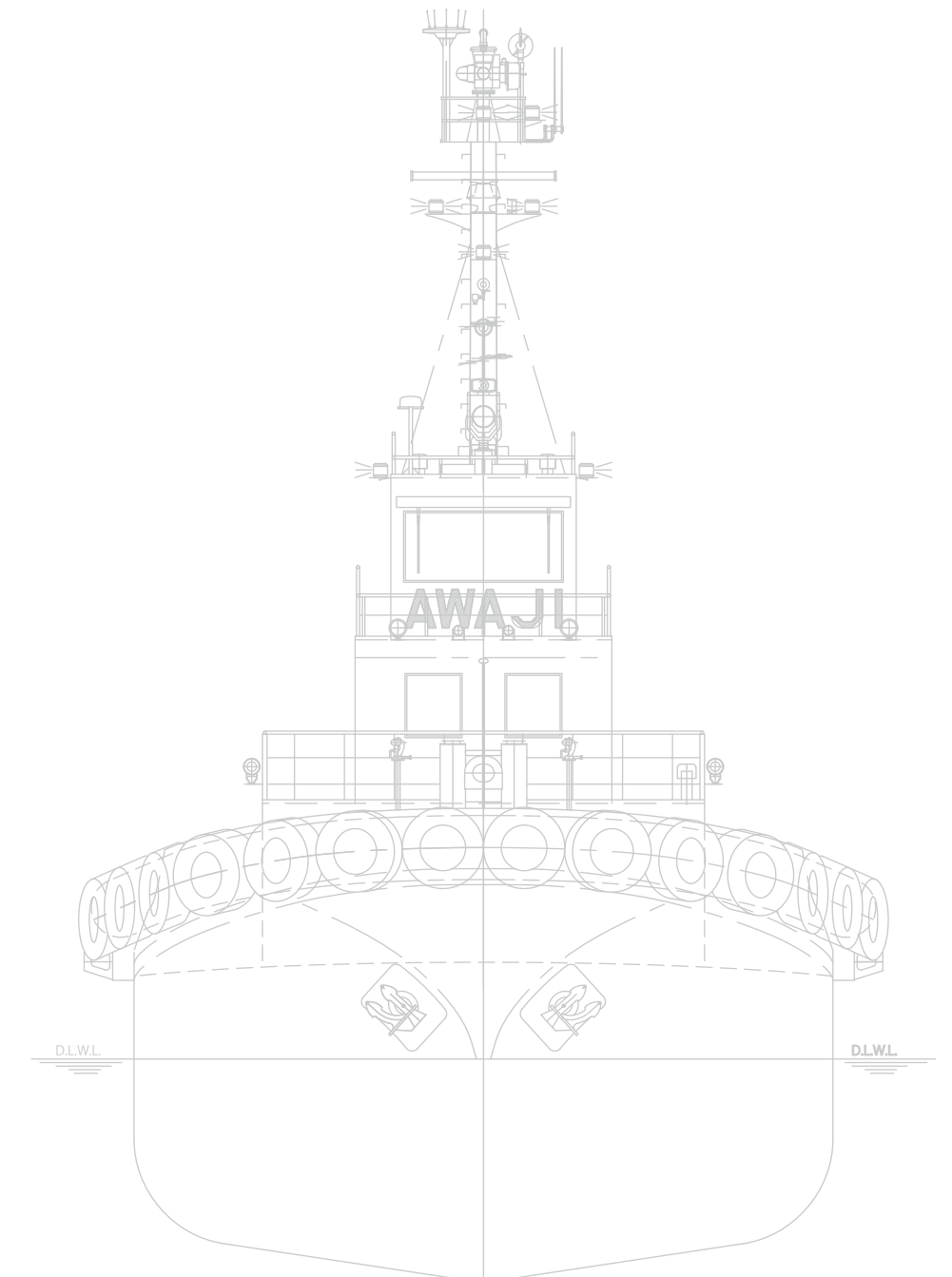
- |           |   |
|-----------|---|
| May 1947  | Company founded with a capital of ¥150,000, registered head office in Suginami-ku, Tokyo.   |
| Mar. 1949 | Commenced tugboat operations at Port of Yokohama.   |
| Feb. 1956 | Capital-participation with the harbor traffic boat service firm, Toko Tsusen Co., Ltd. at Tokyo Port (present Toko Service Co., Ltd.)   |
| Dec. 1956 | Commenced tugboat operations in Chiba Port.   |
| Jun. 1957 | Jointly established the Port Service Corporation at Yokohama Port and transferred harbor traffic boat business to the company. .  |
| Jun. 1957 | Jointly established Yokohama Eisen Co., Ltd. (present Yokohama Kawasaki Tug-Boat Co., Ltd.) at Yokohama Port and outsourced parts of the towage operation in the Port of Yokohama.                        |
| Dec. 1959 | Commenced tugboat operations in Yokosuka Port.  |
| Sep. 1962 | Stock listed on the Second Section of the Tokyo Stock Exchange.   |
| Dec. 1963 | Passenger ship business transferred to Tokyo Wan Ferry Co., Ltd., and joined in on capital participation.   |
| Jun. 1964 | Commenced tugboat operations at Mitsui Engineering & Shipbuilding Co., Ltd. in Chiba.   |
| Dec. 1965 | Jointly established Tohoku Eisen Co., Ltd. at Iwaki, Fukushima. (Management integrated with another company in the same business in March 1978, and at present Fukushima Kisen Co., Ltd.)                 |
| Nov. 1967 | Jointly established Nishi Nihon Tug Service Co., Ltd. (present Nihon Tug-Boat Co., Ltd.)  |
| Dec. 1968 | Jointly established Sendai Wan Port Service Co., Ltd. at Shiogama, Miyagi. (Management integrated with other companies in the same business in July 1977, and at present Miyagi Marine Service Co., Ltd.) |
| Nov. 1969 | Japan's first LNG vessel "Polar Alaska" called at Negishi.  |
| Dec. 1969 | Jointly established Fuji Kaiji Co., Ltd., ship exporter and broker.   |
| Dec. 1969 | Commenced operation of pilot boats at the entrance of the Tokyo Bay.  |
| Jan. 1971 | Jointly established Chiba Tokushu Eisen Co., Ltd. (present Bosai Tokushu Eisen Co., Ltd.)   |
| Feb. 1972 | First Z-peller tugboat "Akashi Maru" constructed.   |
| Apr. 1972 | Jointly established Kita Nihon Tug Service Co., Ltd. at Tomakomai Port, Hokkaido.   |
| Jun. 1972 | Established Uraga Marine Service Co., Ltd., which was entrusted with the joint dispatching of escort tugboats along the Uraga Channel and Yokosuka bay pilots.  |
| Jul. 1973 | Maritime Traffic Safety Act implemented.  |
| Jan. 1975 | Entrusted with operation of the Marine Disaster Prevention Center at its Yokosuka Base.   |
| Nov. 1975 | Head office moved to the Industry & Trade Center Building, Yamashita-cho, Naka-ku, Yokohama.  |
| Jan. 1984 | Commenced operation at the LNG berth of Higashi-Ogishima Thermal Power Station, Tokyo Electric Power Company.   |
| Dec. 1986 | Emergency dispatch for volcanic eruption at Mt. Mihara on Izu-Oshima Island.  |
| Mar. 1987 | Jointly established South China Towing Company in Hong Kong for tugboat operations.   |
| Jan. 2004 | South China Towing Company established the joint venture company Beibu Gulf Towing (Fangchenggang) Company at Fangcheng Port in Guangxi province in China and commenced operations.                       |
| Sep. 2013 | Ginga, a diesel-diesel electric hybrid harbor tugboat (non-battery type), launched at the port of Yokohama and Kawasaki.  |
| Dec. 2013 | Commenced operation of JCAT ONE, Japan's first crew transfer vessel for offshore wind farm commenced for the Fukushima Floating Offshore Wind Farm Demonstration Project.                                 |
| Dec. 2015 | Commenced operation of PORTCAT ONE, the first Japan-built crew transfer vessel for Wind Power Generation System project off the coast of Choshi.  |











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