

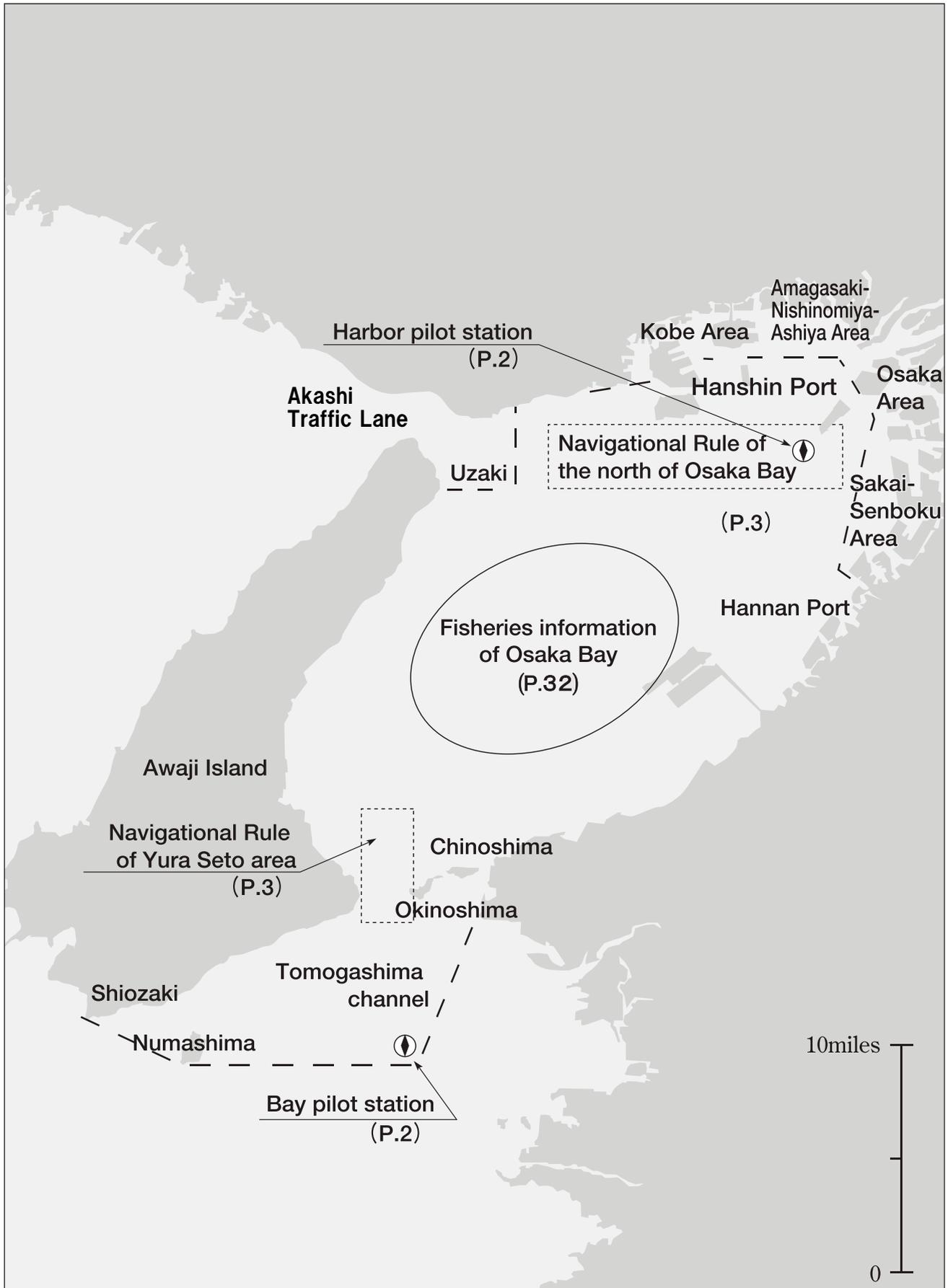
Port of Osaka Entrance and Departure Manual



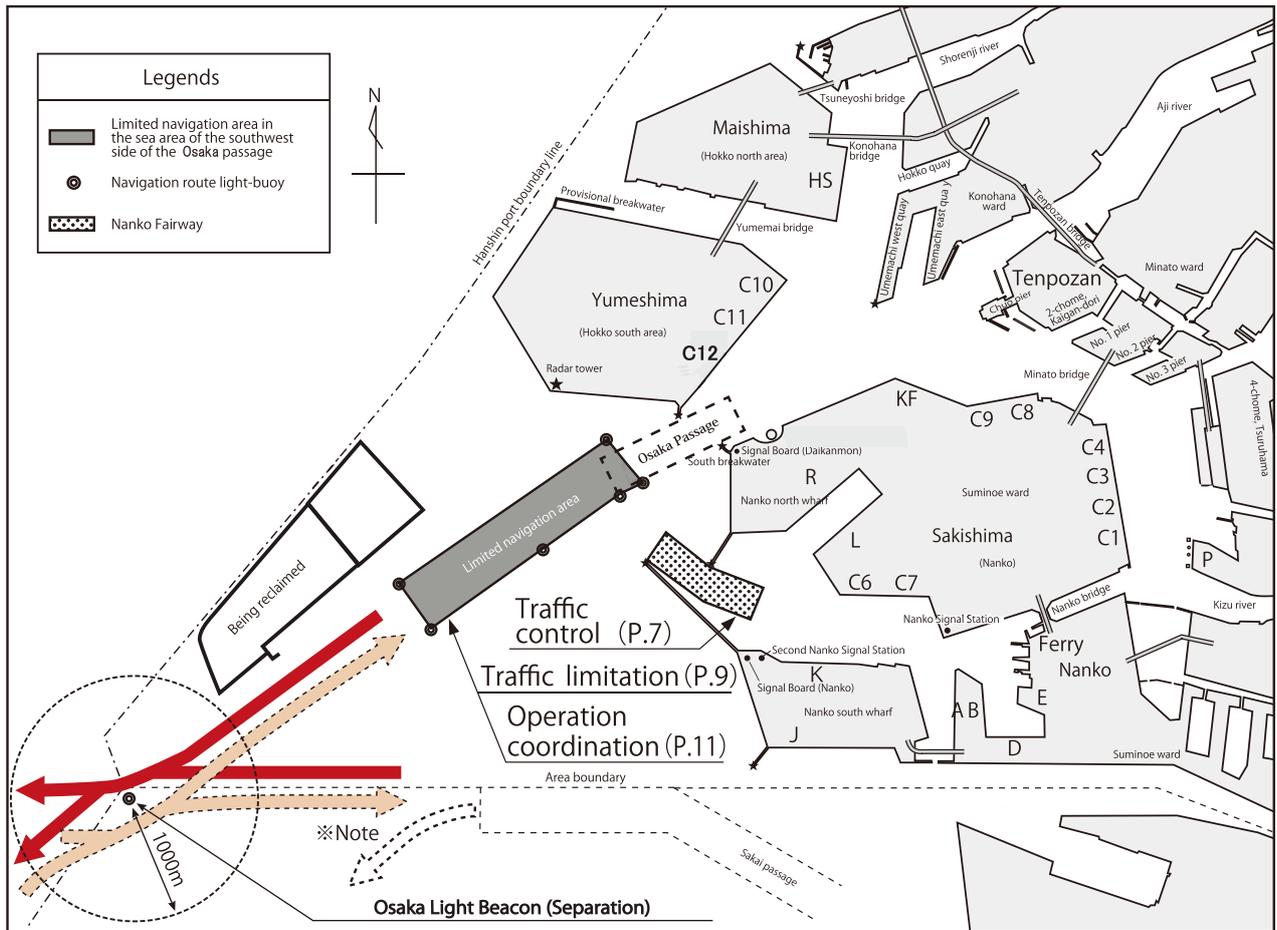
OSAKA PORTS AND HARBORS BUREAU

THE OSAKA HARBOR INFORMATION CENTER
FOR SECURITY OF SHIP NAVIGATION

Osaka Bay



Hanshin Port (Osaka Area)



● Navigational rule nearby Osaka Light Beacon (Separation Beacon)

- ① Any ship entering or leaving the Osaka Area of Hanshin Port is requested to pass this beacon on ship's port side (lat. $34^{\circ} 36' 25.8''$ N and long. $135^{\circ} 20' 18.2''$ E).
- ② No ship is allowed to anchor within a radius of 1 km of this beacon.

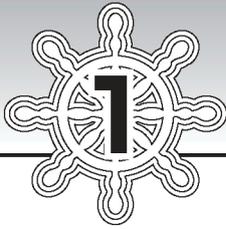
※ Note : Ships from Sakai may change to Tomogashima at the end of Sakai passage with due attention to anchored ships.

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Revision History

List of Port Authorities for checking information



General notice

Any ship entering or leaving the Osaka Area of Hanshin Port is requested to abide by the governing Port Regulations Law, relevant enactments, and the instructions of this manual and prevent any accident in Hanshin Port.

(1) General requirements for arrival and departure

- ① Keep this manual in the wheelhouse and the Master and all the crewmembers must abide by the instructions.
- ② Maintenance of charts
Keep the following charts with proper corrections according to the latest Notice to Mariners: W123, W150 A, and W1103, along with W1146 and W1148 depending on the berth.
- ③ Tune into international VHF channels
Always watch VHF channel 16, and respond to calls from other stations.

| Station name | Call/Response | Communication Mainly use the channels specified in the parentheses | Remarks |
|------------------|---------------|--|--|
| Kobe Hoan | Ch 16 | Ch 12 | Communication with Coast Guard (Captain of Port) |
| Osaka Martis | Ch 16 | Ch 13, Ch 14 and Ch 66 | Communication for Nanko fairway |
| Osaka Port Radio | Ch 16 | Ch 11, Ch 12, Ch 18 (Ch 19), and (Ch 20) | Communication with Harbor Administrators |

(2) Mooring

- ① When berthing, follow the shore instruction such as,
Bridge Mark : "N" Flag in a day, Blue flashing light in the night.
Other requirements by shore staff at berth.
- ② In case of dropping anchor for berthing, anchor chain should be kept in slack condition after mooring.
- ③ Do not make any damage to the port facilities during berthing/unberthing operation.
Ship master shall take all responsibilities to this damage.
- ④ Master shall arrange Tug boat, Mooring boat, Patrol boat, etc. for supporting to the mooring operation, if required.

(3) Pilotage

- ① Osaka Bay is a compulsory pilotage area. Any ship with 10,000 gross tons or over must employ a pilot. Contact the **OSAKAWAN PILOT' S ASSOCIATION** when ordering a pilot (see Page 2).
- ② When passing around the pilot stations, pay the utmost attention to large-sized vessels that may reduce their speeds when they approach the pilot stations for the embarkation or disembarkation of pilots.

Contact Information on OSAKAWAN PILOTS' ASSOCIATION

○ Office

1-5 Hatobacho, Chuo-ku, Kobe 650-0042

Telephone : 078-321-2200

Fax : 078-321-5301

E-mail : operation@osakawanpilot.jp

URL : <https://www2.osakawanpilot.jp/agent/>

○ Pilot stations

(The latitude and longitude are according to the World Geographic Coordinate System.)

1. Osaka Area of Hanshin Port

(1) For ships to be quarantined at the Osaka quarantine anchorage.

Quarantine anchorage

(2) Other ships

Around 2 miles to the west of the Sakai passage.

2. Osaka Bay excluding Osaka Area of Hanshin Port

(1) Off Tomogashima

Around 7.0 miles to the south of the Tomogashima Lighthouse (approx. lat. 34° 10.2' N and long. 134° 59.8' E)

(2) Off Wadamisaki (where the ship is taken over by an inland sea pilot)

Around 4.0 miles at a bearing of 202 degrees from the Kobe Lighthouse.

(3) When sailing from each port area

Around the harbor limit of each port area or before the ship leaves the berth.

○ Precautions to be taken by the ship

Please note that a message may be sent by VHF to request the ship to move to another suitable place for the boarding of a pilot in the event a pilot can not go on board the ship at the ordinary location due to stormy weather.



Traffic rules

(1) Osaka bay

① Between Osaka Area and Akashi Traffic Route

All ship are requested to pass following buoys on ship's port side.

Kobe Offing Light Buoy No.1, No.2

Akashi Kaikyou Traffic Route Toho Light Buoy

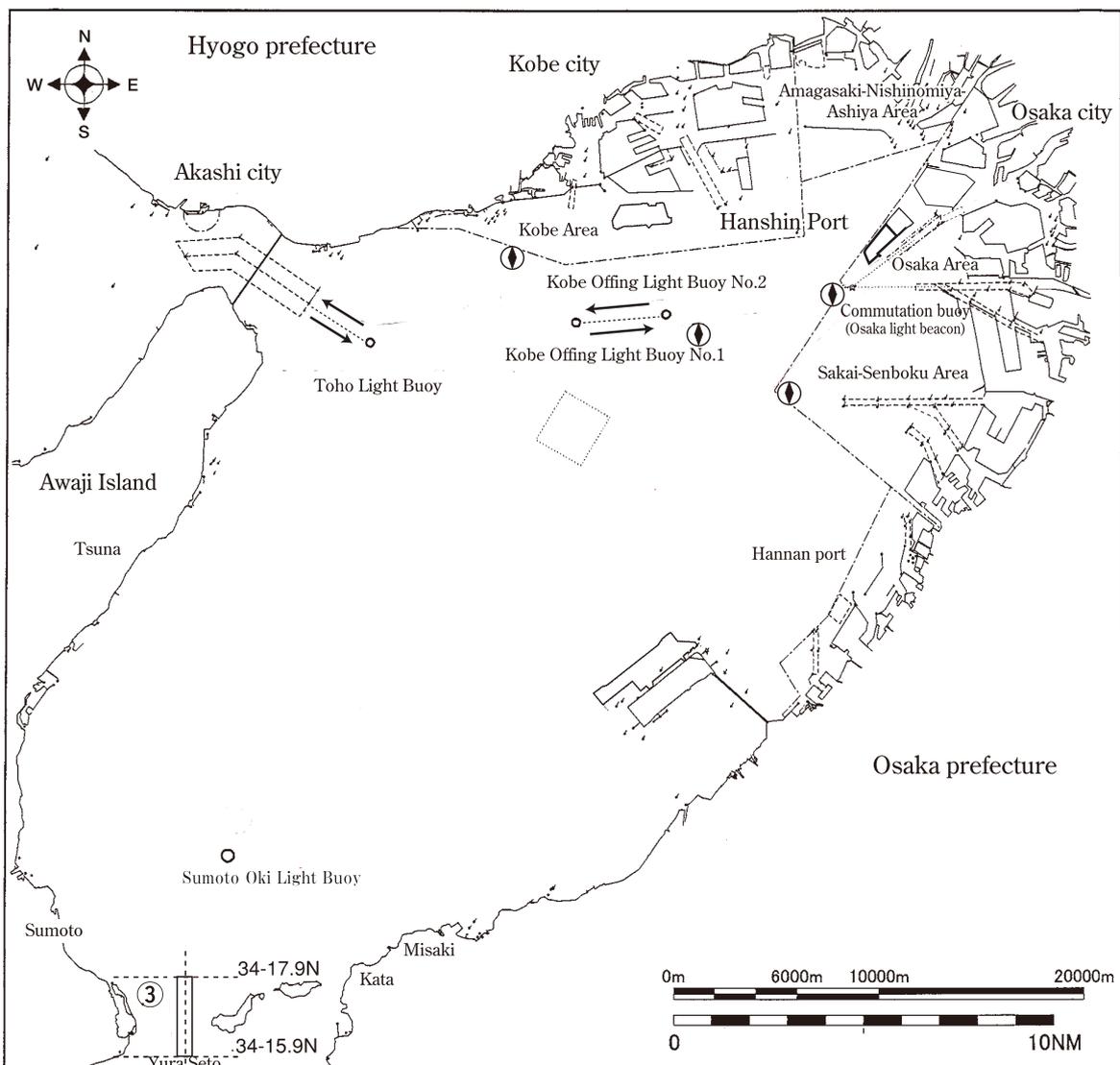
② Off Sumoto

All ship are requested to pass Sumoto Oki Light Buoy on ship's port side.

③ Tomogashima Channel

All ship are requested to navigate right side of this channel.

(150 meters or more from the Longitude 134-58.8E between Latitude 34-15.9N and 34-17.9E)



(2) Osaka Area of Hanshin Port

- Major rules set forth in Port Regulations Law

Port Regulations Law is enacted, as a special law to prevent maritime collisions, for the purpose of maintaining safety of ships' traffic and traffic control in inner harbors by means of setting special rules for the narrow water areas in inner harbors.

① Designation of anchorage positions (Article 5 of Port Regulations Law)

In order to moor at mooring buoys, piers, quays, other facilities for mooring of ships, etc., ships of the gross tonnage of 500 tons or over, who are anchoring in Osaka harbor, must have designation of the anchorage position (See anchorage positions, Page 5) from the Captain of Osaka Area Hanshin Port.

② Limitation for moving (Article 7 of Port Regulations Law)

Except for miscellaneous ships or boats, all ships should not move from the designated anchorage position before having permission from the Captain of the port, Osaka Area.

③ Navigation route and method

● Navigation route (Articles 11 & 12 of Port Regulations Law)

(a) Except for miscellaneous ships or boats, all ships entering or leaving Hanshin Port (Osaka Area) must go through the designated navigation routes (Osaka passage, Sakai passage); except for the cases that a ship is seeking refuge from a sea disaster, or a ship is under unavoidable circumstances.

(b) Except for the cases as described below, ships should not lie at anchor or release the mooring rope with the tugboat.

- When seeking a refuge from a sea disaster
- When losing control of navigation
- When engaged in rescue work for another ship in the danger of human life or in an emergency case
- When having permission from the Captain of the port, Hanshin

● Navigation method (Articles 13, 15, 16, 17 & 18 of Port Regulations Law)

(a) Ships entering or leaving the navigation route should not hinder the course of other ships' sailing in the navigation route.

(b) Ships should not go through the navigation route standing side by side with each other.

(c) When two ships meet in the navigation route, they must pass each other keeping to the right.

(d) Ships should not go ahead of other ships in the navigation route.

(e) If an incoming steamship may meet an outgoing steamship at/near a breakwater, the incoming steamship should not hinder the course of the outgoing steamship.

(f) In the inner harbor and the vicinity of the boundary line of the harbor, ships must sail in a moderate speed to avoid danger to other ships. (Ships must sail in a moderate speed to avoid waves to be caused by their sailing; otherwise such waves may cause dangers such as hindering control of the helm of other ships, giving damages to other ships or their cargoes, cutting mooring ropes of other ships, etc.)

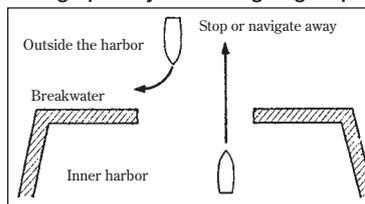
(g) When a ship is sailing along a breakwater, a wharf, a tip of any structure, or an anchored ship; if it is located over the ship's starboard side, the ship must sail along it as close as possible. On the contrary, if it is located over the ship's port side, the ship must sail keeping away from it as far as possible.

(h) In the inner harbor, the miscellaneous ships should not sail the course allowed for the ships other than the miscellaneous ships; and the small ships (of the gross tonnage of 500 tons or less) should not sail the course allowed for the ships other than the miscellaneous and small ships. The large ships (of the gross tonnage of over 500 tons) must hoist an international signal flag/numeral pennant No. 1.

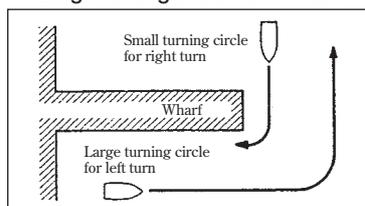
④ Route signaling

A ship entering from Limit to Berth or moving (in the inner harbor) must show a route signal. (See Route Signals, Page 6)

◎ High priority to an outgoing ship

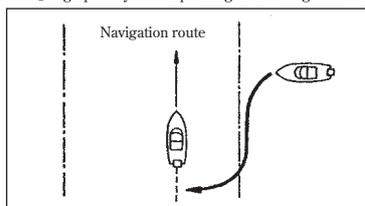


◎ Small turning circle for right turn, Large turning circle for left turn

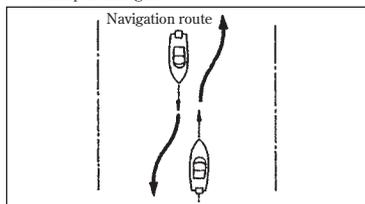


◎ Navigation method in the navigation route

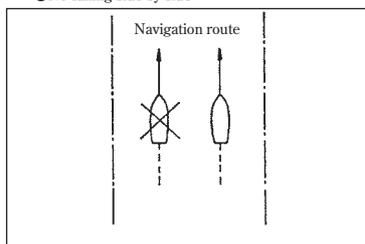
● High priority to a ship sailing in the navigation route



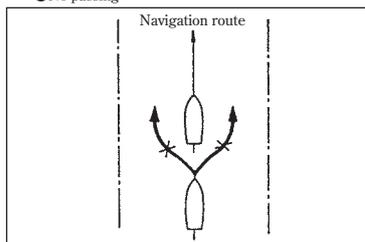
● Keep to the right



● No sailing side by side



● No passing



- ◎ High priority to larger ships
- Small ships of less than 500 tons or miscellaneous ships must move away from larger ships.

- ◎ Moderate speed for safety of other ships
- Sail in a moderate speed to avoid dangers to other ships

Harbor sections in Osaka Area of Hanshin Port, and No. 7 section anchorage of Sakai-Senboku Area



Note 1. Anchorages in Osaka Area, the number of anchorages, and the allowable anchorage time

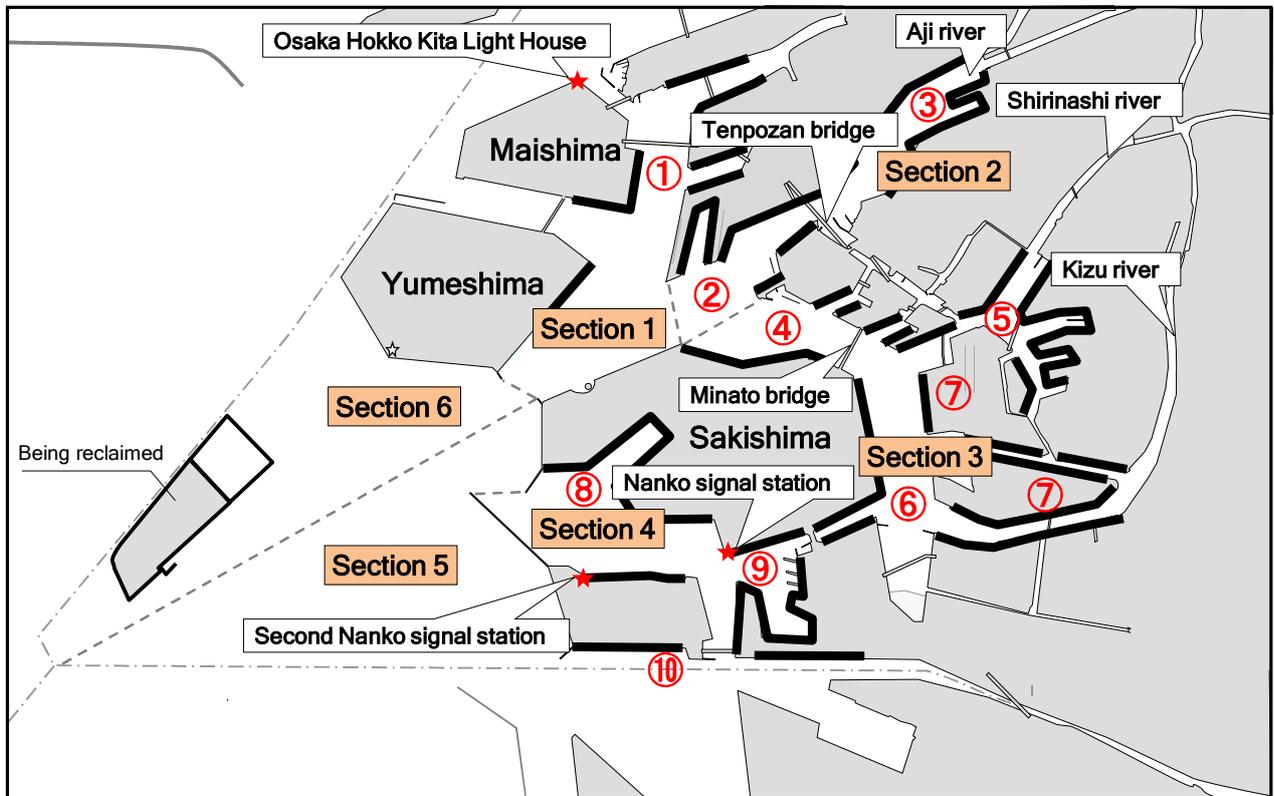
Section 5 - 11 anchorages As a rule, the allowable time is within 48 hours. ※
 ※ The allowable time is extended to 72 hours as a trial.

2. Anchorages available in Sakai-Senboku Area for ships before entering in Osaka Area

| | |
|---------------------------------------|------------------------------|
| 7-S (Designated sea surface position) | |
| 7-13 (34-36-04N, 135-21-22E) | 7-25 (34-36-00N, 135-20-47E) |
| 7-14 (34-35-39N, 135-21-23E) | 7-26 (34-35-34N, 135-20-26E) |
| 7-15 (34-35-13N, 135-21-23E) | 7-27 (34-35-08N, 135-20-04E) |
| 7-21 (34-35-34N, 135-20-57E) | 7-28 (34-34-40N, 135-19-43E) |
| 7-22 (34-35-06N, 135-20-43E) | 7-31 (34-35-35N, 135-19-47E) |
| 7-23 (34-34-38N, 135-20-22E) | |

Course Signals

| Signals | Course Code | Meaning of signal Flag | |
|------------------------|-------------|---|---|
| No. 2 substitute, H | >JP OSA H | Sailing for a mooring facility in Section 1 | ① |
| No. 2 substitute, 2, T | >JP OSA 2T | Sailing for a mooring facility located in the west of Tenpozan bridge of Section 2 | ② |
| No. 2 substitute, 2, A | >JP OSA 2A | Sailing for a mooring facility located in the east of Tenpozan bridge of Section 2 | ③ |
| No. 2 substitute, 3, W | >JP OSA 3W | Sailing for a mooring facility located in the west of Minato bridge of Section 3 | ④ |
| No. 2 substitute, 3, E | >JP OSA 3E | Sailing for No.5, 6, 7 or a quaywall located in the east of Minato bridge | ⑤ |
| No. 2 substitute, 3, C | >JP OSA 3C | Sailing for Nanko Container Pier, I quaywall or G quaywall located in the east of Minato bridge Section 3 | ⑥ |
| No. 2 substitute, 3, K | >JP OSA 3K | Sailing for a mooring facility located in the west of Minato bridge of Section 3 (excluding No.5 - 8 quaywall, a mooring facility in Shirinashi river or Taisho inner port, Nanko Container Pier, I quaywall, and G quaywall) | ⑦ |
| No. 2 substitute, 4, N | >JP OSA 4N | Sailing for a mooring facility located in the north of the line connected between Nanko signal and the light house at Nanko north breakwater in Section 4 | ⑧ |
| No. 2 substitute, 4, S | >JP OSA 4S | Sailing for a mooring facility in Section 4 (excluding mooring facilities located in the north of the line connected between Nanko signal station and the light house at Nanko north breakwater) | ⑨ |
| No. 2 substitute, 5 | >JP OSA 5 | Sailing for a mooring facility in Section 5 | ⑩ |
| | >JP OSA XX | Purposes other than stated above course in the port | |
| | >JP OSA OFF | For the case that the ship is going to anchor in the Osaka Area of Hanshin port or in the vicinity of the boundary | |



Traffic control

According to Article 38 of Port Regulation Law, navigation control is carried out in the waterways of Osaka Area Hanshin Port as listed below.

| Name of signal stations | Controlled waterway area |
|--|--|
| Nanko signal station { 34-37-20 N { 135-25-20 E Second Nanko signal station { 34-37-13 N { 135-24-09 E | 【Nanko Fairway】 1 Position 113 degrees, 570 meters from the Osaka Nanko North Breakwater Lighthouse. 2 Position 213 degrees, 70 meters from the Osaka Nanko North Breakwater Lighthouse. 3 Position 298 degrees 30 minutes, 520 meters from the Osaka Nanko North Breakwater Lighthouse. 4 Position 141 degrees, 660 meters from the Osaka Nanko North Breakwater Lighthouse. 5 Position 204 degrees 380 meters from the Osaka Nanko North Breakwater Lighthouse. 6 Position 269 degrees 30 minutes, 620 meters from the Osaka Nanko North Breakwater Lighthouse. |

Note : Vessels of 5,000 tons gross and more shall inform Osaka Coast Guard Office of the ETA when coming in, or of the ETD when going out, through the Nanko Fairway, by noon on the day before.

Location of, and Signals and their Meanings used by, Nanko Signal Station and Second Nanko Signal Station

| | | | |
|---|---|--|--|
| Nanko Signal Station | Position | 34 degrees 37 minutes 20 seconds North, 135 degrees 25 minutes 20 seconds East | |
| Displayed on the Signal board facing towards 120 degrees, and 210 degrees | | | |
| Second Nanko Signal Station Position | Position | 34 degrees 37 minutes 13 seconds North, 135 degrees 24 minutes 09 seconds East | |
| Displayed on the Signal board facing towards 55 degrees, 275 degrees, and 355 degrees | | | |
| Way of Signaling | | Meaning of Signal | |
| Flickering of character I |  | Ingoing vessels have permission to proceed inward. Outgoing vessel of 500 tons gross or more shall stop sailing and wait. Outgoing vessel of less than 500 tons gross has permission to sail outward. | |
| Flickering of character O |  | Outgoing vessels have permission to sail outward. Ingoing vessel of 500 tons gross or more shall avoid the courses for outgoing vessels and wait outside the fairway. Ingoing vessel of less than 500 tons gross has permission to proceed inward. | |
| Flickering of character F |  | Ingoing vessel of 5000 tons gross or more shall avoid the courses for outgoing vessels and wait outside the fairway. Outgoing vessel of 5000 tons gross or more shall stop sailing and wait. Ingoing and outgoing vessel of less than 5000 tons gross has permission to proceed inward or outward. | |
| Alternate flickering of characters X and I |  | Ingoing and outgoing vessels underway inside the fairway have permission to proceed inward and outward. Ingoing and outgoing vessels of 500 tons gross and more outside the fairway shall avoid courses of ingoing and outgoing vessels underway within the fairway and wait outside the fairway. Ingoing or outgoing vessels of less than 500 tons gross have permission to proceed inward or outward. The signal will change to flickering of character I shortly. | |
| Alternate flickering of characters X and O |  | Ingoing and outgoing vessels underway inside the fairway have permission to proceed inward and outward. Ingoing and outgoing vessels of 500 tons gross and more outside the fairway shall avoid courses of ingoing and outgoing vessels underway within the fairway and wait outside the fairway. Ingoing or outgoing vessels of less than 500 tons gross have permission to proceed inward or outward. The signal will change to flickering of character O shortly. | |
| Alternate flickering of characters X and F |  | Ingoing and outgoing vessels underway inside the fairway have permission to proceed inward and outward. Ingoing and outgoing vessels of 500 tons gross and more outside the fairway shall avoid courses of ingoing and outgoing vessels underway within fairway and wait outside the fairway. Ingoing or outgoing vessels of less than 500 tons gross have permission to proceed inward or outward. The signal will change to flickering of character F shortly. | |
| Flickering of character X |  | Ingoing and outgoing vessels underway inside the fairway have permission to proceed inward and outward. Ingoing and outgoing vessels outside the fairway shall avoid courses of ingoing and outgoing vessels underway within the fairway and wait outside the fairway. The signal will change to lighting of character X shortly. | |
| Lighting of character X |  | Vessels except those which have instruction from the captain of port shall not sail inward or outward. | |

※ The Way of Signaling for Nanko Signal Station has been changed
 Flashing lights and objects used to be the way of signaling for Nanko Signal Station.
 Since March, 15th, 2018, it has been changed to the way to use flickering or lighting
 characters displayed on the signal board.

Restriction on Vessels' Traffic in Osaka Area

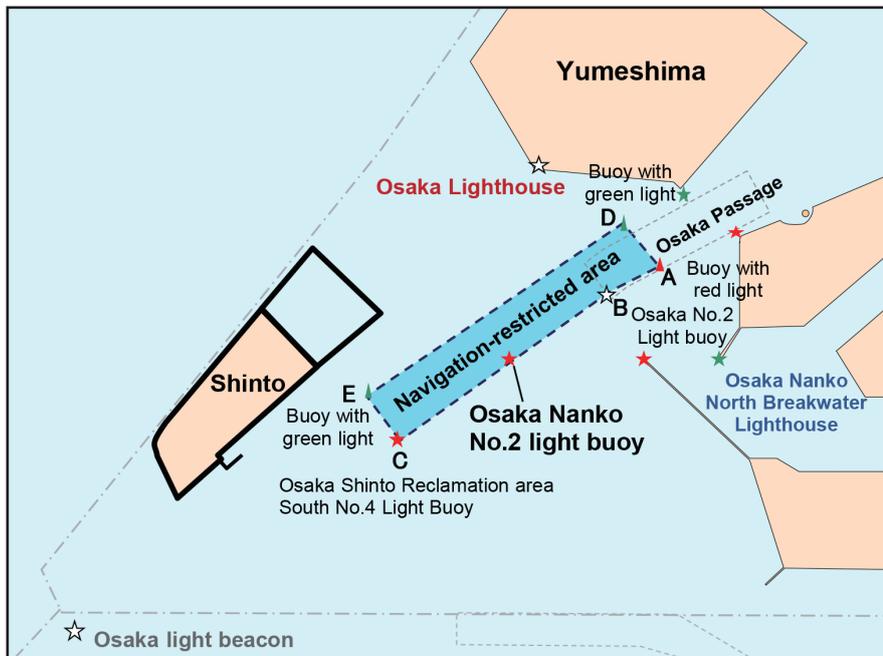
The Captain of Hanshin Port has restricted the traffic of vessels since May, 2013.

The restricted area is indicated as below:

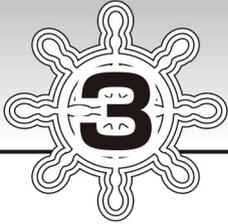
- area : Navigation restricted
- Any vessels intending to enter the restricted area from outside of the restricted area, or go outside from the restricted area, shall keep out of the way of the other vessel which is navigating the restricted area along the course of the area.
 - A vessel shall not, except in any of the following cases, cast anchor or release a vessel towed within the restricted area.
 - I. In a case where a vessel intends to avert an accident;
 - II. In a case where a vessel is engaged in rescue of human life or a vessel in imminent danger;
 - III. In a case where a vessel is under the permission of the Captain of the Port;
 - When two vessels are meeting on reciprocal courses within the restricted area, each shall pass on the starboard side of the area.

Administrative guidance on navigation of the restricted area

- When a vessel over 500 gross tons intends to navigate Osaka Passage, the vessel shall navigate the restricted area along the course of the area.
- A vessel over 500 gross tons which intends to depart from Osaka Nanko, shall navigate sighting Osaka Nanko No.2 buoy on her port side.
- In order to secure the navigational traffic safety of vessels in southwest area of Osaka Passage, no vessel over 500 gross tons can proceed in parallel with or overtake any other vessel in the navigation-restricted area.

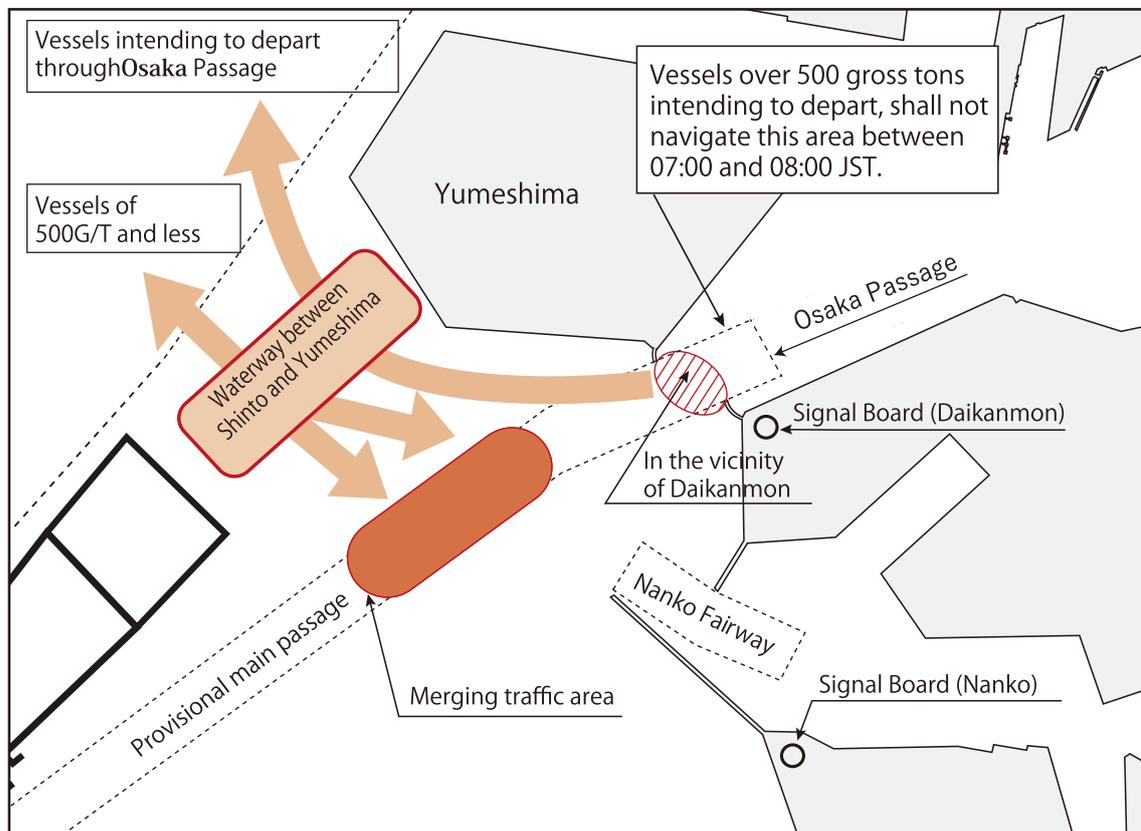


* The passage changed its name from "Inner Harbour Passage" to "Osaka Passage" due to change of its form(On April 1,2019)



Schedule adjustment

- (1) Schedule adjustment
- (2) A vessel over 500 gross tons intending to depart through Osaka Passage, shall not navigate in the vicinity of Daikanmon from 0700JST till 0800JST.
- (3) A vessel intending to depart through Osaka Passage, and/or A vessel of 500 gross tons and less is permitted to navigate the waterway between Yumeshima and Shinto construction work area of Osaka Ku section 6.
- (4) In order to prevent traffic congestion at DAIKANMON, INNER/OUTER PASSAGE, Port Authority shall request to change navigational schedule to the ship through OSAKA PORT



(2) Coordination

At the latest one day in advance, Hanshin Port Authority obtains information on the time schedule of ships of the gross tonnage over 500 tons who enter or leave the harbor and check the overall schedule to confirm that there is no risk of occurrence of such situations as described in above (1). If there is a risk, Port Authority will designate the ships to be controlled related to the navigation time schedule (hereinafter called "ships to be controlled") and the oncoming ships (hereinafter called "oncoming ships"); according to the following rules of control.

① General rule for controlling ships' navigation in the vicinity of Daikanmon

When it is expected that two ships as described in the table below will pass each other in the vicinity of Daikanmon, ○ marked ship will be controlled.

| Outgoing ship | Incoming ship |
|--|--|
| Ship of the gross tonnage of 10,000 tons or over | Ship of the gross tonnage of 10,000 tons or over ○ |
| ○ Ship of the gross tonnage of over 500 tons - less than 10,000 tons | Ship of the gross tonnage of 10,000 tons or over |
| Ship of the gross tonnage of 10,000 tons or over | Ship of the gross tonnage of over 500 tons - less than 10,000 tons ○ |

The ship to be controlled must adjust its sailing time schedule in order to avoid meeting with the oncoming ship in the vicinity of Daikanmon.

However, the above general rule may not be applied in the following cases.

- (a) When one ship leaves a berth and another ship comes to the same berth
- (b) When there is a ship sailing between Nanko Kanmon and Daikanmon for shifting to another berth
- (c) When there is an unavoidable reason in an emergency case

② General rule for controlling ships' navigation in the merging area

When there is a possibility that an incoming ship of the gross tonnage of over 500 tons sailing for Daikanmon and an outgoing ship of the gross tonnage of 5,000 tons or over departing from Nanko sailing according to the control by the Nanko signal station and Second Nanko signal station may pass with each other in the merging area, the former ship will be controlled and the latter ship will be regarded as the oncoming ship.

The ship to be controlled must adjust its sailing time schedule in order to avoid meeting with the oncoming ship in the merging area.



4 Communication and reporting

(1) Communication and Reporting

All ship which are entering or leaving Osaka Area Hanshin Port are requested to communicate with OSAKA PORT RADIO according to following instruction.

OSAKA PORT RADIO will inform you Berthing Schedule, Traffic Informations and other necessary informations on behalf of Port Authority.

| | |
|--|--|
| Calling channel : Ch16 Communicating channel : (Ch 20), (Ch 19), Ch 11, Ch 12, and Ch 18 * Mainly use the channels specified in the parentheses. | P.S. : Pilot Station B.W. : Break Water |
|--|--|

[When entering the harbor]

● Ships with a harbor pilot on board

| Reporting time | Information sent from the ship | Information sent from Port Radio |
|---|---|--|
| 1) at 2 hours before port entrance | · Estimated time of arrival at P.S. | · Pilot boarding time or requirement by Port Authority |
| 2) In case of any change | · Change of the estimated time of arrival at P.S. | · Pilot boarding time or requirement by Port Authority |
| 3) at 20 minutes before arrival at B.W. (A harbor pilot is on board) | · Estimated time of passing B.W. | · Traffic Information |

● Ships without a harbor pilot

| Reporting time | Information sent from the ship | Information sent from Port Radio |
|------------------------------------|--|--|
| 1) at 2 hours before port entrance | · Estimated time of passing B.W. | · Berthing schedule |
| 2) In case of any change | · Change of the estimated time of passing B.W. | · Berthing schedule · Traffic Information |

【When departing from the harbor or shifting to another berth in the harbor】

| Reporting time | Information sent from the ship | Information sent from Port Radio |
|-------------------------------------|--------------------------------------|---|
| ① Before 5 minutes leaving the pier | ・ Estimated time of leaving the pier | ・ Information on oncoming ships in the inner harbor |
| ② In case of any change | ・ Estimated time of leaving the pier | ・ Information on oncoming ships in the inner harbor |

* including the case that a ship is going through Daikanmon and/or Nanko Kanmon for shifting to another berth in the harbor

【When anchoring】

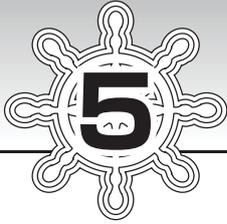
| Reporting time | Information sent from the ship | Information sent from Port Radio |
|--|---|---|
| ① When passing Tomogashima channel/Akashi Strait | ・ Estimated time of anchoring | / |
| ② After anchoring | ・ Anchoring time and position | ・ Port entrance schedule |
| ③ Up and down anchor | ・ Time of departure from the anchor position ・ Estimated time of passing B/W | ・ Information on oncoming ships in the inner harbor |

- The target of Traffic information is the ship of 500G/T or more.
- If you have questions about the information shown on the electric sign board (to be described later), please contact "Osaka Port Radio" by international VHF call.
- Watch VHF ch 16 continuously for any change or additional informations from OSAKA PORT RADIO.

(2) Information provided by The Osaka Harbor Information Center for Security of Ship Navigation

The Information Center provides information 24 hours a day through the following media.

- Information on the Internet 【<http://osakaharbor-info.com/>】
- Information on construction work over the phone 【06-6612-4363】
- Information on transportation of waste materials
- Information on inbound and outbound ships on electroluminescence panel



Other laws and regulations

(1) Outline of Compulsory Insurance Requirement For Non-tanker Vessels

Japanese Government has amended "the Law on Liability for Oil Pollution Damage" in order to tackle the problem of abandoned-shipwreck in Japanese coastal waters. Under this law, most of ocean-going vessels shall be insured.

From March 1, 2005, the shipowner of a vessel calling at any Japanese port must fulfill the following requirements for entry.

- have P&I insurance for the vessel
- carry the relevant certificate on board
- report the status of insurance before entering a port

I. Compulsory Insurance

Compulsory insurance requirement for non-tanker vessel will be introduced from March 1, 2005. Vessels that do not have P&I insurance after that date will be denied to enter any Japanese port.

[Scope of Application]

The new compulsory insurance requirement applies to all ocean-going vessels (excluding oil tankers) that are of 100 gross tonnage or larger.

Note: Oil tankers are already required to have insurance under the International Convention on Civil Liability for Oil Pollution.

II. Carrying a Relevant Certificate on Board

- When the vessels are visiting a Japanese port, the certificate of insurance must be on board.
- The minister of Land, Infrastructure and Transport issues the certificate in response to the application from the shipowner or its agent in Japan. The application for issuing the certificate will be accepted from December 1, 2004 at District Transport Bureaus, which are the local offices of the ministry. (The regulations about the certificate for the oil tanker are same as before.)
- Please be reminded that a few weeks or more are required to provide issuance of the certificate of insurance.
- In exception of the rule above, if the shipowner has "Designated insurers" insurance such as P&I clubs belonged to the International Group of P&I Clubs and etc., the original or the certified copy of "the Certificate of Entry" issued by the insurer will be accepted instead of the

certificate of insurance issued by the minister.

For further details including the list of "Designated insurers", please inquire to one of the offices listed on reverse page.

III. Report of the status of insurance

The captain in Japan of the vessel including the oil tanker carrying more than 2000 tons of oil in bulk as cargo shall report the status of the insurance and identification information of the vessel to the District Transport Bureau before entering a port in the designated report form. (The shipowner or the agent in Japan can act in the captain's place when reporting.)

For further details, please inquire to one of the offices listed on reverse page.

IV. Inspection

The government officers including the PSC Officers may board the vessel to inspect relevant certificate. If the captain fails to produce the certificate, the captain and/or the shipowner would be penalized and the vessel may be detained. Under the law, the captain will be guilty of an offence punishable when ;

- The vessel without an appropriate insurance cover enters a port in Japan.
- The vessel without a relevant certificate enters a port in Japan.
- The captain fails to report or reports false information to the authority.
- Other cases provided by the law.

(2) Conditions for berthing to public wharves

①. Conditions for berthing at public wharves

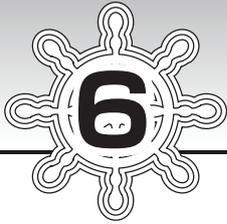
If a ship violates any of the international ships/harbor security law SOLAS regulations, ship's oil pollution liability law, and/or PSC (Port state control) laws, it may not be permitted to use mooring facilities such as public piers.

②. Safety measures for port entrance in the nighttime

- (i) As a general rule, it is prohibited to enter the harbor in the nighttime if the weather condition is of the

②. Safety measures for port entrance in the nighttime

- (i) As a general rule, it is prohibited to enter the harbor in the nighttime if the weather condition is of the wind speed of 15m/s or over and/or the radius of visibility of 1 mile or less.
- (ii) As a general rule, tankers laden with hazardous cargoes may not enter the harbor.
- (iii) If a ship (500G/T or more) enters the harbor in the nighttime, ship's master must request Harbor Pilot provided that the ship's master has not experienced at least 2 times in the past 12 months or the ship is not escorted by a tug boat.



Typhoon etc.

(1) Typhoon

The Guidelines of Measures for preventing Typhoon or the developed low pressure Disaster

(Objective)

Article1 The objective of this guideline is to establish steps necessary to implement the measures for preventing typhoon or the developed low pressure disaster based on the rule of The Committee of Preventing Maritime Disaster in Osaka Port.(hereinafter called “Committee”).

(Convocation of Committee)

Article2 In principle, the Committee is convened two days prior to the forecasted approach of typhoon.

(Standard measures for preventing typhoon or the developed low pressure disaster)

Article3 Standard measures for preventing typhoon or the developed low pressure disaster are as follows:

| Stage of Measures | | State of Typhoon | Details of measures |
|-------------------|--|---|--|
| Phase 1 | Recommendation for preparing to evacuate | If there is a possibility of a typhoon approach to Osaka Bay. | <ol style="list-style-type: none"> 1 Pay attention for the weather information and the movement of typhoon. 2 Stand by crew on board and stand by engine in order to taking necessary actions against rough weather and sea. 3 Ensure communications means with related parties. 4 The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor. <ol style="list-style-type: none"> (1) Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF CH16. (2) Arrange the officer in charge of the navigational watch on the bridge and the radio watch. (3) Maintain AIS in operation at all times. |

| | | | |
|-----------------------|--|---|---|
| <p>Phase 2</p> | <p>Recommendation for large vessels to evacuate</p> | <p>If the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan are expected to be covered by the storm zone of a typhoon.</p> | <ol style="list-style-type: none"> 1 The following vessels should, in principle, evacuate from the port <ol style="list-style-type: none"> (1) In Osaka area, vessels(gross tonnage of 10,000 tons or more) with dangerous cargo in bulk and vessels moored at J wharf. (2) In Sakai Senboku area, vessels(gross tonnage of 30,000 tons or more.) 2 Vessels engaged in construction works should stop works and move to a safe place. 3 Small vessels should anchor at appropriate anchorage or moorage without delay. 4 Large vessels(gross tonnage of 1,000 tons or more)excluding ferry should evacuate from the port, in principle. 5 The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor. <ol style="list-style-type: none"> (1) Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF CH16. (2) Arrange the officer in charge of the navigational watch on the bridge and the radio watch. (3) Maintain AIS in operation at all times. |
|-----------------------|--|---|---|

| | | | |
|--|--|---|--|
| | <p>Recommendation for all vessels to evacuate</p> | <p>If the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan will surely be covered by the storm zone of a typhoon or expected serious influence.</p> | <ol style="list-style-type: none"> 1 Large vessels(gross tonnage of 1,000 tons or more) should evacuate from the port, in principle. 2 Small vessels should move into the rivers or canals wherever safe and keep strict watch. 3 The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor. <ol style="list-style-type: none"> (1) Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF CH16. (2) Arrange the officer in charge of the navigational watch on the bridge and the radio watch. (3) Maintain AIS in operation at all times. |
| | <p>Recommendation to avoid anchoring</p> | <p>If a weather phenomenon could potentially arise, such as windstorm or snowstorm related weather warning announcement in the port of Sakai-Senboku area.</p> | <p>In principal, vessels (gross tonnage of 100 tons or more), should not anchor at the area within 3 miles from the port of Sakai-Senboku Piers.</p> <p>(Refer to the reference drawing Page 15)</p> <p>The port of Sakai-Senboku Piers are as follows; “COSMOSEKIYU GENYU” “OSAKAGAS NO.2 LNG 2” “SAKAI LNG CENTER LNG”</p> |

| | | |
|--------------------------------|---|---|
| Lift the several Stages | <u>Phase 1&Phase 2</u> <u>(except Recommendation to avoid anchoring)</u> When it becomes out of the area of typhoon and is determined to be calm soon. | 1 Vessels evacuated from the port take appropriate measures such as re-entering the port with paying attention. 2 Note the restrictions such as traffic restriction. |
| | <u>Recommendation to avoid anchoring</u> When a windstorm or snowstorm related weather warning in the port of Sakai-Senboku area is lifted by Japan Meteorological Agency. | |

- ※1. When a storm caused by an abnormal weather such as a low pressure developing to similar a typhoon, is predicted at the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan, the Committee of preventing maritime disaster in Osaka Port is separately held and considers measures for it.
- ※2. When there is possibility to shift to “Phase2”, the Japan Coast Guard announces the Recommendation to avoid anchoring at the area within 3 miles from the port of Sakai-Senboku Piers.
- ※3. When a typhoon with the storm zone (Maximum wind speed near the center is 40m/s or more) approach to the sea area in Osaka Bay and KII Channel, The Commander of 5th Regional Coast Guard Headquarters advise the recommendation following the result of “The Council of Measures for preventing typhoon or the other disasters in Osaka Bay and KII Channel”.
 Therefore, the vessels should take an evacuate action accordingly that recommendation.
 Additionally, announcement and lift of the recommendation is informed by the Communication system on this guidelines article5 (page11).
 The recommendation based on “Maritime Traffic Safety Act” Article32.2 and “Act of Port Regulations Article48.1.

(The implementation of measures for preventing typhoon or the developed low pressure disaster)

Article4 The measures for preventing typhoon or the developed low pressure disaster should be implemented in consideration of the time required to safely implement each measure.

(Notification of the measures for preventing typhoon or the developed low pressure disaster)

Article5 Measures for preventing typhoon or the developed low pressure disaster are notified in the following manner for each Stage.

(1) Phase 1 (Recommendation for preparing to evacuate)

| Media | Communication |
|--|---|
| Telephone Facsimile email | In accordance with the Typhoon Information Communication Flowchart (hereinafter called “Communication Flowchart”). |
| Radiotelephone etc. | 1.On CH16 (switched to CH12) from “Osaka Port Radio” and “Salai Port Radio” . 2.On CH16 (switched to CH13,CH14,66) from “Osaka MARTIS” . |
| Internet | Maritime Information and Communication System https://www6.kaiho.mlit.go.jp/05kanku/osaka/(PC site) https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/(Mobile site) |

(2) Phase 2 (Recommendation for large vessels to evacuate)

| Media | Communication |
|--------------------------------------|---|
| Telephone Facsimile email | In accordance with the Communication Flowchart. |
| Radiotelephone etc. | 1.On CH16 (switched to CH12) from “Osaka Port Radio” and “Salai Port Radio” . 2.On CH16 (switched to CH13,CH14,66) from “Osaka MARTIS” . |
| Internet | Maritime Information and Communication System https://www6.kaiho.mlit.go.jp/05kanku/osaka/(PC site) https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/(Mobile site) |

(3) Phase 2(Recommendation for all vessels to evacuate)

| Media | Communication |
|--|---|
| Telephone Facsimile email | In accordance with the Communication Flowchart. |
| Radiotelephone etc. | 1.On CH16 (switched to CH12) from “Osaka Port Radio” and “Salai Port Radio” . 2.On CH16 (switched to CH13,CH14,66) from “Osaka MARTIS” . |
| Internet | Maritime Information and Communication System https://www6.kaiho.mlit.go.jp/05kanku/osaka/ (PC site) https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/ (Mobile site) |
| Siren from crafts etc. | Patrol Crafts of the Osaka Coast Guard Office and Osaka Water Police Station will hoist the international signal flag“VL” and inform sirens and loud speaker (for implementation only). |

(Reporting of anchorage positions)

Article6 Vessels evacuated from the port and breakwater shall report anchorage position and other information required in this Article to Captain of the Port, Hanshin or Hannan, immediately.

Reporting method is as follows

| Media | Report to: | Information required |
|-------------------------|--|--|
| Radiotelephone | 1) “Kobe Coast Guard Radio” or 2) “Osaka Port Radio” or 3) “Sakai Port Radio” on CH16 | 1. Vessel’s name, nationality, type of the vessel, gross tonnage, length over all and draft 2. Port stayed before taking refuge |
| Vessel Telephone | Captain of the Port, Hanshin: +81-6-6571-0223 Captain of the Port, Hannan: +81-724-22-3592 | 3. Port to re-enter after taking refuge 4. Time anchored |
| Facsimile | Captain of the Port, Hanshin: +81-6-6572-1700 Captain of the Port, Hannan: +81-724-37-0444 | 5. Anchorage position in longitude / latitude or the numbers in mesh chart attached, 6. Length of veered anchor chains (starboard or port side) |

(Securing communication method)

Article7 Vessels taking refuge out of the port are recommended to keep watch on CH16.

Supplementary clause
This guideline becomes effective as of August 24, 1985.

Supplementary clause
This guideline becomes effective as of July 28, 1994.

Supplementary clause
This guideline becomes effective as of June 25, 1997.

Supplementary clause
This guideline becomes effective as of June 28, 2001.

Supplementary clause
This guideline becomes effective as of June 17, 2008.

Supplementary clause
This guideline becomes effective as of June 21, 2011.

Supplementary clause
This guideline becomes effective as of June 17, 2013.

Supplementary clause
This guideline becomes effective as of July 29, 2016.

Supplementary clause
This guideline becomes effective as of, June 30 2017.

Supplementary clause
This guideline becomes effective as of, June 28 2018.

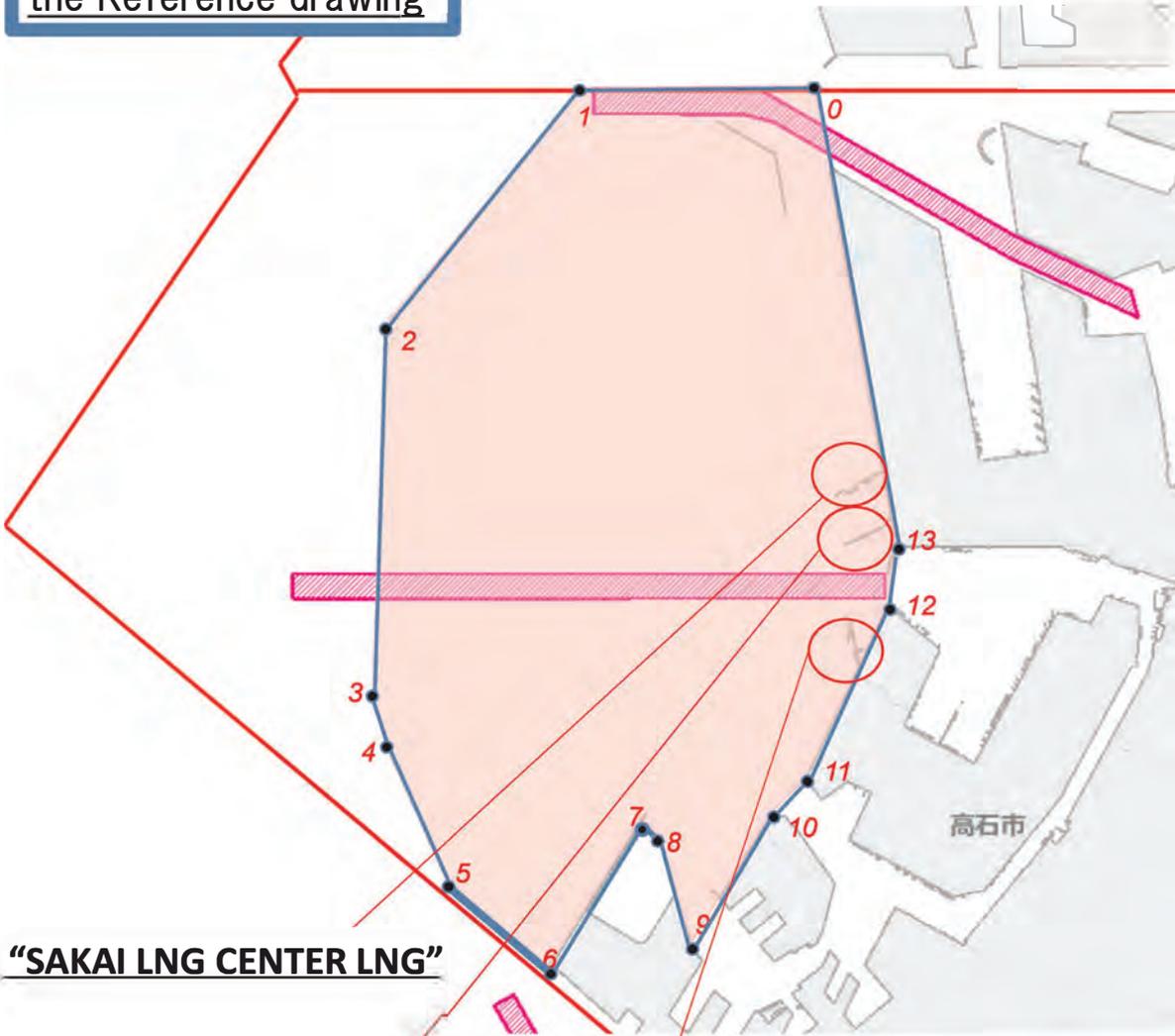
Supplementary clause
This guideline becomes effective as of, April 1 2020

Supplementary clause
This guideline becomes effective as of, July 30 2020

Supplementary clause
This guideline becomes effective as of, July 1 2021

| | | |
|----|-------------|-------------|
| 0 | : N34-36-31 | E 135-24-01 |
| 1 | : N34-36-30 | E 135-22-15 |
| 2 | : N34-35-01 | E 135-20-46 |
| 3 | : N34-32-40 | E 135-20-40 |
| 4 | : N34-32-21 | E 135-20-47 |
| 5 | : N34-31-31 | E 135-21-14 |
| 6 | : N34-30-59 | E 135-22-00 |
| 7 | : N34-31-55 | E 135-22-42 |
| 8 | : N34-31-49 | E 135-22-50 |
| 9 | : N34-31-08 | E 135-23-04 |
| 10 | : N34-31-57 | E 135-23-41 |
| 11 | : N34-32-11 | E 135-23-57 |
| 12 | : N34-33-16 | E 135-24-34 |
| 13 | : N34-33-39 | E 135-24-38 |

the Reference drawing

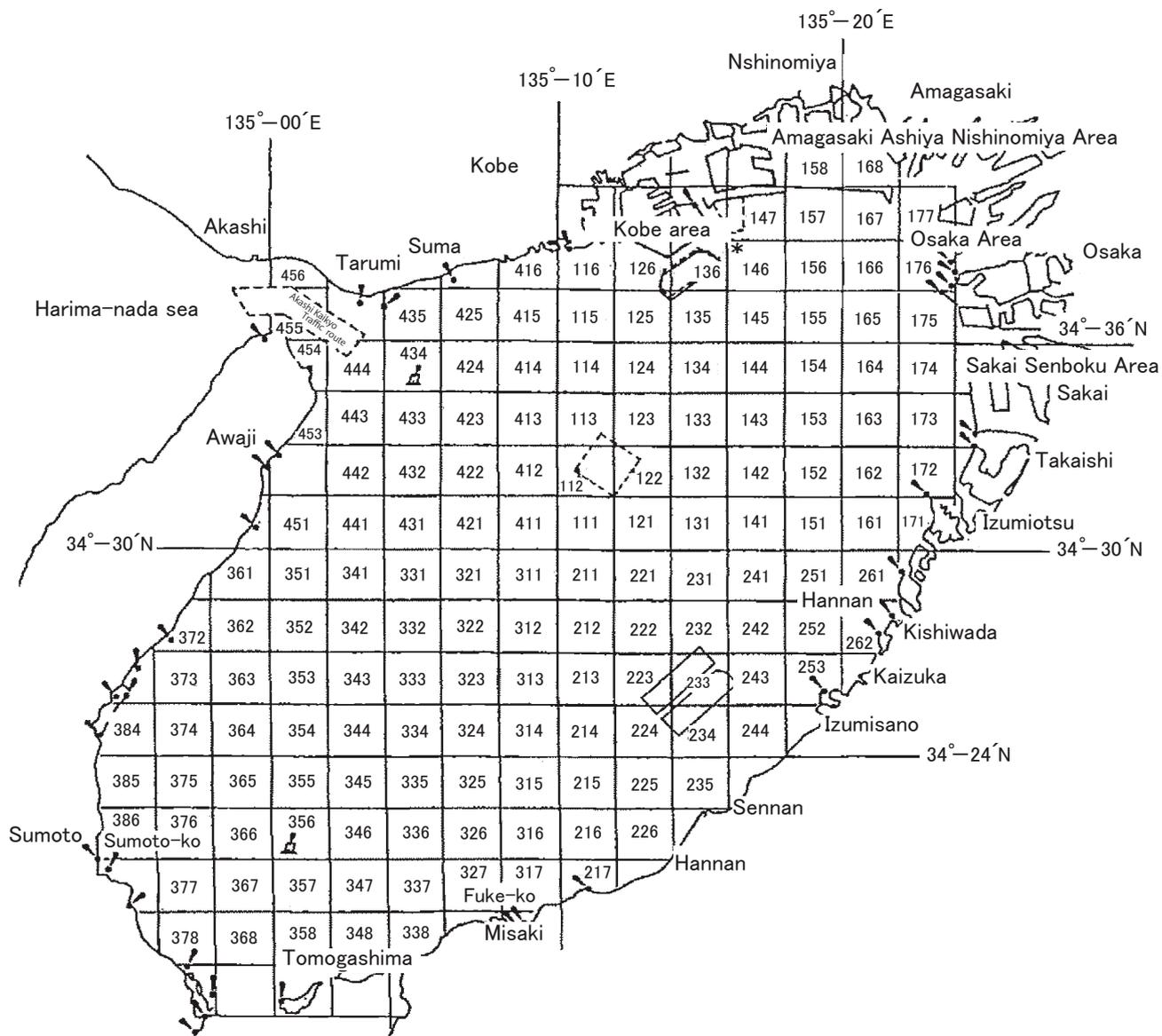


“SAKAI LNG CENTER LNG”

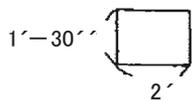
“COSMOSEKIYU GENYU”

“OSAKAGAS NO.2 LNG 2”

Osaka Bay mesh chart



(Legend)



(2) Tsunami

The measures to be taken against Tsunami for vessels in the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan

1. Objective

This guideline aims to minimize the wreckage of vessels in time of Tsunami. Measures are hereby stated for vessels in the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan to deal with the situation swiftly in proper manners.

2. How to obtain Tsunami information

Vessels at the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan, vessels entering ports and maritime authorized people (their agents and vessel navigation operators) are requested to make their utmost efforts to obtain Tsunami information by means of those below List 1 and the others.

(List 1) The measures for gathering information about Tsunami

| Means to obtain weather reports | | | Frequency, Channel etc. |
|---------------------------------|------------------------|---------------------------------------|--|
| Radio broadcast | Japan Coast Guard | Kobe Coast Guard Radio | International VHF CH16/12 |
| | | OSAKA MARTIS | International VHF CH16/CH13,14,66 Japanese 1651kHz English 2019kHz |
| | | NAVTEX (text information) | NAVTEX RECEIVER F1B EMISSION 518 kHz |
| | Port and Harbor Bureau | Sakai Port Radio, Osaka Port Radio | International VHF CH16/CH11,12,18,19,20 |
| TV broadcast | | | NHK etc. |
| Radio broadcast | | | 666kHz etc. |
| Internet, Email | | | Japan Meteorological Agency's website , Maritime Information and Communication System, Area Email, Emergency Alert Email (receive settings is needed), etc. |

3. Measures to be taken by vessels

(1) Vessels in the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan

When Japan Meteorological Agency (hereafter referred to as “JMA”) announced for Osaka prefecture about Tsunami Attention or Tsunami Warning or large Tsunami Warning.

Vessels in the port are collect information, giving adequate attention to human life of the crew, according to details of measures about based on List 2 of announced(Warning signal· Attention signal) by JMA and each of the vessels must take proper measures.

When The Nankai Trough Earthquake Extra Information (Under Analysis) announced by JMA.

Vessels in the port collect information about The Nankai Trough Earthquake , according to details of measures about List3 of announced(The Nankai Trough Earthquake Extra Information) by JMA .

(List 2) Details of measures about announced(Warning signal· Attention signal) by JMA.

| Announced by Japan Meteorological Agency | Details of measures to be taken by vessels | | Category of Recommendation by Captain of the Port |
|--|--|---|---|
| Tsunami Attention | (All Vessels) | <p>Pay attention to measures against Tsunami by gathering information, securing communication system and reinforcing mooring etc.</p> <p>The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor.</p> <ol style="list-style-type: none"> 1 Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF ch16. 2 Arrange the officer in charge of the navigational watch on the bridge and the radio watch. 3 Maintain AIS in operation at all times. | Phase1 (Recommendation for taking precaution against Tsunami) |
| Tsunami Warning | (Small Vessels) | Landing and lashing vessels, reinforcing mooring, evacuating the harbor or take the other necessary measures. | Phase2 (Recommendation to evacuate against Tsunami) |
| | (Vessels except small Vessels) | <p>Vessels at loading or unloading, stop them and reinforce mooring, evacuate from the port or take the other necessary measures.</p> <p>Vessels under way evacuate from the port, moored vessels evacuate from the port or reinforce mooring, and their vessels take other measures as needed.</p> <p>Vessels at anchor standby for evacuation with standby engine, evacuate from the port or take the other measures as needed.</p> <p>The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor.</p> <ol style="list-style-type: none"> 1 Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF ch16. 2 Arrange the officer in charge of the navigational watch on the bridge and the radio watch. 3 Maintain AIS in operation at all times. | |
| Large Tsunami Warning | (Small Vessels) | Take landing and lashing vessels, reinforcing mooring, evacuating the port or take the other necessary measures. | |
| | (Vessels except small Vessels) | <p>Vessels at loading or unloading, stop them and reinforce mooring, evacuate from the port or take the other necessary measures.</p> <p>Vessels under way evacuate from the port, moored vessels evacuate from the port or reinforce mooring, and their vessels take other measures as needed.</p> | |

| | | | |
|--|--|---|--|
| | | <p>Vessels at anchor standby for evacuation with standby engine, evacuate from the port or take the other measures as needed.</p> <p>The vessels at anchor and intending to anchor note the following matters to prevent dragging anchor.</p> <ol style="list-style-type: none"> 1 Maintain communication with Japan Coast Guard. For example, maintain a continuous listening watch on VHF ch16. 2 Arrange the officer in charge of the navigational watch on the bridge and the radio watch. 3 Maintain AIS in operation at all times. | |
|--|--|---|--|

* Captain of the port : Captain of the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan

Small Vessels : pleasure boats, fishing boats or the others in could be landed

Reinforce mooring: refers to keeping moored against Tsunami by reinforcement of mooring along with engine (Consider evacuating land workers and the like aboard the vessel for emergency shelter)

Recommendation: based on ACT on Port Regulations Article 39 paragraph 4.

(List 3) Details of measures based on (The Nankai Trough Earthquake Extra Information category by JMA .

| Announced by Japan Meteorological Agency | Details of measures to be taken by vessels | | Category of Recommendation by Captain of the Port |
|---|--|---|---|
| The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution) | 【All Vessels】 | <p>1 Vessels in the port are prepare for evacuation, and prepared to leave the port as needed.</p> <ul style="list-style-type: none"> • Note information on Nankai Trough Earthquake announced by the Japan Meteorological Agency. • Confirmation regarding securing of support system necessary for evacuation. • Confirmation of correspondence of quay administrator and cargo handling companies. • Confirmation of evacuation <p>2 Take voluntary evacuation action.</p> <ul style="list-style-type: none"> • Evacuate to safe sea area voluntarily when you can't receive necessary support system for evacuation, can't use quay ,can't handle cargo and so on. | Special cautions with The Nankai Trough Earthquake(Recommendation) |

Note 1) During the announcement of 「Special cautions with The Nankai Trough Earthquake」 defined by List 3, Captain of the Port change for Phase1(Recommendation for taking precaution against Tsunami) or Phase2(Recommendation to evacuate against Tsunami)」 defined by List 2 when announced about Tsunami recommendation or Tsunami Warning or large Tsunami Warning.

Note 2) Captain of the Port do not advise of 「Special cautions with The Nankai Trough Earthquake(Recommendation)」 even if announced about 「The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution)」 when still continued Phase1(Recommendation for taking precaution against Tsunami) or Phase2(Recommendation to evacuate against Tsunami) defined

by List 2.

Note 3) In the case of cancelled Phase1 (Recommendation for taking precaution against Tsunami) or Phase2 (Recommendation to evacuate against Tsunami) defined by List 2, Captain of the Port change for 「Special cautions with The Nankai Trough Earthquake (Recommendation)」 defined by List 3 when still continued of 「The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution)」.

(2) Evacuation area etc.

Vessels in ports have the best way of evacuation such as “reinforce mooring”, “evacuating the port”, take the height and ETA of Tsunami and other factors into consideration.

In case of vessels evacuate from the port, evacuate to the sea area depth 30m or more in the Osaka Bay (hereafter “recommended evacuation sea area”). (See "Recommended Evacuation Sea Areas in the Osaka Bay" attached at the end of document)

(3) Vessels entering or scheduled to enter the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan

Vessels cancel entering to the ports and evacuate to the recommended evacuation sea area as much as possible, take the height, ETA of Tsunami and other factors into consideration.

(4) The sequence of evacuation

Evacuation of vessels to outside the ports should be conducted in principle from vessels that are ready for departure from the port. If the timing of departure is conflicted, the following basic order of evacuation should be followed, taking the risk of secondary disaster into consideration. Each relevant party is requested to prevent and minimize disaster in cooperation with each other as much as possible.

[1] Vessels carrying dangerous cargo

[2] Passenger liners with passengers aboard

[3] Other large vessels and huge vessels on Maritime Traffic Safety Law

[4] Other vessels

Note 1) This is an order intended for minimizing damage (disaster reduction) and does not guarantee that pilots, tug boats, and line-removing operators can be preferentially arranged for evacuation.

Note 2) Pay attention the information about the order of evacuation may be provided by Osaka Coast Guard Office, Osaka Port Radio, etc.

4. Action to be taken by Captain of the Port

(1) Evacuation Recommendation

Captain of the port advises vessels in the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan take appropriate measures related to Phase1 (Recommendation for taking precaution against Tsunami) or Phase2 (Recommendation to evacuate against Tsunami) in List 2, concurrently in the case of JMA issues Tsunami Recommendation, Tsunami Warning or Large Tsunami

Warning to Osaka prefecture.

When The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution) announced by JMA, Captain of the Port recommended to take measures to special cautions with The Nankai Trough Earthquake(Recommendation) in List3.

After the announcement of The Nankai Trough Earthquake Extra Information(Under Analysis),it will be issued to The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution and (Megathrust Earthquake Attention • Finish Analysis) and the others, so be careful about this information as well.

(2) Cancelation of evacuation recommendation

Captain of the port cancels advisories of List2, in the case of JMA cancels Tsunami Attention, Tsunami Warning or Large Tsunami, and confirmed the safety inside the ports.

However, captain of the port may continue the measures, such as restriction of navigation and the others, by reason of depending on the situation, such as navigational hazards, damage in the mooring factories, or decrease to depth of water and the others.

Also, the recommendations in List3 will be canceled when the measures of caution are canceled by a call from the nation.

5. Distributing information

The maritime authorized people obtain the Tsunami information via the measure stated on List 1, and inform Vessels in port and distribute the several information to the affiliated or the relevant companies through “communication network for Typhoons and others”, in the case of JMA issues Tsunami Attention, Tsunami Warning or Large Tsunami Warning to Osaka prefecture, also when issues The Nankai Trough Earthquake Extra Information (Megathrust Earthquake Caution) .

6. Draw up Tsunami evacuation manuals, education and training.

Vessel navigation operators are requested to draw up manuals that clarify evacuation measures for vessels and crew, provide necessary education and training for crew, and take other actions to prepare for disaster prevention and minimize disasters.

Vessels are always requested to build the evacuating systems by confirming the evacuation procedures, conducting drills and the others usually, based on these manuals to take the best evacuation measure immediately in case of occurrence of Tsunami or Big earthquake.

Supplementary clause

This guideline becomes effective as of April 1, 2006.

Supplementary clause

This guideline becomes effective as of July 29, 2010.

Supplementary clause

This guideline becomes effective as of June 21, 2011.

Supplementary clause

This guideline becomes effective as of June 15, 2012.

Supplementary clause

This guideline becomes effective as of June 17, 2013.

Supplementary clause

This guideline becomes effective as of February 17, 2015.

Supplementary clause

This guideline becomes effective as of July 29, 2016.

Supplementary clause

This guideline becomes effective as of June 30, 2017.

Supplementary clause

This guideline becomes effective as of June 28, 2018.

Supplementary clause

This guideline becomes effective as of April 1, 2020.

Supplementary clause

This guideline becomes effective as of July 30, 2020.

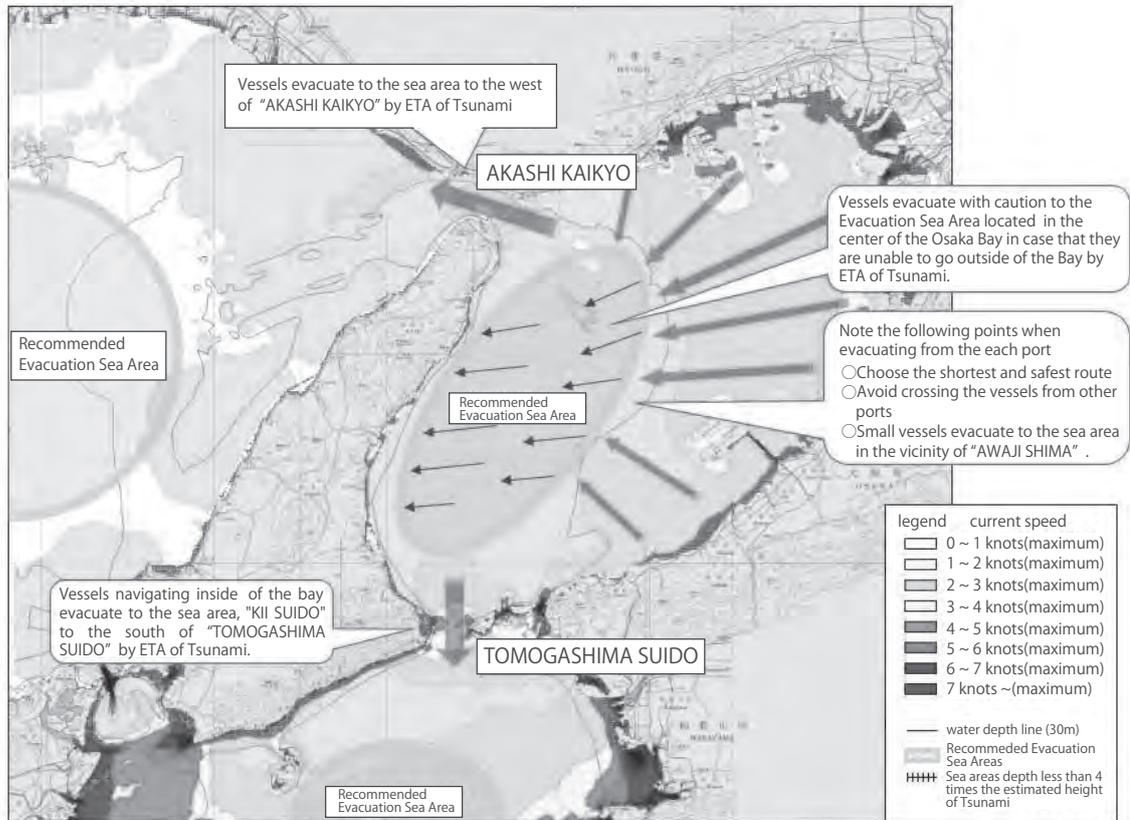
Supplementary clause

This guideline becomes effective as of July 1, 2021.

References

- [1] "Investigation and Research Report on Navigation Safety Measures in the Event of a Large Earthquake and Large Tsunami for 2013 : Guidelines for Measures against Tsunami in Harbors" (Apr. 2014, Japan Association of Marine Safety)
- [2] "Guidelines for Preparation of Tsunami Evacuation Manual by Vessel Navigation Operators" ([Osaka Bay version] May 2014, Kinki District Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism)

Recommended Evacuation Sea Areas in the Osaka Bay



■ Conditions of Evacuation Sea Areas in the Osaka Bay

- ① : the sea area depth 30m or more
- ② : current speed of Tsunami ; 2 knots or less

■ Evacuation Rules in the Osaka Bay

- (1) Vessels navigating in the Osaka Bay evacuate to the outside of the Bay via "AKASHI KAIKYO" or "TOMOGASHIMA SUIDO".
- (2) "HARIMANADA" is the Recommended Evacuation Sea Area for the vessels are able to go outside of the bay via "AKASHI KAIKYO" from the each port.
- (3) Small vessels get closer to "AWAJI SHIMA" within the Evacuation Sea Area.
- (4) Vessels navigate the shortest and safest route to the Evacuation Sea Area.
- (5) Vessels choose a course to avoid crossing the vessels from other ports.



Information on fishery operations

Sand lance fishery

In Osaka bay and the sea of Harima, "Sand lance fishery operations by trawl-boat" are frequently conducted between February and April every year.

Sand lances gather in current rips, so Akashi strait is one of the best fishing spots. In the best season, approx. 120 fishing teams (3 boats per team) or 360 trawl-boats gather for fishing operations in the narrow strait. Besides Akashi strait, fishing operations are conducted in the surrounding sea areas as well; so more than 200 teams in total are engaged in operations.

For this reason, general ships sometimes change the navigation route to move away from those fishing boats or stop in the sea area finding no sailing course. Patrol boats from Japan Coast Guard are on the watch, but general ships should also pay attention to fishing operations of trawl-boats for safe navigation.

Through the sand lance fishing season, the Osaka harbor Information Center for Security of Ship Navigation reports the latest information on the situations of fishery operations in every 30 minutes by fax, radio broadcasting, internet homepage, etc. Furthermore, if you find dangers or hope to obtain necessary information during sailing, please contact the Osaka harbor Information Center by radio or telephone.

OSAKAWAN Traffic Advisory Service Center (Osaka MARTIS)

Radio broadcasting (Intermediate wave)

: 1,651 kHz Japanese (15 minutes and 45 minutes past the every hour)

2,019 kHz English (on the every hour and 30 minutes past the every hour)

Homepage : <https://www6.kaiho.mlit.go.jp/osakawan/>

TEL : Control section :

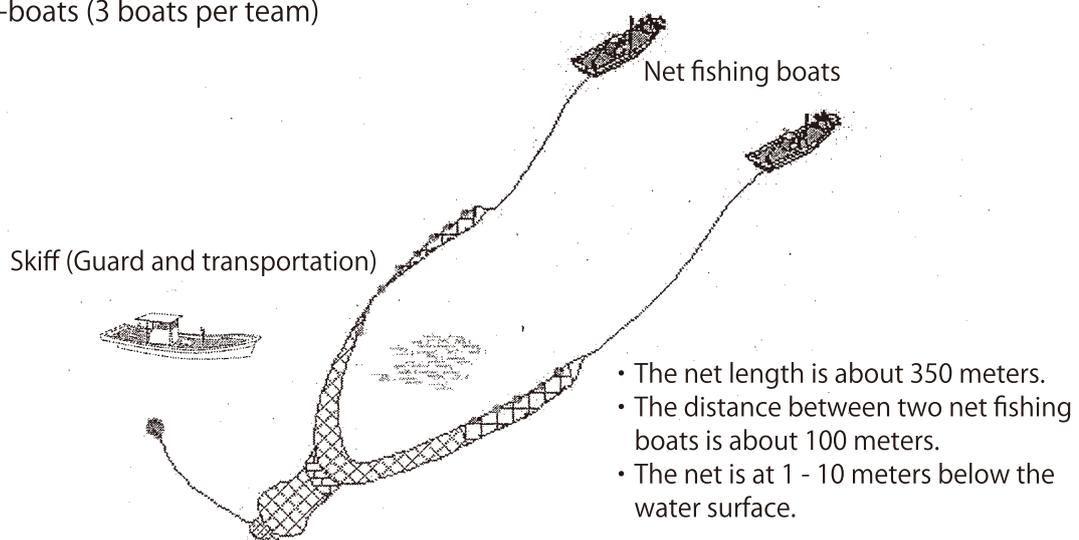
078 - 381 - 9273 (Weekdays 8:30 am to 5:15 pm)

078 - 302 - 8101 (Saturdays, Sundays and holidays / Weekdays non-business hours)

Information section :

078 - 381 - 9263

Trawl-boats (3 boats per team)



Caution, Beware of Spanish Mackerel Drift Net Fishing Operations in the Osaka Bay Area

Spanish Mackerel Drift Net Fisheries Management Division
 Fisheries Resources Management Committee
 Osaka Prefectural Federation of Fisheries Cooperative Associations

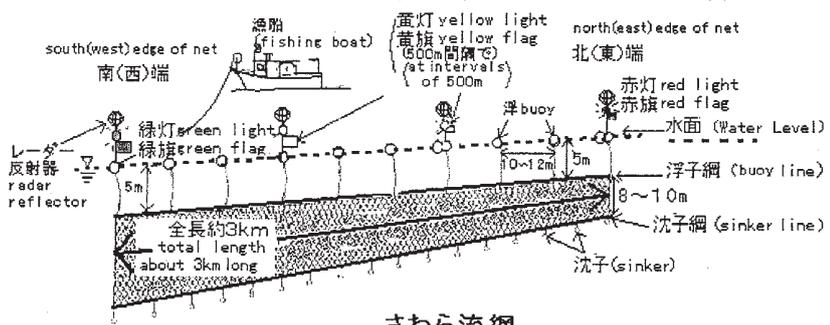
Fisheries Division
 Department of Environment, Agriculture, Forestry and Fisheries
 Osaka Prefectural Government

Pay special attention to the following three points:

- Vessels of 5-meter draft and larger navigating through the Osaka Bay area during the peak season of Spanish mackerel fishing operations with drift nets, should pay attention to the fishing boats, nets and their operations .
- To avoid snagging the fishing nets, please keep away from the area surrounded by light buoys and fishing boats.
- In the event of an accident, report it immediately to the Osaka Prefectural Federation of Fisheries Cooperative Associations.

Fishing operation period: from April through December
 1st peak period : April to June
 2nd peak period : October to December

Schematic plan of fishing operation
 (operation hour: FROM (before one hour of sunset) TO (after one hour of sunrise))



さわら流網
 Spanish Mackerel Drift Net

Fishing operation areas

Navigation safety measures

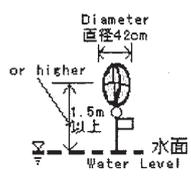
(The fisherman set up lights , flags and radar reflectors for signal of navigation safety.)

- 1 . **Buoy lights and flags deploy**
 - South (West) edge of net: green light & green flag
 - North (East) edge of net: red light & red flag
 - Yellow lights & yellow flags are deployed above the net at intervals of 500 meters with the exception of both sides.

Light projection distance: 2 km over
 Flashing every 4sec or less.

2 . **Radar reflector**

Radar reflector are deployed above the net at intervals of 500 meters.



3 . **Sign flag of a fishing boat with a drift net**



Any accident should be reported to Osaka Prefectural Federation of Fisheries Cooperative Associations
 Phone : 0724-22-4763, Fax : 0724-37-2783

Revision History

| Date | Nature of Revision |
|----------------|---|
| March, 2010 | First Editon |
| August, 2017 | Summary of changes <ul style="list-style-type: none"> • Anchorage(Delete Section 6 , add the allowable time extention)(P.5) • Description about the prohibited area.(P.9) • Delete number of polling fax. • Delete “ Reporting on the Security Information of ships ”. • Add “ The Guidelines of Measures for preventing Typhoon Disaster “ and“ The measures to be taken against Tsunami”.(P16-24) • Osaka Bay mesh chart (P.21) • Revision “ List of Port Authorities for checking information “. • Change of Navigation and Anchoring Prohibited Area. |
| April, 2018 | <ul style="list-style-type: none"> •Change of the Way of Signaling for Nanko Signal Station. (P.8) •Delete “during the dredging of the main passage of the Osaka Harbor” from Administrative guidance on navigation of the restricted area.(P.9) |
| July, 2018 | <ul style="list-style-type: none"> •Name change of Stage of Mesures (P.16~) •Name change of Category of Advisory by Captain of the Port (P.23~) |
| May, 2019 | <ul style="list-style-type: none"> •Change of the map by the following: <ul style="list-style-type: none"> -Change of name from “Inner Harbor Passage” to “Osaka Passage” -Abolition of “Ajikawa Passage” |
| August, 2020 | <ul style="list-style-type: none"> •Change of Navigation and Anchoring Prohibited Area.(P.9) •Change of “ The Guidelines of Measures for preventing Typhoon Disaster “ (P.16~) •Change of “ The measures to be taken against Tsunami for vessels ” (P.25~) |
| November, 2021 | <ul style="list-style-type: none"> •Change of “ The Guidelines of Measures for preventing Typhoon Disaster “ (P.16~) •Change of “ The measures to be taken against Tsunami for vessels ” (P.25~) |
| June, 2022 | <ul style="list-style-type: none"> •Change of the Aticle number because of Amendement of the Port Regulations law(P.4) |
| November, 2023 | <ul style="list-style-type: none"> • Changes due to abolition of Kizu river signal station. (P.3、 P.5、 P.6、 P.7) |
| December, 2023 | <ul style="list-style-type: none"> •Changes about cancellation of setting of Navigation and Anchoring Prohibited area regarding Shinto construction work. (P.3、 P.5、 P.6、 P.9、 P.10、 P.34、 P.35) |

Port of Osaka Entrance and Departure Manual

December,2023 Revised Edition

The publisher : **Osaka Ports and Harbors Bureau**

3-4-28 Kaigan-dori, Minato Ward,

Osaka City, 552-0022

TEL : 06-6571-1966

**The Osaka Harbor Information Center for
the Security of Ship Navigation**

1-14-16 Nanko-kita, Suminoe Ward,

Osaka City, 559-0034

TEL : 06-6612-4363

List of Port Authorities for checking information

| Information to check | Authorities for contact |
|---|--|
| Facilities in Osaka Port | Osaka Ports and Harbors Bureau 06-6571-1966 https://www.city.osaka.lg.jp/port/index.html |
| Information on offshore construction, ships' entrance and departure in Osaka harbor | The Osaka harbor Information Center for Security of Ship Navigation 06-6612-4363 https://osakaharbor-info.com/top.html |
| Osaka Port Radio information, Navigational coordination and liaison, Information on ships' entrance and departure | TST Corporation 06-6615-7073 https://www.toyoshingo.co.jp/ |
| Procedures with the Captain of the port, Hanshin Port Regulation Law related | Osaka Coast Guard Office 06-6571-0223 https://www.kaiho.mlit.go.jp/05kanku/osaka/ |
| Coast guard information of Osaka Bay ISPS related | 5th Regional Coast Guard Headquarters 078-391-6551 https://www.kaiho.mlit.go.jp/05kanku/ |
| Marine traffic information of Osaka Bay | Osaka Martis 078-381-9118 https://www6.kaiho.mlit.go.jp/osakawan/ |
| OSAKAWAN PILOTS' ASSOCIATION | OSAKAWAN PILOTS' ASSOCIATION 078-321-2200 https://www.osakawanpilot.com |
| Weather information of Osaka | Osaka Regional Headquarters, JMA 06-6949-6304 https://www.city.osaka.lg.jp/port/index.html |
| Fisheries in Osaka Bay | Fisheries Division, Osaka Prefectural Government 06-6941-0351 https://www.city.osaka.lg.jp/port/index.html |
| PI insurance duties | Regulatory Department of Maritime Safety Environment Division, Kinki Transport Bureau 06-6949-6423 https://www.tb.mlit.go.jp/kinki/koutsu/hune/index.htm |