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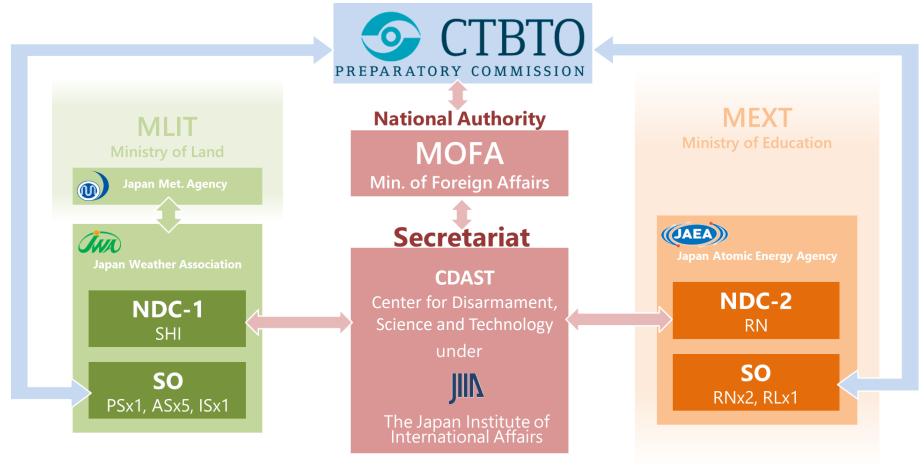
# Upgrade project of five auxiliary seismic stations in Japan and how the COVID-19 limitations and restrictions were overcome.

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IMS Stations Operator of JNU, JOW, JHJ, JKA and JCJ

## CTBT National Operation System in Japan





Japan Weather Association (JWA) is working as CTBT National Data Centre-1 (NDC-1) of Japan. JWA is in charge of analysis on waveform data, operation and maintenance of seismic and infrasound stations in Japan as Station Operator (SO).

## IMS facilities in Japan





#### NDC-1

Primary Seismic Station

MJAR (PS22): Matsusiro

**▲** Auxiliary Seismic Stations

JNU(AS51): Ohita

JOW(AS52): Kunigami

JHJ(AS53): Hachijojima

JKA(AS54): Kamikawa-asahi

JCJ(AS55): Chichijima

Infrasound Station

<u>I30JP(IS30)</u>: <u>Isumi</u>

#### NDC-2

Radionuclide Stations

JPP37(*RN37*) : Okinawa

JPP38, JPX38(RN38) : Takasaki

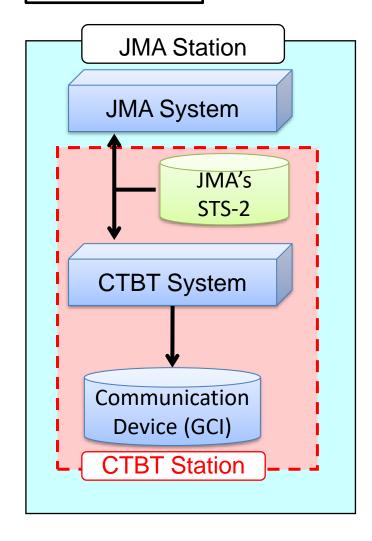
**★** Radionuclide Laboratory

JPL11(RL11): Tokai

### Previous System at Japanese AS stations



#### Before



- AS stations used to branch the signals of the broadband sensors (STS-2) owned by the Japan Meteorological Agency (JMA) and were using these signals as IMS data.
- But it turned out that there are some difficulties in sensor calibration from the CTBT side equipment with technical surveys conducted several times in the past.

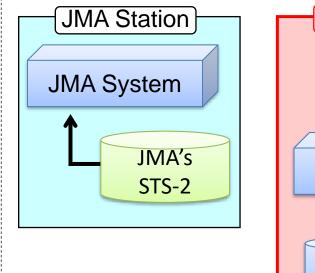


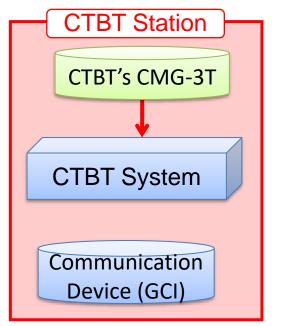
In order to carry out the calibration efficiently, it is necessary to prepare the CTBT unique sensors separately from the sensors of the JMA.

## Current System at Japanese AS stations



After





- The new sensors for CTBT were installed near the existing observation sites
- Guralp CMG-3T, broadband sensor

JNU(AS51): Oita



JHJ(AS53): Hachijojima







### **COVID-19** restriction



- IMS staff couldn't come to Japan.
  - We had a plan of 2 sites visiting together on April 2020.
- On-site work by NDC-1 staff was postponed.
  - Travel from our office, Tokyo was restricted.
  - We had to reschedule the travel plan.
- The state of emergency began in early April 2020 and lasted almost two months. It ended at the end of May 2020.
- Travel limitation at all time of 2020 due to reduced flights.

# Actual upgrade schedule



											_
	Mar 2020	Apr 2020	May 2020	Jun 2020	Jul 2020	Aug 2020	Sep 2020	Oct 2020	Nov 2020	Dec 2020	State of emergency
											SO on-site work (Including baggage
JNU											transport)
JOW					<b>\</b>						Construction work by local contractor
JHJ											Electrical construction work
JKA											
JCJ											

Some construction works have finished before Mar 2020.

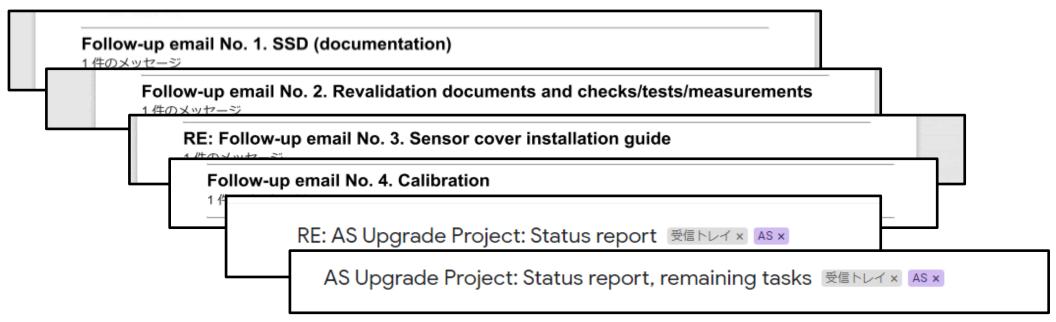
- There were some difficult to adjust schedule with the influences of COVID-19.
- After the state of emergency, we promptly performed on-site work at one location per a month.



# Coordination against COVID-19

Close communication with IMS staff by email.

A part of email example



 A lot of remote support by IMS staff from Vienna, including during SO on-site working.

# **Coordination against COVID-19**

#### **Communication with IDC**

- Use of IRS (PR, OR, CCN)
- Rescheduling of annual calibration.

#### **Communication with authorized people**

- Local people understanding for our site visiting from Tokyo.
  - Usually, there are more COVID-19 infections in Tokyo than in other areas and we concerned local people feeling.
  - PCR test before going to JCJ.
- Local sub-contractor cooperative work.
  - Flexible schedule adjustment and their speedy work.
- GCI sub-contractor's cooperation at JHJ and JKA.
  - Urgent arrangement of an engineer for our site visit.
- Japan Meteorological Agency (JMA)'s cooperation
  - We are sharing the site at some stations and sometime need their witness.

There were many cars of the contractors at JKA during on-site work.

## Concluding remarks



- NDC-1 performed Japanese AS upgrade last year.
- We have suffered from the COVID-19 restrictions at various phases but adapted the appropriate response.
- The good things about our process are close communication with PTS and nice contribution of local contractors.