

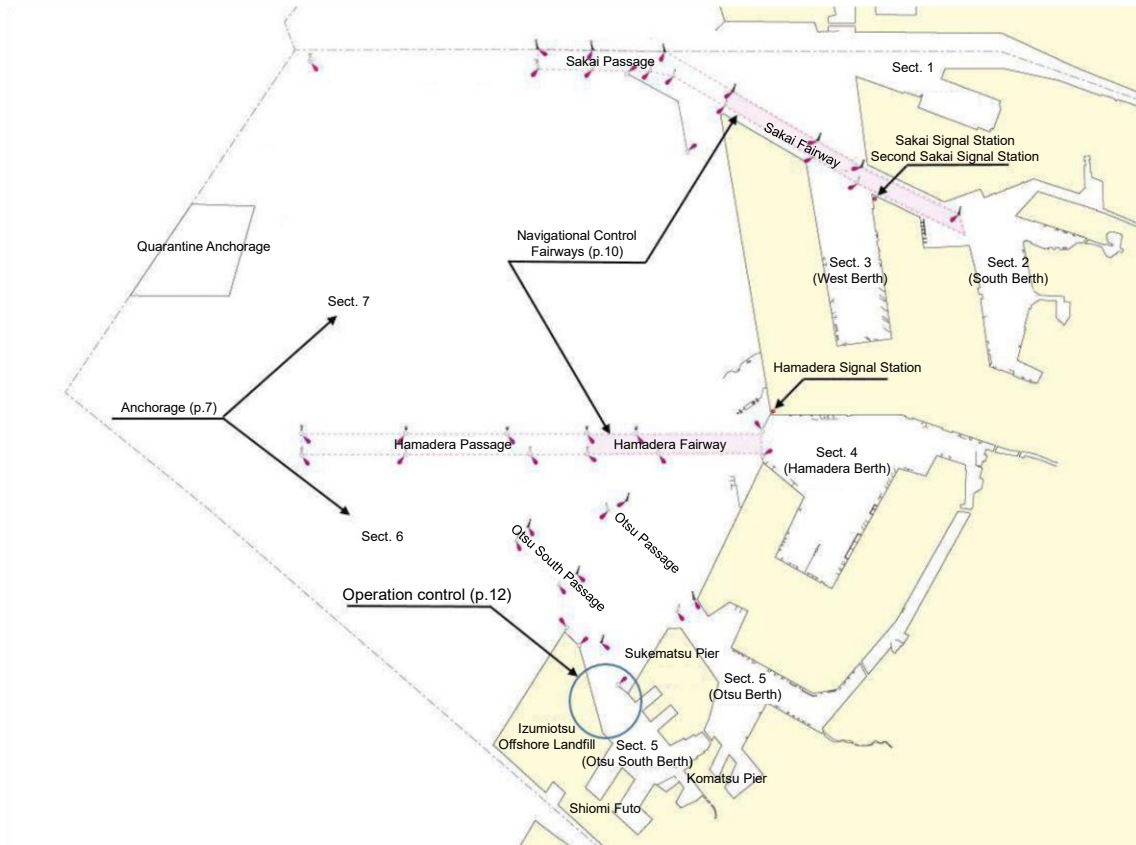
# Port of Sakai-Senboku Entrance and Departure Manual



February 2024

OSAKA PORTS AND HARBORS BUREAU

## Port of Sakai-Senboku (Sakai-Senboku Area, Hanshin Port)\*



\*The name "Sakai-Senboku area, Hanshin Port," as stipulated in the Act on Port Regulations, is also used in this Manual.

# Introduction

The Osaka Ports and Harbors Bureau, which was established on October 1, 2020, as a result of the integration of the Ports and Harbors Bureaus of Osaka City and Osaka Prefecture, has recently issued the “Port of Sakai-Senboku Entrance and Departure Manual” to ensure that vessels using the Port of Sakai-Senboku can safely arrive and depart, mitigate risks from typhoons, Nankai Trough earthquakes, and other natural disasters in Osaka Bay, and contribute to the overall safety of the port.

Vessels entering or leaving the Port of Sakai-Senboku are requested to comply with the Act on Port Regulations and other related laws and regulations. They are also advised to obtain a copy of the “Port of Sakai-Senboku Entrance and Departure Manual” and keep it in their wheelhouse to prevent accidents and disasters.

Furthermore, in July 2009, the Sakai Port Radio\* was established to ensure vessels’ navigation safety and promote efficient port operations. Sakai Port Radio provides various types of information to vessels, so please make use of it along with the “Port of Sakai-Senboku Entrance and Departure Manual.”

\*Sakai Port Radio is an international VHF coast station, serving as navigation assistance facilities (port communication facilities), as stipulated in Article 2, Paragraph 5, Item 5 of the Port and Harbor Act.

Article 12-4-2 of the Act stipulates that the port administrator’s duties include “the imposition of necessary restrictions on the use of harbor facilities.” In addition to confirming the arrival and departure times of vessels, the port administrator also makes necessary communications to support the safety of navigation at the Port of Sakai-Senboku, including the coordination of Yunagi Wharf operations.

# Table of Contents

1. General Precautions.....	1
2. Maritime Traffic Rules .....	3
3. Yunagi Wharf Operation Coordination .....	13
4. Information Communication and Provision .....	17
5. Port Service.....	19
6. Others .....	22
7. Typhoons, etc.....	24
Guidelines for Typhoon and Maritime Disaster Prevention.....	24
Measures to be Taken against Tsunami for Vessels .....	36
8. Information on Fishery Operations .....	45

Revision History

List of Port Authorities for Checking Information

## 1. General Precautions

Vessels entering or leaving the Sakai-Senboku area, Hanshin Port, shall comply with the Act on Port Regulations and other relevant laws and regulations, as well as the items described in this Manual, in an effort to prevent accidents.

### (1) General precautions when entering and leaving port

- 1) Keep this Manual in the wheelhouse, and the Master and all the crewmembers shall abide by the instructions.
- 2) Maintenance of charts  
Keep the latest nautical charts (revised and updated), W1103, W1110, and W1146, for the Sakai-Senboku area.
- 3) Watch international VHF  
Keep watch on VHF channel 16 and respond to calls from other stations.

#### [Coast stations to call]

Station name	Call/Response	Channels in parentheses are mainly used.	Remarks
Sakai Port Radio	16ch	Channels 11, 12, 18, 19, 20, (19 and 20)	Port communication addressed to the port administrator
Kobe Coast Guard Radio	16ch	Channel 12	Port communication addressed to the Japan Coast Guard (Captain of the Port)
Osaka MARTIS	16ch	Channels 13, 14 and 66	Communication regarding the Sakai-Hamadera fairway passage

### (2) Precautions for mooring

- 1) When berthing, vessels shall ensure that the bridge is positioned at the right angle to the designated position (indicated by the “N” flag during the day and a blue flashing light at night), following the instructions of the shore staff.
- 2) When anchoring, vessels shall not interfere with other vessels entering or leaving the port.
- 3) Vessels shall not maneuver to berth or unberth in a manner that could damage port facilities. When any damage occurs, the vessel will be responsible for restoring them to their original condition or compensating for the damage.
- 4) Vessels shall request other necessary boats for maneuvering assistance (e.g., tugs, line handling boats, watch boats, etc.).
- 5) Vessels shall actively collect information on weather and marine conditions via international VHF, TV, radio, the Internet, the vessel’s agents, etc. When a storm or

other disaster is forecast, vessels shall take appropriate measures immediately and be ready to leave the berth at any time, and when instructed to do so by an advisory or order, comply with it immediately.

### (3) Pilots

- 1) Osaka Bay is a compulsory pilotage area. Any vessel with 10,000 G/T or over must employ a pilot. Contact the Osakawan Pilots' Association when ordering a pilot.
- 2) When navigating near pilot stations, be alert to large vessels that may slow down for pilot embarkation or disembarkation.

### Contact Information on Osakawan Pilots' Association

- Office  
1-5 Hatoba-cho, Chuo-ku, Kobe 650-0042  
Phone: 078-321-2200  
Fax.: 078-321-5301  
Email: operation@osakawanpilot.jp  
URL: <https://www2.osakawanpilot.jp/agent/>  
(Orders are accepted 24 hours a day, 7 days a week.)
- Pilots' embarkation points (the latitudes and longitudes are based on the world geographic coordinate system.)  
Sakai-Senboku area, Hanshin Port
  - (1) Off Tomogashima  
Approximately 7.0 nautical miles to the south (180 degrees) of the Tomogashima Lighthouse (approximate latitude 34-10N, longitude 135-00E)
  - (2) Off Wadamisaki (place of succession with a Naikai pilot)  
Approximately 4.0 nautical miles from the Kobe Lighthouse in the direction of 202 degrees
  - (3) Each port in the bay  
Near the boundary of each port. However, a pilot may go onboard at the mooring berth, e.g., the pier.
- Necessary precautions for the requesting vessel  
When rough weather prevents the pilot from boarding at the usual embarkation point, the pilot may contact the vessel via international VHF to move to a more suitable boarding location.

(4) Appropriate operation of AIS

Vessels equipped with the Automatic Identification System (AIS), set up the AIS correctly and input the latest navigational information, such as the vessel's drafts, destination, etc.

## 2. Maritime Traffic Rules

### (1) Maritime Traffic Rules in Osaka Bay (Maritime Traffic Safety Act)

Purpose of the Maritime Traffic Safety Act

The Maritime Traffic Safety Act aims to ensure maritime traffic safety by establishing special traffic methods for areas where vessel traffic is congested, and by regulating to prevent associated dangers.

#### 1) Designation of routes (Article 25, Paragraph 2 of the Maritime Traffic Safety Act)

The Commandant of the Japan Coast Guard may designate, by Notice, suitable routes for vessels in sea areas requiring organized traffic for safe navigation, considering factors such as topography, tidal currents, natural conditions, and the presence of structures.

#### 2) Navigation between Akashi Strait and the Sakai-Senboku area, Hanshin Port (Japan Coast Guard Notice No. 92 on Route Designation, April 1, 2010)

Vessels of 500 GT or more proceeding either eastward or westward between the Akashi Strait and the Sakai Passage in the Sakai Senboku area, Hanshin Port, shall keep the Kobe Offing Light Buoy No. 1 (34-35-26-N, 135 11-12E) and Kobe Offing Light Buoy No. 2 (34-35-39N, 135 14-20E) on their port side.

#### 3) Navigation near Yura Seto

##### a. Passing on the right at Yura Seto

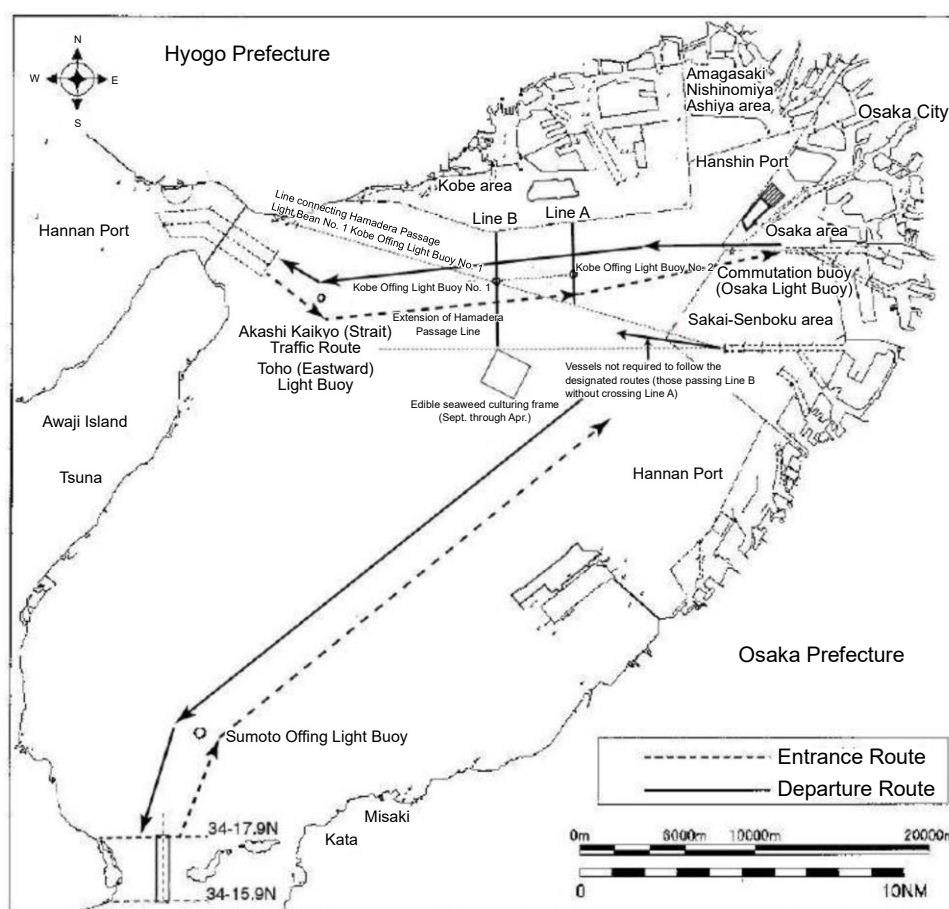
Vessels passing through Yura Seto shall navigate on the right side at least 150 m away from the line of 134 58-48E, between the lines of 34-16-02N and 34-17-52N.

##### b. Sailing route in the northern waters of Yura Seto

Vessels proceeding either northward or southward via Yura Seto in Osaka bay shall keep Sumoto Offing Light Buoy (34-21-20N, 135-00-30E) on their port side.



## [Reference] Navigation in the Northern Osaka Bay Area



### (2) Maritime Traffic Rules in Sakai-Senboku Area, Hanshin Port (Act on Port Regulations)

#### Purpose of the Act on Port Regulations

The Act on Port Regulations, enacted as a special statute in alignment with the Act for Preventing Collisions at Sea, aims to specify special rules for the confined waters of ports to ensure both the safety of vessel traffic and the orderly operations within ports.

#### 1) Designation of anchorage areas (Article 5 of the Act on Port Regulations)

A vessel of 500 G/T or more intending to berth in the Sakai-Senboku area must obtain a designation of a place to anchor from the Captain of the Port, except in the case of mooring to buoys, piers, quays, or other facilities where the vessel is to berth.

#### 2) Restrictions on movement (Article 6 of the Act on Port Regulations)

Vessels other than those of less than 20 G/T must not move from the designated anchorage area except after receiving permission from the Captain of the Port.

\* However, this does not apply in the case of vessels other than those carrying dangerous goods moving to a mooring facility after anchoring.

3) Designation of berthing places for vessels carrying dangerous goods (Article 21 of the 5 Act on Port Regulations)

Vessels carrying dangerous goods must not anchor or berth in the Sakai-Senboku area of Hanshin Port unless specifically directed to a designated spot by the Captain of the Port.

4) Passage and Navigation Rules

- Navigation routes (Articles 11 and 12 of the Act on Port Regulations)

- a. When a vessel other than those of less than 20 G/T enters or leaves Sakai-Senboku area of Hanshin Port, the vessel must use passage (Sakai passage or Hamadera passage). However, this does not apply when the vessel is attempting to prevent a marine accident, or the vessel has compelling reasons.
- b. A vessel must not anchor or release a vessel being towed by the vessel in a passage, except in the cases referred to in the following.
  - When it is attempting to prevent a marine accident
  - When it loses control
  - When it is engaged in rescue efforts or rescue a vessel in imminent peril
  - When it is permitted by the captain of the port

- Navigation rules (Articles 13, 15, 16, 17 & 18 of Act on Port Regulations)

- a. A vessel entering a passage from outside or intending to leave a passage must give way to other vessels in the passage.
- b. Vessels must not navigate abreast in a passage.
- c. When vessels pass each other in a passage, they must keep to the right.
- d. Vessels must not overtake other vessels in the passage.
- e. When there is a possibility that a vessel may meet with another vessel at the entrance to a breakwater or in its vicinity, the inbound vessel must give way to the outbound vessel outside the breakwater.
- f. In a port and the vicinity, vessels must navigate at a speed that will not endanger other vessels (to avoid the risk of other vessels being steered by waves, damaging the hull or cargo, or cutting mooring lines).
- g. Vessels passing by breakwaters, piers, or other structures or anchored vessels on the starboard side must navigate as close as possible to them. Vessels passing by them on the port side must navigate as far as possible to them.
- h. In the port, vessels of less than 20 G/T must give way to vessels other than those of less than 20 G/T.

Small vessels (less than 500 G/T) must give way to vessels other than small vessels and those of less than 20 G/T.

Large vessels (vessels over 500 G/T) must hoist an international signal flag (numeral pennant No. 1).

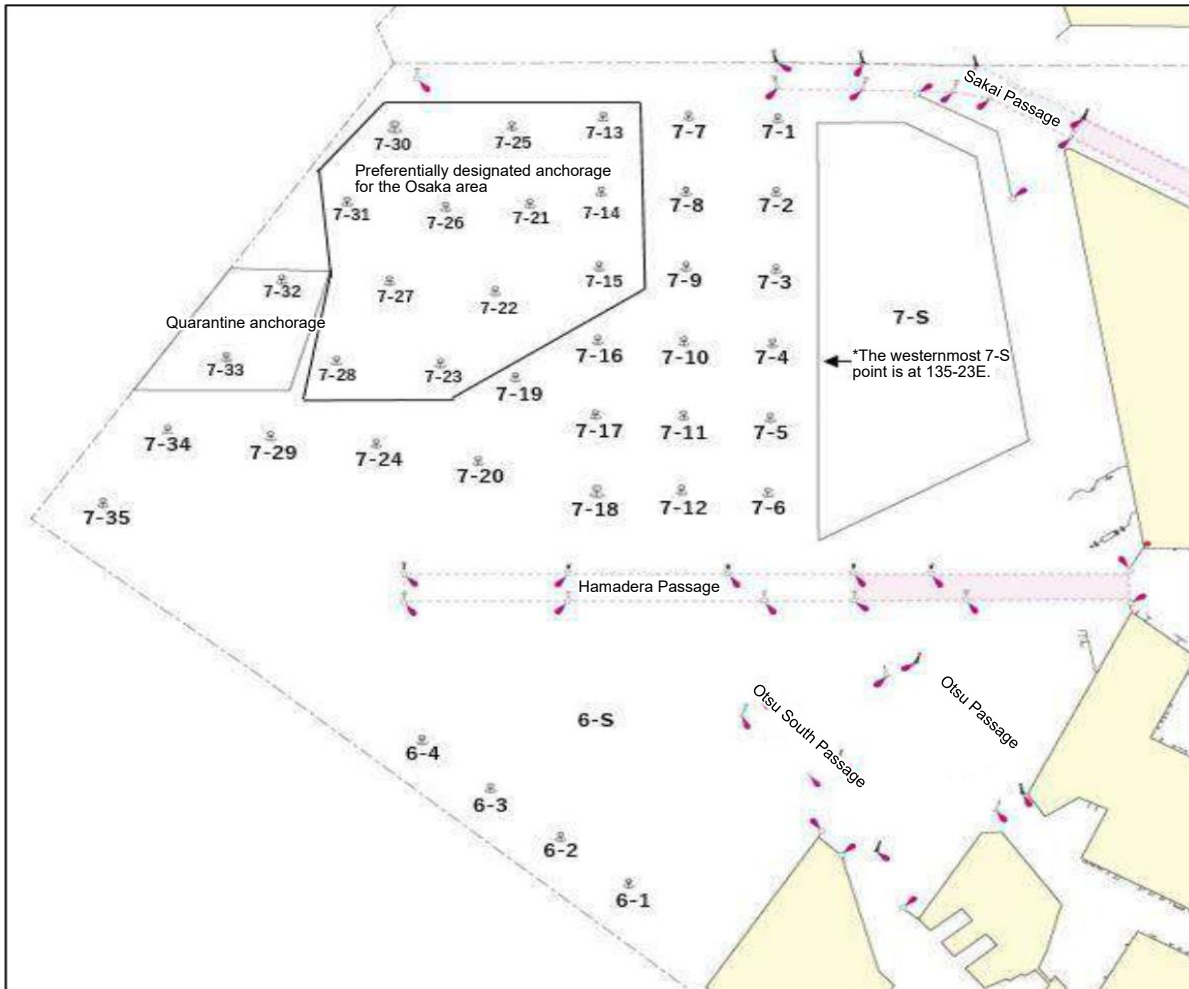
- 5) Indication of the intended course (Article 11, Paragraph 1 of the Enforcement Regulations of the Port Regulations Act)

When entering or shifting within a port, a course signal must be displayed. (See page 9)

## Designated Anchorage Location Map of Sakai-Senboku Area, Hanshin Port

Vessels intending to anchor at a designated anchorage shall contact Sakai Port Radio via VHF to verify the specific anchorage assignment and the permitted duration.

### Sakai-Senboku Sections 6 and 7



In principle, the anchorage period shall not exceed 72 hours (3 days)\*.

\*The condition mentioned above excludes the preferential anchorage area designated for vessels bound for the Osaka area of Hanshin Port. Only vessels that will berth at the mooring facilities in the Sakai-Senboku area of Hanshin Port qualify for this anchorage.

## Section 6

6-1 (34-31-31N, 135-21-33E)	6-2 (34-31-41N, 135-21-09E)
6-3 (34-32-06N, 135-20-44E)	6-4 (34-32-23N, 135-20-20E)

## Section 7

7-1 (34-36-04N, 135-22-24E)	7-2 (34-35-38N, 135-22-24E)
7-3 (34-35-12N, 135-22-24E)	7-4 (34-34-46N, 135-22-24E)
7-5 (34-34-20N, 135-22-24E)	7-6 (34-33-54N, 135-22-24E)
7-7 (34-36-04N, 135-21-53E)	7-8 (34-35-38N, 135-21-53E)
7-9 (34-35-12N, 135-21-53E)	7-10 (34-34-46N, 135-21-53E)
7-11 (34-34-20N, 135-21-53E)	7-12 (34-33-54N, 135-21-53E)
7-16 (34-34-46N, 135-21-22E)	7-17 (34-34-20N, 135-21-22E)
7-18 (34-33-54N, 135-21-22E)	7-19 (34-34-36N, 135-20-54E)
7-20 (34-34-09N, 135-20-38E)	7-24 (34-34-11N, 135-19-59E)
7-29 (34-34-13N, 135-19-20E)	7-30 (34-36-02N, 135-20-07E)
7-34 (34-34-15N, 135-18-42E)	7-35 (34-33-42N, 135-18-20E)

\*Positions 7-13, 7-14, 7-15, 7-21, 7-22, 7-23, 7-25, 7-26, 7-27, 7-28, 7-30, and 7-31 are designated priority anchorage areas for vessels bound for the Osaka area of Hanshin Port.

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

\*Positions 7-32 and 7-33 are designated as quarantine anchorages.

7-32 (34-35-09N, 135-19-24E)	7-33 (34-34-42N, 135-19-03E)
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For inquiries about anchorage applications:

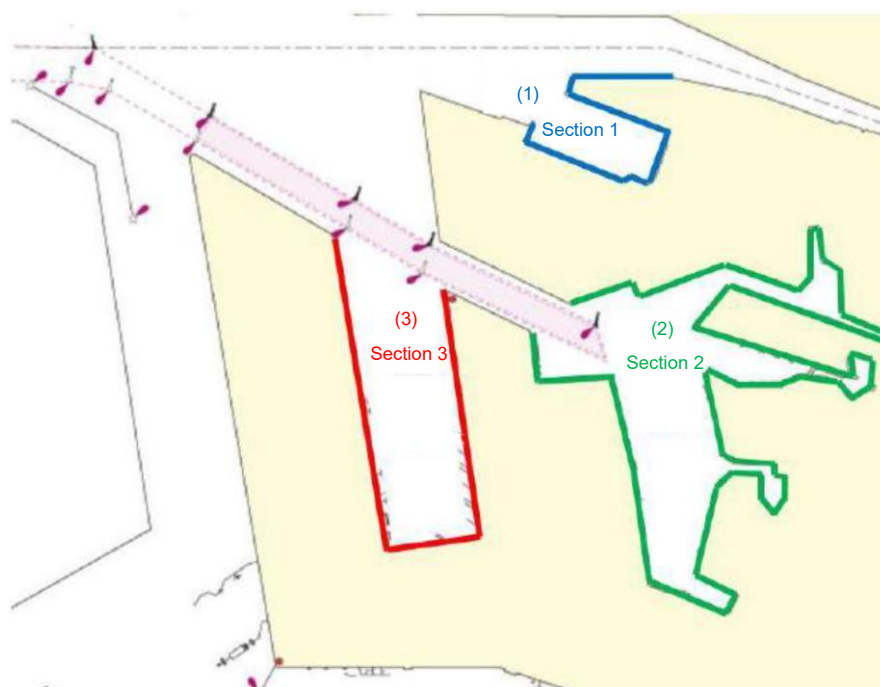
Sakai Coast Guard Station: 072-244-5076 \*Excluding applications for preferentially designated anchorage areas for vessels bound for the Osaka area of Hanshin Port.

Sakai Port Radio: 06-6615-7071

## Route Signals

Vessels equipped with international signal flags must indicate their course using these flags upon entering the port. Additionally, vessels fitted with AIS (excluding those exempted from operational duties under the Mariners Act) must input their route codes into the AIS.

International maritime signal flags	Example of input based on the corresponding path code in AIS	Meaning	
2nd substitute 1	>JP SBK 1	Sailing towards the mooring facilities in Section 1.	(1)
2nd substitute 2	>JP SBK 2	Sailing towards the mooring facilities in Section 2.	(2)
2nd substitute 3	>JP SBK 3	Sailing towards the mooring facilities in Section 3.	(3)
	>JP SBK OFF	Intending to anchor either within the destination port or close to its boundary.	
	>JP SBK XX	Purposes other than the above or courses in the port.	



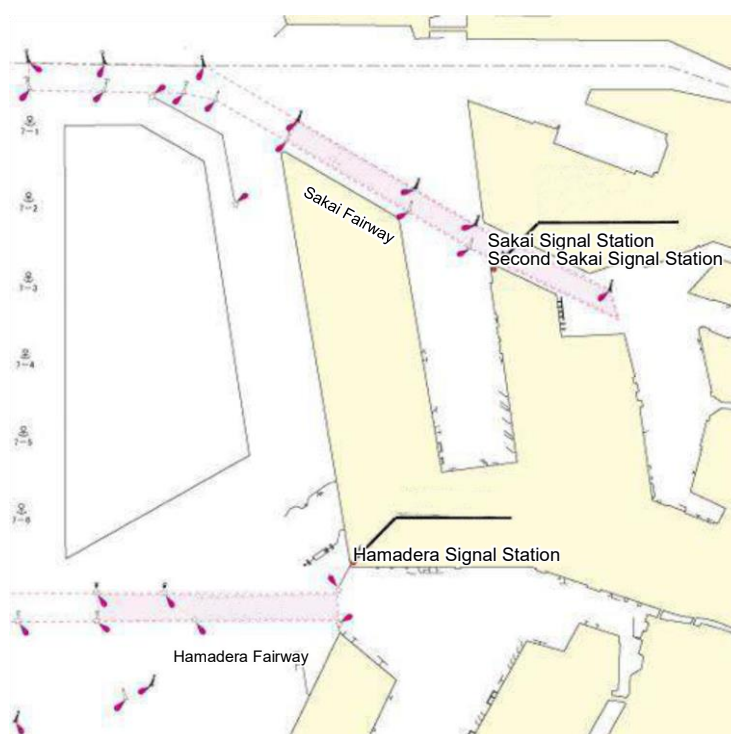
## Navigational Control Fairways

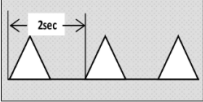
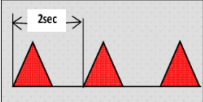
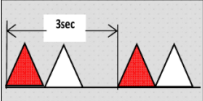
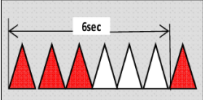
In accordance with Article 38 of the Port Regulations Act, navigation control is conducted in the Sakai-Senboku area of Hanshin Port to prevent large vessels over a certain tonnage from passing each other in the following fairway. Therefore, vessels must navigate in accordance with the signals issued by the signal stations.

Vessels shall contact “Sakai Port Radio”, for inbound, at least 20 minutes before entering fairway, for outbound, before leaving the berth, to confirm the control signal and permission to enter the fairway or leave the berth. When the signal cannot be seen directly, the vessel shall check the signal status with “Sakai Port Radio.”

Signal station name	Controlled fairway area	Vessels, etc., under control
Sakai Signal Station Second Sakai Signal Station 34-35-22N 135-25-36E	[Sakai Fairway] The Sakai Passage area to the east of a line drawn at 29 degrees from a point, 301 degrees, 2,540 meters from the Sakai Signal Station	Vessels under control 3,000 G/T or more Vessels subject to control 500 G/T or more
Hamadera Signal Station 34-33-40N 135-24-38E	[Hamadera Fairway] The Hamadera Passage area to the east of a line drawn at 181 degrees from a point, 262 degrees and 40 minutes, 2,755 meters from the Hamadera Signal Station	Vessels under control 10,000 G/T or more Vessels subject to control 500 G/T or more

- (Note) 1. Vessels under control must report their intended arrival and departure times in the controlled fairway by noon on the day preceding the scheduled date.
2. Vessels subject to control refer to those that are not permitted to proceed counter to the direction indicated by an inbound or outbound signal.



Flash pattern			
Signal Type		MEANING OF SIGNALS	
		Sakai and Sakai-No2 signal stations.	Hamadera signal stations
Inbound signal	A white flash for every 2sec. 	Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.	Inbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Outbound signal	A red flash for every 2sec. 	Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.	Outbound vessels is possible for the entry. Vessels more than 500 G/T are prohibited to enter. Vessels less than 500 G/T is possible to enter.
Free signal	A red white flash for every 3sec. 	Vessels more than 3,000 G/T are prohibited both entering and leaving the port. Vessels less than 3,000 G/T are possible to entering and leaving the port.	Vessels more than 10,000 G/T are prohibited both entering and leaving the port. Vessels less than 10,000 G/T are possible to entering and leaving the port.
Prohibition signal	Three red and white flashes for every 6sec. 	Prohibit to navigate unless instructed by the Captain of the Port.	Prohibit to navigate unless instructed by the Captain of the Port.

#### \*About the Prohibition Signal

This signal applies to vessels of LOA 150 meters or more carrying dangerous goods and those of LOA 250 meters or more in the Sakai Fairway, and to vessels of 30,000 G/T or more carrying dangerous goods in the Hamadera Fairway. When this signal is on, small vessels, such as pleasure boats, are not permitted to enter or leave the fairway.

#### Sakai Fairway

At the time of entry: From the time the vessel passes the Nos. 7 and 8 buoys until the vessel exits the fairway.

At the time of departure: In principle, from the beginning of the departure operation.

#### Hamadera Fairway

At the time of entry: From the time the vessel passes the Nos. 5 and 6 buoys until the vessel exits the fairway (passes the breakwater).

At the time of departure: In principle, from the beginning of the departure operation.

#### Control interval

For both the Sakai and Hamadera Fairways: One hour for the same direction and one hour and 30 minutes for the opposite direction.

(Exclusive to the Sakai Fairway: When both controlled vessels are under 10,000 G/T, 30 minutes for the same direction, and one hour for the opposite direction.)



(Note) The commencement of the control signal and the control interval duration may vary slightly depending on weather conditions and the state of vessels in the fairways.

[For inquiries about control signals:]

Osaka MARTIS:

078-381-9273 (Weekdays 08:30~17:15)

078-302-8101

(Outside of the above hours)

Sakai Port Radio:

06-6615-7071

### 3. Yunagi Wharf Operation Coordination

<<Excerpts from the Otsu South Passage and Otsu South Anchorage Navigation Safety Manual>>

Following the fiscal 2005 revision of the Sakai-Senboku Port and Harbor Plan, the eastern seawall of the Shiomioki district in the Sakai-Senboku area of Hanshin Port commenced operations as the No. 1 Wharf of Yunagi on April 18, 2013. Subsequent extensions of this seawall will be progressively opened as quays.

The maneuvering area for vessels at the Shiomioki district quays obstructs the navigation path for vessels utilizing the nearby piers, such as those in Otsu South. In response to this, in 2005, the Committee for the Revision of Navigation Safety Measures in the Port Development Plans of Sakai-Senboku Port and Hannan Port presented navigation safety measures.

As a result, an operation coordination council consisting of port administrators, operators, agents, etc., has been established to manualize and comply with safety measures. Consequently, the Otsu South Ship Safety Council (hereafter referred to as “the Council”) was established. The purpose of the Council is to implement safety measures, such as operational coordination, efficiently.

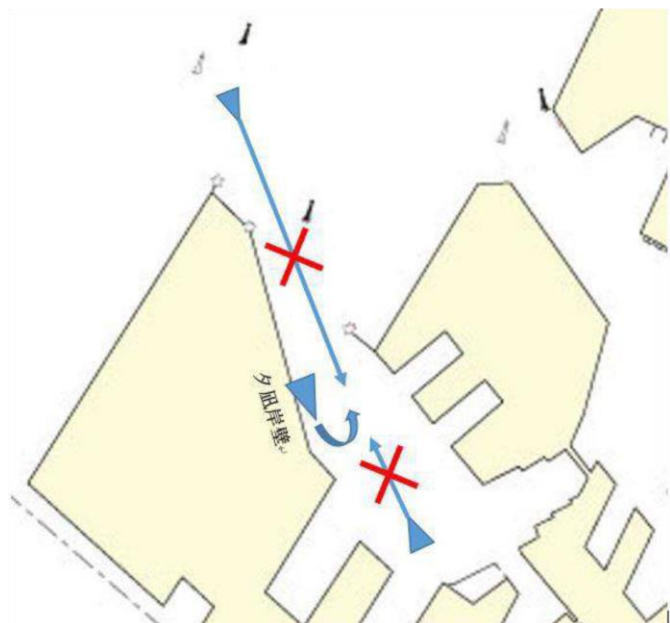
#### (1) Operation Coordination

Adjustments are made to prevent vessels maneuvering **in front of the Yunagi Wharfside from intersecting with those navigating the Otsu South Passage.**

##### 1. Council Members

In order to ensure the coordination of vessel operations, the members of the Council obtain information on the scheduled time related to the arrival and departure of the next vessel at least one day in advance. Additionally, Council members notify the Council Secretariat. After receiving coordination to avert conflicts, they then inform the vessels using the quays.

When there is any change in the arrival or departure of vessels, the Council Secretariat or Sakai Port Radio shall be notified.



## Scheduled Times Related to Vessel Arrival and Departure

[Reporting details: Necessary items only]

1) Agent name [Name of person in charge], 2) Vessel's name, call sign, and gross tonnage, 3) Berth name, 4) Means of contact	
Scheduled information on port entry 5) Arrival time off port 6) Time of berthing or anchoring and anchorage (in the case of anchoring) 7) Time of unberthing or heaving up anchor (in the case of anchoring) 8) Pilot usage 9) Number of tugs employed 10) Berthing side: Port or starboard 11) Last port	Scheduled information on departure 5) Time of unberthing or heaving up anchor 6) Pilot usage 7) Number of tugs employed 8) Next port

[Reporting parties] (\*Note that the reporting parties differ depending on the following conditions.)

*Weekdays (excluding Saturdays, Sundays, national holidays, and December 29 through January 3) 9:00 - 17:45	*Time except as specified on the left.
In Charge of Facility Operation, General Affairs and Operation Division, Senshu Port and Coastal Department, Osaka Ports and Harbors Bureau	Sakai Port Radio
Phone: 0725-21-7217	Phone: 06-6615-7071
Fax: 0725-21-7265	Fax: 06-6615-7074

## 2. Council Secretariat

The Council Secretariat coordinates operational time adjustments according to the following rules and provides Sakai Port Radio with the adjusted schedules by 15:00 on the preceding day.

In the event of a change in the time reported by a constituent member, the constituent member shall be notified, and adjustments shall be made.

In principle (adjustments are necessary):

- Vessels entering or departing adjacent quays, berthing at or leaving the Yunagi Wharf facilities, and passing through the Yunagi Wharf facilities may encounter conflicts in the waters in front of the Yunagi Wharf facilities.  
⇒ In such cases, a 30-minute interval shall be maintained after unberthing and before berthing to prevent conflicts between vessels.
- There is competition between vessels arriving and departing from adjacent quays.  
However, the above principles may not apply in the following case.  
(a) In case of an unavoidable emergency

### 3. Sakai Port Radio

Provide information to Sakai Port Radio and obtain information from Sakai Port Radio thoroughly.

Sakai Port Radio provides information to inbound and outbound vessels, that have communicated with them, based on information coordinated by the Council Secretariat by 15:00 the previous day to alert them and support their safe navigation by the following communications.

- Communication for information on vessels' arrival at the Otsu South Passage
  - A vessel entering the Otsu South Passage shall communicate with Sakai Port Radio via international VHF or telephone at least 20 minutes before entering the passage.
  - In response, Sakai Port Radio checks the scheduled times of other vessels and provides information on vessels passing through the Otsu South Passage and Otsu South anchorage.
  - When scheduled times conflict with other vessels, Sakai Port Radio notifies the Council Secretariat and requests the related vessels to adjust their operation time accordingly based on the latest operational coordination made by the Secretariat.
  - The Council Secretariat notifies the parties concerned of any change in the scheduled time due to operational coordination.
- Communication for information on vessels' departure from the Otsu South Passage
  - Outbound vessels from the Otsu South Passage shall report their estimated time of departure to Sakai Port Radio by international VHF or telephone before unberthing.
  - Upon receiving the reports, Sakai Port Radio validates the consistency using operationally coordinated information and provides vessels approaching the Otsu South Passage with the estimated time of passage through its offshore section (between Senboku-Otsu Buoys No.1 and 2).
  - When scheduled times conflict with other vessels, Sakai Port Radio notifies the Council Secretariat and requests the related vessels to adjust their operation time accordingly based on the latest operational coordination made by the Secretariat.
  - The Council Secretariat notifies the parties concerned of any change in the scheduled time due to operational coordination.

### (2) Ensuring the Safety of Vessels

The Master of a vessel using the Otsu South Passage shall confirm the movements of other vessels passing with Sakai Port Radio, the vessel's agents, etc., in advance by international VHF or telephone and prevent conflicts between vessels in the Yunagi Wharf-front waters at the adjacent quays.

#### ○ Cautions for Navigating the Otsu South Passage

- 1) Prior to entering the Otsu South Passage or unberthing, vessels shall obtain the

traffic information of their same time and confirm whether any adjustments to their operation schedule via Sakai Port Radio and their agents.

- 2) While navigating the area, the Master shall visually confirm the passage of other vessels and, if necessary, validate this by contacting Sakai Port Radio via international VHF or telephone.
- 3) Vessels shall communicate with vessels expected to encounter and directly confirm their intention each other using international VHF or others.
- 4) For berthing at the Yunagi Wharf, when other vessels berthing or unberthing in the vicinity are expected to encounter, the vessel's speed shall be adjusted before entering the Otsu South Passage (while obtaining traffic information via Sakai Port Radio) so as not to impede the passage of other vessels.
- 5) For unberthing from the Yunagi Wharf, when other vessels berthing or unberthing in the vicinity are expected to encounter, vessels shall not depart until the inbound vessel gets alongside or the outbound vessel passes and leaves the Otsu South Passage. In principle, departure time shall not be rescheduled to an earlier time of the day. In exceptional cases, such reschedule is permitted only when Sakai Port Radio confirms that no conflict with other vessels in Otsu South Passage after the Council Secretariat informs it.
- 6) Vessels shall navigate not to interfere with the punctual operation of ferries and other vessels carrying passengers.
- 7) Vessels shall comply with any request from Sakai Port Radio.

## 4. Information Communication and Provision

### (1) Contacting Sakai Port Radio and providing information from Sakai Port Radio

Domestic vessels of 500 G/T or over and all ocean-going vessels entering or leaving the Sakai-Senboku area of Hanshin Port are requested to report matters specified below to Sakai Port Radio by international VHF. Sakai Port Radio shall provide information on operation coordination, traffic control signal, vessels expected to meet, and other necessary information.

And when necessary, it shall request your cooperation to change your operation schedule caused by operation coordination or traffic control signal.

#### [Sakai Passage]

When to report	Information reported by the vessel	Information provided by Sakai Port Radio
Two hours before arrival	Estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time when necessary, requests to adjust
Arrival time changes	Change in the estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time when necessary, requests to adjust
Arrival at the pilot station, 20 minutes to passage, or heaving up anchor	Estimated time of arrival at the passage or time of heaving up anchor	Information on traffic control for Sakai Fairway, vessels expected to meet, and construction work.
Before departure	Estimated time of departure	Information on traffic control for Sakai Fairway, vessels expected to meet, and construction work.

\*Vessels shall contact “Sakai Port Radio”, for inbound at least 20 minutes before entering Sakai Passage, for outbound before leaving the berth, to confirm the control signal and permission to enter the passage or leave the berth. When the signal cannot be seen directly, the vessel shall check it with “Sakai Port Radio.”

#### [Hamadera Passage]

When to report	Information reported by the vessel	Information provided by Sakai Port Radio
Two hours before arrival	Estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time when necessary, requests to adjust
Arrival time changes	Change in the estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time when necessary, requests to adjust
Arrival at the pilot station, 20 minutes to passage, or heaving up anchor	Estimated time of arrival at the passage or time of heaving up anchor	Information on traffic control for Hamadera Fairway, vessels expected to meet, and construction work.
Before departure	Estimated time of departure	Information on traffic control for Hamadera Fairway, vessels expected to meet, and construction work.

\*Vessels shall contact “Sakai Port Radio”, for inbound at least 20 minutes before entering Hamadera Passage, for outbound before leaving the berth, to confirm the control signal and

permission to enter the passage or leave the berth. When the signal cannot be seen directly, the vessel shall check it with “Sakai Port Radio.”

[Otsu/Otsu South Passage]

When to report	Information reported by the vessel	Information provided by Sakai Port Radio
Two hours before arrival	Estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time, when necessary requests to adjust, Information on Yunagi Wharf operation coordination
Arrival time changes	Change in the estimated time of arrival at the pilot station or passage entrance	Pilot embarkation time, when necessary requests to adjust, Information on Yunagi Wharf operation coordination
Arrival at the pilot station, 20 minutes to passage, or heaving up anchor	Estimated time of arrival at the passage or time of heaving up anchor	Information on Yunagi Wharf operation coordination, vessels expected to meet, and construction work.
Before departure	Estimated time of departure	Information on Yunagi Wharf operation coordination, vessels expected to meet, and construction work.

\*Vessels shall contact “Sakai Port Radio”, for inbound, at least 20 minutes before entering each passage, for outbound, before leaving the berth, and obtain the traffic information.

\*Yunagi Wharf Operation Coordination" is carried out on the Otsu South Passage. Vessels shall obtain the latest information on it.

[At anchor]

When to report	Information reported by the vessel	Information provided by Sakai Port Radio
When passing Tomogashima/Akashi Strait, 1 hour before anchoring	Estimated time of anchoring	Anchor position
At the time of anchor	Time and position of anchoring	Berthing schedule, Information on Sakai-Hamadera Fairway control and Yunagi Wharf operation coordination

## 5. Port Service

### Tugs

When you need tugboats for berthing or unberthing, please order from the Osaka Prefecture Tug Business Cooperative Association.

[Contact] Phone: 0725-31-0521

Fax.: 0725-31-0578

Email info-0521@osaka-tug.org

### Tug Usage Standards for Sakai-Senboku Area of Hanshin Port (1)]

Vessel (GT)	Vessel (DWT)	Usage standard		B/T
		Prescribed B/T None	Prescribed B/T Yes	Prescribed horsepower
3,000		Two small tugs (500 PS) *Departure	*To be confirmed on arrival	400 PS min.
3,000 - 4,000		One small tug One Type-I tug (500 PS/1,000 PS)	One Type-I tug (1,000 PS)	Less than 5,000 GT
4,000 - 5,000		Two Type-I tugs (1,000 PS)	One Type-I tug (1,500 PS)	
5,000 - 6,000		Two Type-I tugs (1,000 PS/1,500 PS)	One Type-I tug (1,500 PS)	
6,000 - 8,000		Two Type-I tugs (1,500 PS)	One Type-II tugs (2,000 PS)	600 PS min.
8,000 - 9,000		One Type-I tug One Type-II tug (1,500 PS/2,000 PS)	One Type-II tug (2,000 PS)	Less than 7,000 GT 800 PS min.
9,000 - 13,000		Two Type-II tugs (2,000 PS)	One Type-II tug (2,300 PS)	Less than 15,000 GT 1,000 PS min.
13,000 - 20,000		Two Type-II tugs (2,300 PS)		
20,000 - 30,000		Two Type-II tugs (2,500 PS)		
20,000 - 30,000	40,000 - 50,000	Two Type-II tugs (2,700 PS)		
30,000 *Including those less than 30,000	45,000 - 60,000	Two Type-III tugs (3,000 PS)		1,200 PS min.
36,000 min.	Three tugs per vessel with dangerous goods (after consultation)			Less than 40,000 GT
40,000 min.	50,000 - 79,999	Three Type-II tugs (2,700 PS)		1,400 PS min. Less than 50,000 GT
40,000 min.	80,000 min.	Three Type- III tugs (3,000 PS)		2,000 PS min. Less than 70,000 GT
80,000 min.		Four Type-III tugs (3,000 PS) *Departure		70,000 GT min. To be determined after consultation



[Tug Usage Standards for Sakai-Senboku Area of Hanshin Port 2): PCC]

Vessel (new tons)	PCC		B/T
	Prescribed B/T None	Prescribed B/T Yes	Prescribed horsepower
9,000 - 13,000	Two Type-II tugs (2,000 PS)	One Type-II tug (2,300 PS)	800 PS min.
13,000 - 20,000	Two Type-II tugs (2,300 PS)	One Type-II tug (2,500 PS)	Less than 15,000 GT
20,000 - 30,000	Two Type-II tugs (2,500 PS)	One Type-II tug (2,700 PS)	1,000 PS min.
20,000 - 30,000	Two Type-II tugs (2,700 PS)	One Type-III tug (3,000 PS)	Less than 25,000 GT
30,000 - 40,000	Two Type-III tugs (3,000 PS)	One Type-III tug (3,000 PS)	1,200 PS min. Less than 40,000 GT
40,000 - 70,000	Two Type-III tugs (3,000 PS)	One Type-III tug (3,000 PS)	1,400 PS min. Less than 50,000 GT
			2,000 PS Min. Less than 70,000 GT
Over 70,000	To be determined after consultation for vessels with a gross tonnage over 70,000.		

\*For the ENEOS, Cosmo Oil, Osaka Gas, and Sakai LNG berths, the usage standards are based on the respective standards. For details, please contact the Osaka Prefecture Tug Business Cooperative Association.

### <<Glossary of Terms for Commands to Tugs>>

- When giving a command to a tug, call the tugboat's name first for the command.
- The tug's engine setting typically indicates the strength of pushing or pulling.

DEAD SLOW → SLOW → HALF → FULL  
Weak ←————→ Strong

- Pusher-type tugs are used at the Sakai-Senboku area of Hanshin Port. In normal operations, the tug line comes out of the bow. Therefore, a tug goes into pushing operation with the command "AHEAD ENG." The tug goes into pulling operation with the command "ASTERN ENG."
- When commanding a pushing or pulling direction when pushing or pulling, use the clock system (12-direction system) with the bow direction of the tug as the "12-o'clock" direction.

## 6. Others

### (1) Permitted conditions for public quays at night

Safety measures for **nighttime port entry** (based on Notice of Port No. 516, November 30, 2005)

- 1) Regarding berthing for nighttime (from sunset to sunrise), in principle, vessels are permitted to enter the port until 21:00 provided nighttime lighting facilities are equipped. And vessels are permitted to depart 24 hours a day.
- 2) In principle, vessels shall not enter the port at night when the wind speed (average wind speed) is 15 m/s or over or visibility is less than one nautical mile.
- 3) Mooring facilities, etc., to be used shall have necessary illumination for ship operations.
- 4) In principle, vessels carrying dangerous goods, as defined in the Port Regulations Act, shall not enter the port at night.
- 5) Japanese vessels of 1,000 G/T or over and foreign vessels of 500 G/T or over are required to have a pilot on board. However, this requirement does not apply whether the Master of the vessel has entered the port two or more times in the past year or tug service is used.

### (2) Safety measures for berthing and unberthing

- 1) When weather and sea conditions are inappropriate for berthing, it shall be suspended.

The following values shall be used as a guide for the berthing criteria.

Wind speed (average wind speed)	15 m/s or less
Wave height (Significant wave height)	1.0 m or less
Visibility	1,000 m or over

(Note) The above wind speed guideline is the upper limit for vessels in general for public quays, and each vessel type shall be judged on an individual basis.

- 2) In principle, cargo operations shall be suspended when the average wind speed is 10 m/s and the wave height in front of the quay is 1.0 m or higher.
- 3) The berthing speed upon arrival shall be maintained at 10 cm/s or less.

### (3) Notification of time changes in the arrival and departure of vessels on international voyages

As a security measure for the international wharf facilities, security guards are deployed upon the arrival of vessels. Arrangements are made based on electronic data interchange (EDI) information from the Ports and Harbors Bureau.

When there is a change in the vessel's arrival or departure time, please contact the following

[Report parties] and [Contact] as soon as possible.

[Reporting parties] (\*Note that the reporting parties differ depending on the following conditions.)

*Weekdays (excluding Saturdays, Sundays, national holidays, and December 29 through January 3) 9:00 - 17:45	*Time except as specified on the left.
In Charge of Facility Operation, General Affairs and Operation Division, Senshu Port and Coastal Department, Osaka Ports and Harbors Bureau	Sakai Port Radio
Phone: 0725-21-7217	Phone: 06-6615-7071
Fax: 0725-21-7265	Fax: 06-6615-7074

[Contact]

During office hours	In Charge of Facility Operation, General Affairs and Operation Division, Senshu Port and Coastal Department, Osaka Ports and Harbors Bureau Phone: 0725-21-7217
Outside office hours	In Charge of Crisis Management, General Affairs and Operation Division, Senshu Port and Coastal Department, Osaka Ports and Harbors Bureau Phone: 0725-21-7246

## 7. Typhoons, etc.

### Guidelines for Typhoon and Maritime Disaster Prevention at the Port of Osaka

#### (Objective)

Article 1 The objective of the guideline is to establish steps necessary to implement the measures for preventing typhoons or developed low-pressure disasters based on the rule of The Committee of Preventing Maritime Disaster in Osaka Port. (hereafter called “Committee”).

#### (Convocation of Committee)

Article 2 In principle, the Committee is convened two days prior to the forecast approach of the typhoon.

#### (Standard measures for preventing typhoons or developed low-pressure disasters)

Article 3 Standard measures for preventing typhoons or developed low-pressure disasters are as follows:

Stage of measures		State of typhoon	Details of measures
Phase 1	(Advisory for preparing to evacuate)	There is a possibility of a typhoon approaching Osaka Bay.	1. Pay attention to the weather information and the movement of the typhoon. 2. Assemble the crew on board and ensure the engine is ready to take necessary actions against rough weather and sea. 3. Ensure communication means with related parties. 4. The vessels at anchor and intending to anchor should note the following matters to prevent dragging anchor. (1) Maintain communication with the Japan Coast Guard. For example, maintain a continuous listening watch on VHF channel 16. (2) Assign duty officers (in charge of ship bridge duty, radio duty, etc.). (3) Ensure the AIS is in operation at all times.

Phase 2	(Advisory for large vessels to evacuate)	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>The following vessels should, in principle, evacuate from the port.</p> <p>(1) In the Osaka area, vessels (with a gross tonnage of 10,000 tons or more) carrying dangerous bulk cargo and vessels moored at Wharf J.</p> <p>(2) In the Sakai Senboku area, vessels (gross tonnage of 30,000 tons or more.)</p> <p>2. Vessels engaged in construction work should stop working and move to a safe place.</p> <p>3. Small vessels should begin anchoring at an appropriate anchorage or moorage without delay.</p> <p>4. In principle, large vessels (with a gross tonnage of 1,000 tons or more), excluding ferries, should evacuate from the port.</p> <p>5. The vessels at anchor and intending to anchor should note the following matters to prevent dragging anchor.</p> <p>(1) Maintain communication with the Japan Coast Guard.</p> <p>For example, maintain a continuous listening watch on VHF channel 16.</p> <p>(2) Assign duty officers (in charge of ship bridge duty, radio duty, etc.).</p> <p>(3) Ensure the AIS is in operation at all times.</p>
	(Advisory for all vessels to evacuate)	The port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan are anticipated to be impacted by the storm zone of a typhoon or expected to be significantly affected.	<p>1. Large vessels (gross tonnage of 1,000 tons or more) should, in principle, evacuate from the port and take all possible measures for safety.</p> <p>2. Small vessels should move into the rivers or canals wherever safe and keep a strict watch.</p> <p>3. The vessels at anchor and intending to anchor should note the following matters to prevent dragging anchor.</p> <p>(1) Maintain communication with the Japan Coast Guard.</p> <p>For example, maintain a continuous listening watch on VHF channel 16.</p> <p>(2) Assign duty officers (in charge of ship bridge duty, radio duty, etc.).</p> <p>(3) Ensure the AIS is in operation at all times.</p>
	(Advisory to avoid anchoring)	A weather phenomenon, such as a windstorm or snowstorm, prompting a weather warning announcement, is anticipated in the port of the Sakai-Senboku area.	<p>In principle, vessels with a gross tonnage of 100 tons or over should avoid anchoring within 3 miles of the piers at the Port of Sakai-Senboku (see self-restraint anchorage area).</p> <p>*The piers at the Port of Sakai-Senboku:</p> <ul style="list-style-type: none"> <li>• Cosmo Oil: Sakai Refinery Crude Oil Pier</li> <li>• Osaka Gas: LNG No. 2 Pier at Senboku Works No. 2</li> <li>• Sakai LNG: Sakai LNG Center Pier</li> </ul>

Lifting of disaster prevention phases	Phases 1 and 2 (Advisory for large vessels to evacuate/Advisory for all vessels to evacuate)	The area is now outside the typhoon's sphere of influence and is expected to be calm soon.	1. Vessels evacuated out of the port should take appropriate measures, such as re-entering the port while confirming safety. 2. Pay attention to the navigation restrictions and other regulations, etc.
	Phase 2 (Advisory to avoid anchoring)	A windstorm or snowstorm warning is lifted in the Sakai-Senboku area of Hanshin Port.	

- Note 1) When a storm caused by abnormal weather, such as a low pressure developing into a typhoon, is predicted at the port of Hanshin (Osaka area and Sakai-Senboku area) and the port of Hannan, the Committee for Preventing Maritime Disasters in Osaka Port may be convened separately to consider measures.
- Note 2) If there is a possibility to shift to phase 2, the Japan Coast Guard issues an advisory for vessels of 100 tons or more to avoid anchoring within 3 miles of the piers at the Port of Sakai-Senboku.
- Note 3) When a typhoon with a maximum wind speed of 40 m/s or more around its center approaches the Osaka Bay and Kii Channel area, an Advisory will be issued by the Commander of the Fifth Regional Coast Guard Headquarters in accordance with Article 32, Paragraph 2 of the Maritime Traffic Safety Act and Article 48, Paragraph 1 of the Port Regulations Act, following the results of discussions at the Council of Measures for Preventing Typhoon or Other Disasters in Osaka Bay and Kii Channel. Vessels in the area should take evasive action in accordance with said advisory. The issuance and lifting of advisories shall be communicated according to the Typhoon Information Communication Flowchart, as specified in Article 5 of the Guideline.

(Timing of implementation of measures to prevent typhoons or developed low-pressure disasters)

Article 4 The measures for preventing typhoons or developed low-pressure disasters should be implemented in consideration of the time required to implement each measure safely.

(Notification of measures for preventing typhoons or developed low-pressure disasters)

Article 5 Measures for preventing typhoons or developed low-pressure disasters are notified in the following manner for each stage.

(1) Phase 1 (Advisory for preparing to evacuate) (Advisory/Lifting)

Media	Communication
Telephone Facsimile Email	Notify in accordance with the Typhoon Information Communication Flowchart (hereafter referred to as the "Communication Flowchart").
Radiotelephone etc.	1) Notify via Osaka Port Radio or Sakai Port Radio on channel 16 (switching to working channel 12 for communication). 2) Notify via Osaka MARTIS on channel 16 (switching to working channel 13 or 14 or 66 for communication) or the AIS.
Internet	Fifth Regional Coast Guard Headquarters' Maritime Information and Communication System <a href="https://www6.kaiho.mlit.go.jp/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/05kanku/osaka/</a> (PC) <a href="https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/</a> (Cell phone)

(2) Phase 2 (Advisory for large vessels to evacuate) (Advisory/Lifting)

Media	Communication
Telephone Facsimile Email	Notify in accordance with the Communication Flowchart.
Radiotelephone etc.	1) Notify via Osaka Port Radio or Sakai Port Radio on channel 16 (switching to working channel 12 for communication). 2) Notify via Osaka MARTIS on channel 16 (switching to working channel 13 or 14 or 66 for communication) or the AIS.
Internet	Fifth Regional Coast Guard Headquarters' Maritime Information and Communication System <a href="https://www6.kaiho.mlit.go.jp/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/05kanku/osaka/</a> (PC) <a href="https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/</a> (Cell phone)



(3) Phase 2 (Advisory for all vessels to evacuate) (Advisory/Lifting)

Media	Communication
Telephone Facsimile Email	Notify in accordance with the Communication Flowchart.
Radiotelephone etc.	1) Notify via Osaka Port Radio or Sakai Port Radio on channel 16 (switching to working channel 12 for communication). 2) Notify via Osaka MARTIS on channel 16 (switching to working channel 13 or 14 or 66 for communication) or the AIS.
Internet	Fifth Regional Coast Guard Headquarters' Maritime Information and Communication System <a href="https://www6.kaiho.mlit.go.jp/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/05kanku/osaka/</a> (PC) <a href="https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/">https://www6.kaiho.mlit.go.jp/m/05kanku/osaka/</a> (Cell phone)
Sirens from boats, etc.	Patrol boats from the Osaka Coast Guard, Osaka Water Police Department, and other official institutions will raise the international signal flag VL, sound a siren, and make an announcement using a loudspeaker. (Only in the case of advisories).

(Reporting of anchorage positions)

Article 6. Vessels evacuated outside the harbor (or outside breakwaters) shall promptly notify the Captain of the Hanshin Port or the Captain of the Hannan Port of the location of their shelter position and other information. The notification shall be made using one of the following methods.

Media	Reported to:	Information required
Radiotelephone	1) Kobe Coast Guard Radio 2) Osaka Port Radio 3) Sakai Port Radio Call any one of the above on channel 16.	1. Vessel's name, nationality, type of the vessel, gross tonnage, length overall, and drafts 2. Port of departure (Port from which the evacuation took place, e.g., Hanshin Port (Osaka area or Sakai-Senboku area) or Hannan Port)
Maritime telephone	Captain of the Port, Hanshin: 06-6571-0223 Captain of the Port, Hannan: 072-422-3592	3. Port of entry (port of entry after evacuation)
Facsimile	Captain of the Port, Hanshin: 06-6572-1700 Captain of the Port, Hannan: 072-437-0444	4. Time anchored 5. Anchorage position (longitude/latitude or the numbers in the mesh chart attached to this Manual) 6. Length of leading anchor chains (number of shackles, starboard or port side)

(Securing communication method)

Article 7 Vessels taking refuge out of the port are recommended to keep watch on international VHF channel 16.

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

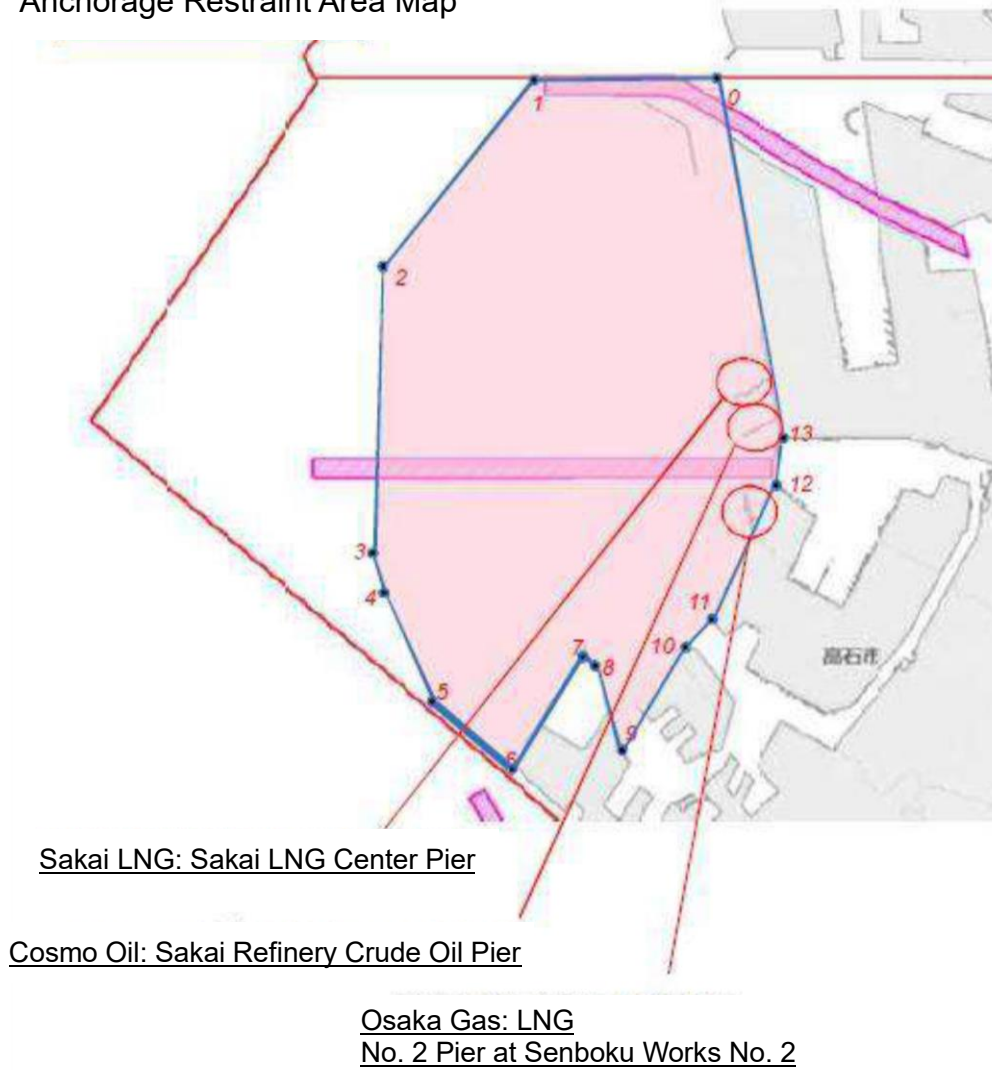
This guideline becomes effective as of July 1, 2021

### Anchorage Restraint Area Map

The sea area enclosed by the following points:

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

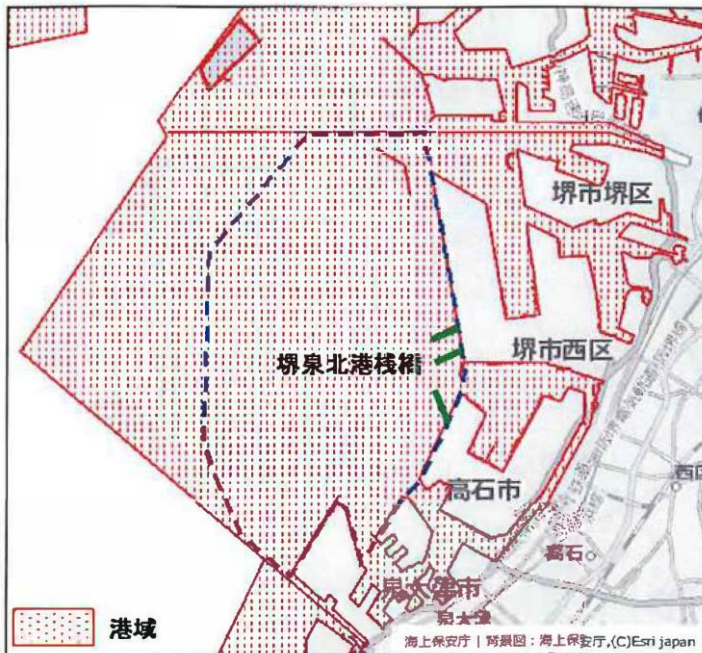
### Anchorage Restraint Area Map



2

# Measures to Prevent Anchoring Accidents in the Sakai-Senboku Area of Hanshin Port

When stormy weather is anticipated due to typhoons, etc., the area within three nautical miles of the piers at Sakai-Senboku Port will be designated as a self-restraint anchorage area, and an advisory to avoid anchoring will be issued.



**[Advisory to avoid anchoring]** Article 39, Paragraph 4 of the Port Regulations Act

## 1. Criteria

**When it is determined that a storm or snowstorm warning has been issued for the Sakai-Senboku area of Hanshin Port.**

## 2. Self-restraint anchorage area

**Waters within three nautical miles of the piers at the Port of Sakai-Senboku**

\*The area enclosed by the blue dashed line in the figure on the left-hand side (see reverse side for details)

\*The piers at the Port of Sakai-Senboku are indicated by the green lines in the figure on the left-hand side.

## 3. Details of measures

**Vessels of 100 gross tons or more shall, as a general rule, avoid anchoring in self-restraint anchorage areas.**

**\*If a vessel does not comply with the above recommendation, a recommendation to leave the area (Article 39, Paragraph 4 of the Port Regulations Act) or an order to depart (Article 39, Paragraph 3 of the Port Regulations Act) will be issued to the vessel anchored in the self-restraint anchorage area**

## [How to Confirm]

When an advisory is issued, it will be announced through Firth Regional navigation warnings and navigational telex (NAVTEX) messages, as well as by patrol boats, the Maritime Information and Communication System, radio broadcasts, Automatic Identification System (AIS), and typhoon response headquarters, etc.

The QR code on the right is also available for checking the status of the issuance of advisories, etc.

Maritime Information and Communication System



When stormy weather is expected due to typhoons, etc., please be aware that **anchor dragging can occur**, and be careful of the following points when operating your vessel.

- Obtain the latest typhoon information, etc., and move promptly to areas with less impact (e.g., avoid the right semicircle of the typhoon).
- Consider the option of not anchoring, depending on the situation (e.g., laying the ship aback).
- Get appropriate safety-oriented support from the vessel's operators, etc. (provision of information and advice required by the ship's side).

## Precautions for anchoring\* in rough weather

- Keep a safe distance between vessels at anchor in close proximity.
- Maintain a constant watch on the bridge, ensuring the ship's position is monitored, surroundings are observed, and international VHF channel 16 is listened to at all times, etc.
- Ensure a system is in place that can respond immediately in case of an emergency (engine standby).

\*Limited to anchoring in waters where there is no voluntary restraint on anchoring, etc.



Sakai Coast Guard Station, Osaka Coast Guard  
20, Ishizu-Nishi-machi, Nishi-ku, Sakai, Osaka Pref.  
592-8332  
Phone: 072-244-5076

(For inquiries, please contact)

- Navigation Safety Division, Osaka Coast Guard  
06-6571-0223
- In charge of harbor duties, Sakai Coast Guard Station  
072-244-5076



# 走錨海難防止のための航行ルール

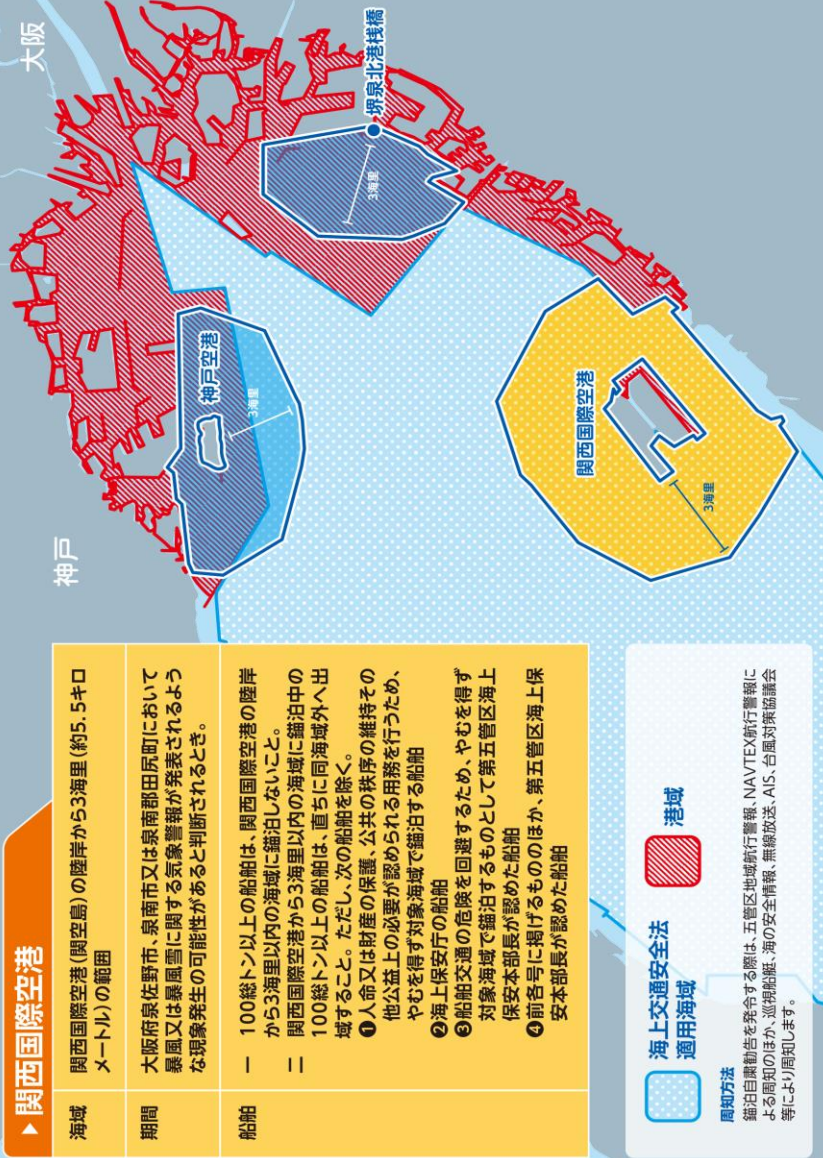
暴風又は暴風雪に関する気象警報の発表が予想される時は、次の航行ルールが適用されます。

## ● 関西国際空港から3海里内に「錨泊自粛勧告」を发出※1

※1 適用法令：海上交通安全法第32条第2項  
勸告に従わない船舶は、個別に勸告又は命令(罰則あり)を发出することがあります。

## ● 神戸空港及び堺泉北港棧橋※2から3海里内に「錨泊自粛勧告」を发出※3

※2 「コブエ石油堺製油所原油棧橋」、「大阪ガス堺泉北製造所第二工場LNG第2棧橋」、「LNG麻堀LNGセンター棧橋」  
※3 適用法令：海難防止法第39条第4項 勸告に従わない船舶は、個別に勸告又は命令(罰則あり)を发出することがあります。



**第五管区海上保安本部**

個別のお問合せはこちら

- 神戸空港周辺海域
- 堺泉北港棧橋周辺海域

〒650-8551 神戸市中央区波止場町1-1  
TEL 078-391-6551 (代表) [問合せ先] 交通部航行安全課

TEL 078-331-6743  
TEL 06-6571-0223  
TEL 072-244-5076



**走錨事故防止ポータルサイト**

<https://www.kaiho.milt.go.jp/mission/kaiyoukotsu/soubyo.html>  
走錨事故防止に役立つ情報を掲載しています。

2018.8.16

# 大阪湾・紀伊水道における湾外等避難のルール

第五管区海上保安本部では、**勢力の強い台風による異常な気象・海象が予想される場合**、海上交通安全法の規定に基づき、**大阪湾(紀伊水道を含む)外の台風の影響の少ない海域への避難等の勧告を発出**します。

## ルールの概要と対象海域



## 「対象海域外への避難」及び「入域の回避」の対象船舶

- **長さ200m以上**  
客船、フェリー、貨物船
- **長さ160m以上**  
自動車運搬専用船、コンテナ船、ガスタンカー、タンカー
- **総トン数5万トン以上の危険物船**  
(液化ガス船を除く)
- **総トン数2万5千トン以上の液化ガス船**

ただし、以下に該当する船舶は対象外です。

- 定期航路事業に従事する内航船舶(内航定期旅客船・内航RORO船等)
- 「平水」、「沿海」又は「限定近海」の航行区域を有する内航船舶

※対象船舶以外の船舶においても、安全に避難できる海域に避難しようとする船舶は、十分な時間的余裕をもって避難を開始してください。





台風等の異常な気象・海象が予想される場合等において  
走錨等に起因する事故防止に万全を期するため

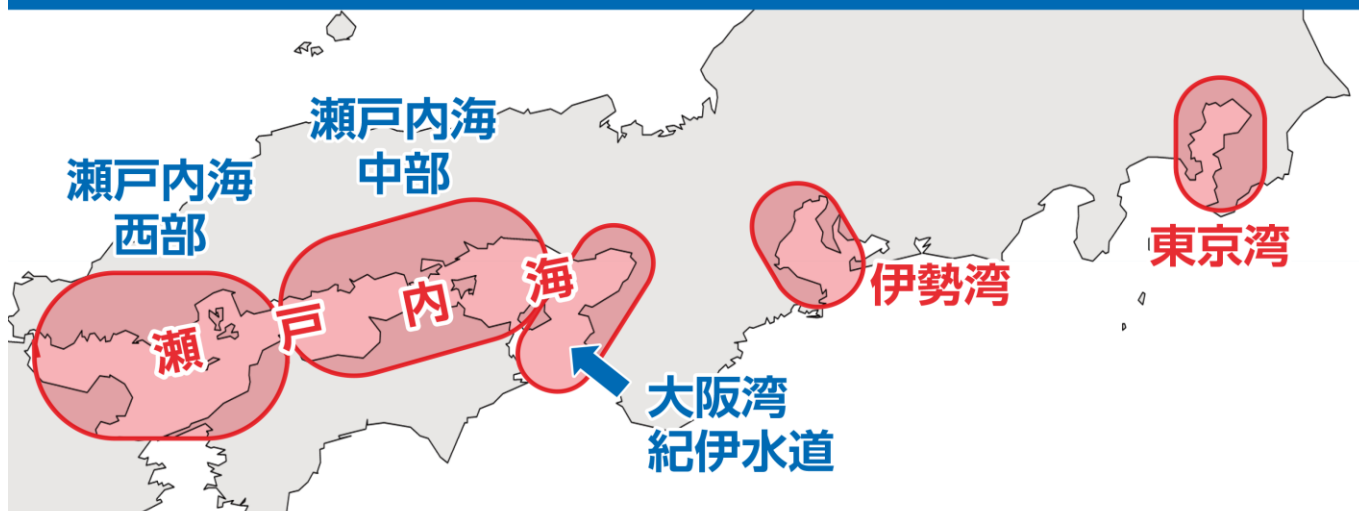
## 湾外避難等の勧告・命令に関する制度等を創設

「海上交通安全法等の一部を改正する法律」令和3年7月1日施行

### 三大湾等における湾外避難等の勧告・命令制度等

- 船舶の湾外避難、湾内の錨泊制限等の勧告・命令制度
- 重要施設周辺海域等における走錨事故等防止のための情報提供、危険回避措置の勧告制度
- 湾外避難等の円滑な実施に関する必要な協議を行うための協議会の設置
- 湾内全域からの船舶の避難を一体的に実施するための海上保安庁長官による港長権限の代行制度

### 湾外避難等の勧告・命令制度の対象海域



- ☑ 東京湾、伊勢湾及び瀬戸内海（大阪湾・紀伊水道を含む）を対象
- ☑ 瀬戸内海は3つの海域に分けて運用されます

問合せ先



第五管区海上保安本部  
交通部航行安全課  
電話 078-391-6551



走錨事故防止  
ポータルサイト

走錨事故防止に役立つ  
以下のような情報を掲載しています。

- 台風進路図、外洋波浪予想図
- 東京湾、伊勢湾、瀬戸内海の錨泊船舶の状況図
- 灯台等で観測した風向、風速等に関する情報
- 投錨作業と事故防止、台風を錨泊避航した状況図、船員教育に役立つ動画情報

(2021年7月作成)



## 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 mitigate damage to vessels caused by tsunamis by establishing procedures for the prompt and effective response of vessels in the Port of Hanshin (the Osaka and Sakai-Senboku areas) and the Port of Hannan.

#### 2. How to obtain Tsunami information

Vessels in the Port of Hanshin (the Osaka and Sakai-Senboku areas) and the Port of Hannan, as well as those scheduled to enter these ports, and other maritime stakeholders (such as agents and operators) should consistently gather tsunami information using the methods listed in Table 1.

(Table 1) Procedure for Tsunami Information Collection

Means to obtain weather reports			Frequency, channel, etc.
Radio broadcast	Japan Coast Guard	Kobe Coast Guard Radio	International VHF channels 16/12
		OSAKA MARTIS	International VHF channels 16/13, 14, 66 AIS
			International VHF channels 16/13, 14, 66 Medium and Short-wave radio: 1651 kHz (in Japanese) and 2019 kHz (in English) AIS
		NAVTEX (text information)	NAVTEX receiver in F1B mode at 518 kHz
	Ports and Harbors Bureau	Osaka Port Radio Sakai port radio	International VHF channels 16/11, 12, 18, 19, 20
TV broadcast			NHK etc.
Radio broadcast			666 kHz, etc.
Internet, email			Japan Meteorological Agency's website, Fifth Regional Coast Guard Headquarters' Maritime Information and Communication System, Area email, emergency alert email (confirmation of receipt settings required), etc.

#### 3. Measures to be taken by vessels

##### (1) Vessels in port

When the Japan Meteorological Agency (JMA) issues a tsunami advisory, tsunami warning, or major tsunami warning to Osaka Prefecture, vessels in port must collect tsunami information. They should also pay close attention to the lives of crew members and take measures in accordance with the JMA's announcements (warnings/advisories) listed in Table 2.

If the JMA releases temporary information on a Nankai Trough earthquake (under analysis), vessels should gather related information. Based on the measures in Table 3, each vessel must act accordingly.

(Table 2) Measures based on JMA's Announcements (Warnings and Advisories)

Announced by JMA	Details of measures to be taken by vessels		Advisory category of the Captain of the Port
Tsunami advisory	All vessels	<p>Pay attention to tsunami countermeasures, such as collecting tsunami information, ensuring a communication system, reinforced mooring, etc. Vessels at anchor or planning to anchor must pay attention to the following items to prevent anchor-dragging accidents.</p> <ol style="list-style-type: none"> <li>1. Ensure a means of communication with the Japan Coast Guard, such as watching the international VHF (channel 16) at all times.</li> <li>2. Assign crew members on duty (e.g., on ship bridge duty, radio duty, etc.).</li> <li>3. Confirm that the AIS is always active if it is equipped.</li> </ol>	Phase 1 (Tsunami precaution advisory)
Tsunami warning	Small vessels	Take necessary measures in addition to landing and fastening, reinforced mooring, or evacuation from the port.	Phase 2 (Tsunami evacuation advisory)
	Vessels other than small vessels	<p>Vessels in cargo operation shall cease loading and unloading and take necessary measures, such as mooring or evacuating from the port. Vessels cruising or moored must take necessary measures in addition to reinforced mooring and evacuation from the port.</p> <p>Vessels at anchor must prepare their engines and either stand by, evacuate the port, or take other necessary measures.</p> <p>Vessels at anchor or planning to anchor must pay attention to the following items to prevent anchor-dragging accidents.</p> <ol style="list-style-type: none"> <li>1. Ensure a means of communication with the Japan Coast Guard, such as watching the international VHF (channel 16) at all times.</li> <li>2. Assign crew members on duty (e.g., on ship bridge duty, radio duty, etc.).</li> <li>3. Confirm that the AIS is always active if it is equipped.</li> </ol>	

Announced by JMA	Details of measures to be taken by vessels		Advisory category of the Captain of the Port
Major Tsunami warning	Small vessels	Take necessary measures in addition to landing and fastening, reinforced mooring, or evacuation from the port.	Phase 2 (Tsunami evacuation advisory)
	Vessels other than small vessels	<p>Vessels in cargo operation shall cease loading and unloading and take necessary measures, such as mooring or evacuating from the port.</p> <p>Vessels cruising or moored must take necessary measures in addition to reinforced mooring and evacuation from the port.</p> <p>Vessels at anchor must prepare their engines and either stand by, evacuate the port, or take other necessary measures.</p> <p>Vessels at anchor or planning to anchor must pay attention to the following items to prevent anchor-dragging accidents.</p> <ol style="list-style-type: none"> <li>1. Ensure a means of communication with the Japan Coast Guard, such as watching the international VHF (channel 16) at all times.</li> <li>2. Assign crew members on duty (e.g., on ship bridge duty, radio duty, etc.).</li> <li>3. Confirm that the AIS is always active if it is equipped.</li> </ol>	

\*Captain of the Port: Captain of the Port of Hanshin (Osaka and Sakai-Senboku areas) or Captain of the Port of Hannan

Small vessels: Pleasure boats, fishing boats, and other vessels that can be landed in port

Sheltering at berth: Staying at berth to counteract tsunami with reinforced mooring or use of engines or both. (It shall also be considered emergency evacuation site for shore workers.)

Advisories: Recommendations based on Article 39, Paragraph 4 of the Act on Port Regulations

(Table 3) Measures based on JMA's Announcements (Temporary Information on Nankai Trough Earthquake)

Announced by JMA	Details of measures to be taken by vessels		Advisory category of the Captain of the Port
Temporary information on a Nankai Trough earthquake (Megathrust earthquake warning)	All vessels	<ol style="list-style-type: none"> <li>Vessels in port should be prepared to evacuate and be ready to depart immediately if necessary. <ul style="list-style-type: none"> <li>Obtain temporary information on the Nankai Trough earthquake.</li> <li>Confirm the support system necessary for evacuation.</li> <li>Confirm the response of the quay administrator, shippers, etc.</li> <li>Confirm evacuation methods.</li> </ul> </li> <li>Take voluntary evacuation actions. <ul style="list-style-type: none"> <li>If the support system necessary for evacuation is not available, the quay cannot be used, or loading and unloading operations are not possible, evacuate to safer waters on your initiative.</li> </ul> </li> </ol>	Special cautions with the Nankai Trough earthquake (advisory)

Note 1) If a tsunami advisory, tsunami warning, or major tsunami warning is issued during the issuance of the special cautions with the Nankai Trough earthquake (advisory) as specified in Table 3, the phase will be switched to phase 1 (tsunami precaution advisory) or phase 2 (tsunami evacuation advisory) as specified in Table 2.

Note 2) Special cautions with the Nankai Trough earthquake (advisory) will not be issued even if temporary information on a Nankai Trough earthquake (megathrust earthquake warning) is announced while phase 1 (tsunami precaution advisory) or phase 2 (tsunami evacuation advisory) specified in Table 2 is in effect.

Note 3) Even if phase 1 (tsunami precaution advisory) or phase 2 (tsunami evacuation advisory) specified in Table 2 is lifted, the temporary information on the Nankai Trough earthquake (megathrust earthquake warning) may still be in effect. In such cases, the phase will be switched to the special cautions with the Nankai Trough earthquake (advisory) specified in Table 3.

## (2) Evacuation area, etc.

Vessels in port should take the best evacuation measures, such as Sheltering at berth or evacuation outside the port, considering the height of the tsunami and its expected time of arrival. When evacuating outside of the port, vessels should go to the recommended evacuation sea area in Osaka Bay, where the water depth is 30 m or more (hereafter referred to as "recommended evacuation area") as much as possible.

(See the attached "Regulation of Vessel Traffic in the Event of a Tsunami Warning or Major Tsunami Warning Announcement" on page 44).

## (3) Vessels scheduled to enter port

If the JMA issues a tsunami warning or major tsunami warning to Osaka Prefecture, vessels scheduled to enter the Port of Hanshin (Osaka area and Sakai-Senboku area) and the Port of Hannan should refrain from entering the port and evacuate to the recommended evacuation area if possible, taking into account the expected tsunami arrival time and other factors.

#### (4) Sequence of evacuation

When vessels evacuate outside the port, they should, in principle, evacuate sequentially from the vessels that are ready to leave the port. However, if there is a conflict in the timing of vessel departure, the basic evacuation order shall be established as specified below, taking into consideration the risk of secondary disasters. All parties concerned should cooperate as much as possible to prevent and mitigate disasters.

- 1) Vessels carrying dangerous cargo
- 2) Passenger ships with passengers on board
- 3) Huge vessels, including large vessels
- 4) Other vessels

Note 1) This is an order intended for minimizing damage (disaster mitigation), and it does not guarantee that pilots, tugboats, and line handling workers can be preferentially arranged for evacuation.

Note 2) Keep in mind that the Osaka Coast Guard Office, Osaka Port Radio, etc., may provide information on evacuation procedures.

#### 4. Action Taken by the Captain of the Port

##### (1) Evacuation advisory, etc.

If a tsunami advisory, tsunami warning, or major tsunami warning is issued by the JMA to Osaka Prefecture, the Captain of the Port will recommend that vessels in port take the measures in phase 1 (tsunami precaution advisory) or phase 2 (tsunami evacuation advisory) specified in Table 2.

Vessels will be recommended to take the measures in Table 3 for Special cautions with the Nankai Trough earthquake (advisory) if the JMA releases temporary information on a Nankai Trough earthquake (megathrust earthquake warning).

After the announcement of the Nankai Trough earthquake (under analysis), the JMA will release temporary information on the Nankai Trough earthquake (megathrust earthquake warning) as well as temporary information on the Nankai Trough earthquake (megathrust earthquake caution and analysis completion). Please pay attention to these pieces of information as well.

##### (2) Lifting of evacuation advisory

When the tsunami advisory, tsunami warning, or major tsunami warning issued by the JMA for

Osaka Prefecture is lifted, and safety in the port is confirmed, the advisory in Table 2 will be lifted.

However, the Captain of the Port may continue to impose navigational restrictions or other measures based on conditions, such as navigational obstructions, damage to mooring facilities, reduced water depth, etc., in the port.

In addition, the advisory in Table 3 will be rescinded when the alert measures are lifted based on advice from the government.

#### 5. Distributing information

The JMA may issue a tsunami advisory, tsunami warning, or major tsunami warning for Osaka Prefecture or issue temporary information on a Nankai Trough earthquake (megathrust earthquake warning). If that is the case, maritime officials shall obtain information through the means listed in Table 1 and disseminate it to ships in port as much as possible. In addition, the information will be communicated to the relevant parties through their communication network for typhoons and others.

#### 6. Preparation of a tsunami evacuation manual, education, and training

Ship operators should prepare a manual that clarifies evacuation measures, including those for crew members, and provide the necessary education and training to them in order to prevent and mitigate disasters.

Additionally, each vessel should ensure they have an evacuation system in place and routinely check and train in evacuation procedures based on the manual, ensuring that the best evacuation measures can be taken immediately in the event of an earthquake or tsunami.

#### 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)

# 大津波警報・津波警報発表時の船舶交通の規制について

～南海トラフ巨大地震等により津波警報等が発表された場合は～  
海上交通安全法に基づき **明石海峡** **友ヶ島水道** **鳴門海峡** に  
**船舶交通の規制(航行禁止)**を実施します。

詳細裏面記載

- 津波の潮流により、明石海峡、友ヶ島水道、鳴門海峡は船舶にとって大変危険な状態になります。
- 大阪湾内の推奨避難海域は避難船舶で大変混雑することが予想されます。

## 大阪湾における船舶の避難手順(イメージ)



### ①各港の勧告による避難

大津波警報・津波警報発表と同時に各港にて港外避難の勧告が発出されます。

### ②大阪湾外への避難

津波到達予想時刻までに明石海峡または友ヶ島水道を通過できる場合は大阪湾外へ避難して下さい。

### ③推奨避難海域への避難

津波到達予想時刻までに大阪湾外へ避難が難しい場合は推奨避難海域へ避難してください。

### ④船舶交通規制の実施

津波到達予想時刻をもって、明石海峡、鳴門海峡、友ヶ島水道の航行を禁止します。

## ■大阪湾における避難船舶の留意事項

- (1) 津波到達予想時刻までに明石海峡又は友ヶ島水道を通過できる場合は大阪湾外(播磨灘、紀伊水道)へ避難してください。
- (2) 津波到達予想時刻までに明石海峡又は友ヶ島水道の通過が難しい場合は、淡路島東方沖の推奨避難海域へ避難してください。
- (3) 推奨避難海域へは他の避難船舶の動静に十分注意して航行してください。
- (4) 推奨避難海域では小型船は淡路島寄りに、中・大型船は大阪湾中央寄りに避難してください。

※小型船の港外避難を推奨するものではありません。

- ◎国際VHFch16を聴守して下さい。
- ◎AISメッセージを確認して下さい。
- ◎乗員の安全を最優先に行動して下さい。

2021.8 作成

問合せ先

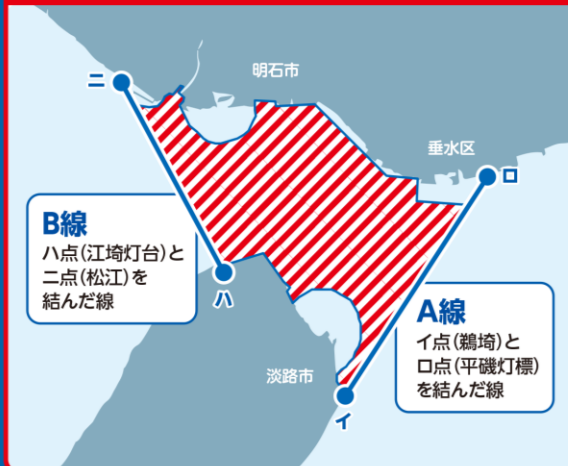


第五管区海上保安本部  
交通部航行安全課  
電話 078-391-6551



# 海上交通安全法適用海域における航行制限

## 明石海峡の航行制限海域〔A線とB線間の海上交通安全法適用海域〕



### 航行制限の開始時刻

気象庁から発表された大津波警報  
又は津波警報に伴う

「神戸市の津波到達予想時刻の10分前」

### 航行制限事項

- 船舶は定められた海域を航行してはならない。
- 定められた海域内を航行する船舶は直ちに同海域から出域しなければならない。

(漁船、プレジャーボートを含めた全ての船舶)

## 友ヶ島水道の航行制限海域〔A線とB線間の海上交通安全法適用海域〕



### 航行制限の開始時刻

気象庁から発表された大津波警報  
又は津波警報に伴う

「淡路島南部への津波到達予想時刻」

### 航行制限事項

- 船舶は定められた海域を航行してはならない。
- 定められた海域内を航行する船舶は直ちに同海域から出域しなければならない。

(漁船、プレジャーボートを含めた全ての船舶)

## 鳴門海峡の航行制限海域〔A線とB線間の海上交通安全法適用海域〕



### 航行制限の開始時刻

気象庁から発表された大津波警報  
又は津波警報に伴う

「淡路島南部への津波到達予想時刻」

### 航行制限事項

- 船舶は定められた海域を航行してはならない。
- 定められた海域内を航行する船舶は直ちに同海域から出域しなければならない。

(漁船、プレジャーボートを含めた全ての船舶)

適用法令：海上交通安全法 第32条第1項

罰 則：海上交通安全法 第51条第1項第2号(3月以下の懲役又は30万円以下の罰金)

## 8. Information on Fishery Operations

In Osaka Bay and Harima-nada, sand lance fishery operations by trawlers are actively conducted from February through April every year.

Sand lances gather in current rips, and the Akashi Strait is one of the best fishing spots. In the best season, approximately 120 fishing teams (three trawlers per team) gather for fishing operations in the narrow strait. Besides the Akashi Strait, fishing operations are conducted in the surrounding sea areas as well. Therefore, more than 200 teams in total are engaged in operations.

As a result, general vessels may not be able to navigate the regular route. They may have to navigate in an opposite direction while avoiding fishing boats, or they may get stuck due to a lack of navigable areas. Patrol boats from the Japan Coast Guard are on alert, but general vessels should also pay attention to the fishing operations of trawlers for safe navigation.

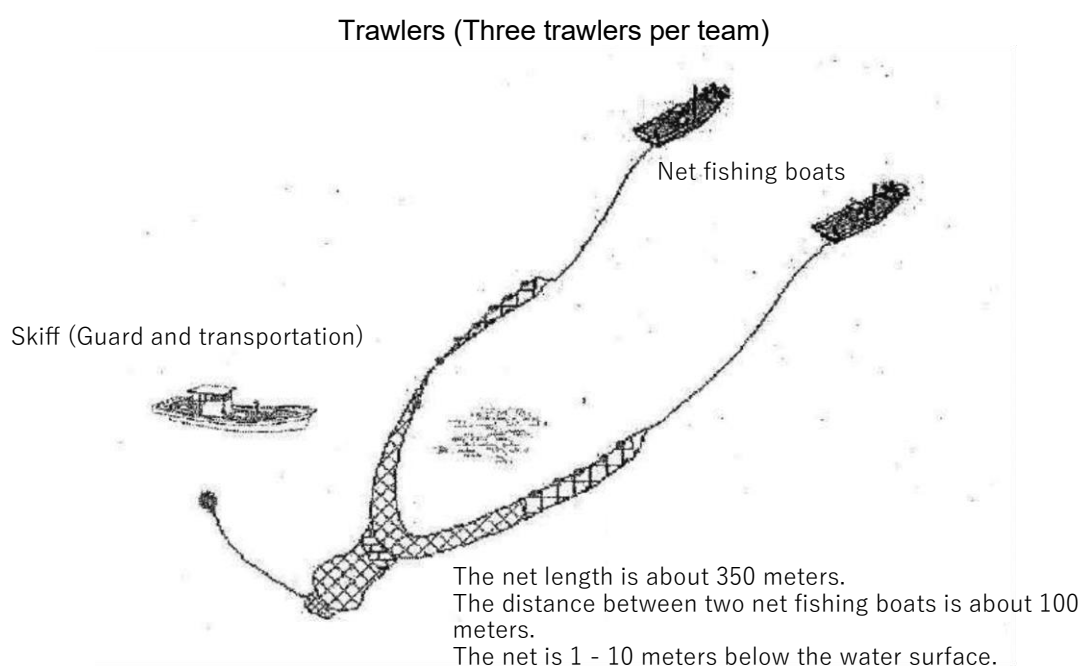
During the sand lance fishing season, the OSAKA WAN Vessel Traffic Service Center provides information on the operation status every 30 minutes via fax, radio broadcast, and the Internet webpage. If you feel in danger or need information while navigating, please contact the OSAKA WAN Vessel Traffic Service Center by radio or phone.

OSAKA WAN Vessel Traffic Service Center (OSAKA MARTIS)

Radio broadcast: 1651 kHz in Japanese (at the 15th and 45th minutes every hour)  
(Medium and Short-wave) 2019 kHz in English (at the 0th and 30th minutes every hour)

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

Phone: Control Section: 078-381-9273  
Information Section: 078-381-9263



## Ensuring Safety in Spanish Mackerel Drift-Net Fishing Operations

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

Spanish mackerel drift-net fishing operations are conducted in the Osaka Bay area (from April 1 through December 31, and the peak fishing season for inbound fish in spring is from April through June, and that for outbound fish in autumn is from October through December).

All vessels sailing in Osaka Bay, especially those with a maximum draft of 5 m or more, including Spanish mackerel drift-net fishing boats, are requested to observe all laws and regulations related to maritime safety and to pay particular attention to the following items to ensure their safety.

### Description

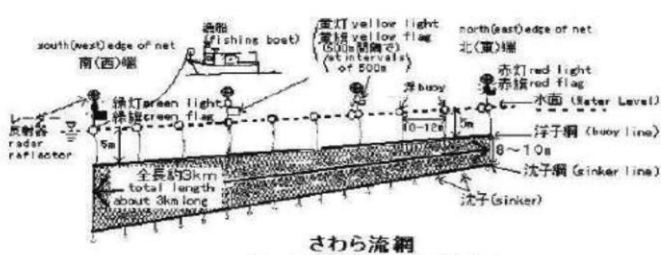
#### 1. Spanish mackerel drift-net trawlers

- (1) Pay close attention to the movements of passing vessels.
- (2) In accordance with laws and regulations (permit conditions), ensure that lights and signs are posted.
- (3) Install radar reflectors.

#### 2. General vessels

- (1) If you see a fishing boat or driftnetting gear in operation, please navigate with caution.
- (2) When navigating in the vicinity of the mackerel drift nets, do not straddle fishing nets or lights in order to avoid the nets below the water's surface.
- (3) In the event of contact with or damage to fishing gear, please report the incident to the Osaka Prefectural Federation of Fisheries Cooperative Associations, as specified below.

### Schematic plan of fishing operation



### Operation hours

From one hour before sunset

↓  
Up to one hour before sunrise

### Lights:

Lights must flash at intervals no longer than 4 seconds.

The light must be visible from at least 2 km away.

All lights and flags must be at least 1 m above the water.

### Fishing operation areas



### Navigation safety measures

#### 1. Installation of marker flags and beacons

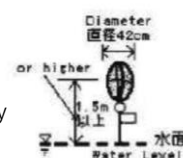
Place green lights and green flags at the south (west) end of the drift net, yellow lights and yellow flags at 500-meter intervals on the drift net, and red lights and red flags at the north (east) end of the drift net.

#### 2. Installation of radar reflectors

Install radar reflectors at 500-meter intervals.

#### 3. Each drift-net fishing boat must hoist its display (marker flag).

All boats must display a uniform marker flag.



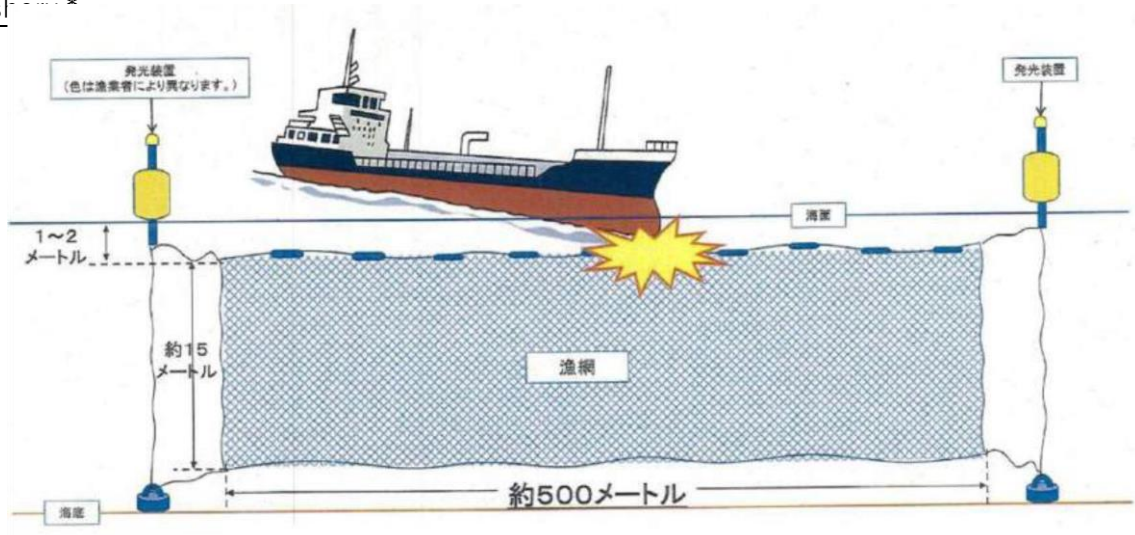
<Contact> Spanish Mackerel Drift-Net Fisheries Management Division, Fisheries Resources Management Committee, Osaka Prefectural Federation of Fisheries Cooperative Associations

- Gillnet fishery

Gillnet fishery is similar to Spanish mackerel drift-net fishery. However, the upper end of the gillnet gear is located one to two meters below the sea surface, and navigating over it can damage the net or entangle the propeller or other parts of the net.

Gillnet fishing gear will be set up from 3:00 pm to 8:00 am the following day.

Please note that it is difficult to distinguish this fishery from Spanish mackerel drift-net fishery.



\*In gillnet fishery, the colors of the light-emitting devices at both ends vary from fisher to fisher. In contrast, the northern end of the Spanish mackerel drift net is clearly marked with a red light and red flag, the southern end with a green light and green flag, and the middle with a yellow light and yellow flag. In addition, in Spanish mackerel drift-net fishery, radar reflectors are attached to the flag buoys at both ends of the net.



**Captain , Watch out for gill nets !!**

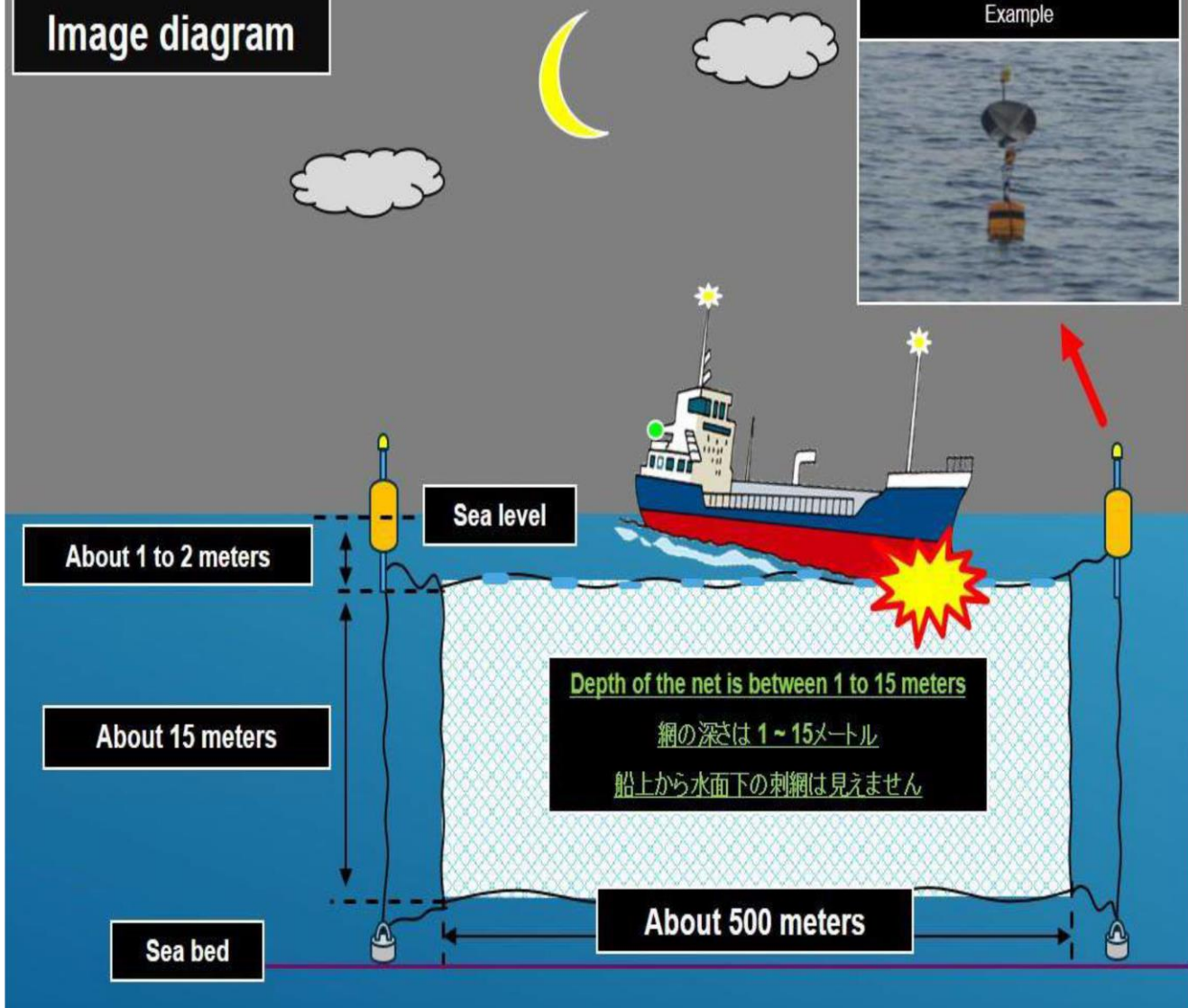
船長さん 刺網に気をつけて！！

**In port of SAKAI - SENBOKU**

- Do not pass through between the buoys (about 500 meters apart).
- The nets are set around the passage and anchorages.
- During the net is pulled in, the buoys could not be seen.

- ・オレンジ色のブイの間(約500m)は航行しない
- ・航路、錨地周辺にも設置されている
- ・漁船が揚網中の場合、ブイが見えない可能性がある

### Image diagram



Osaka Coast Guard Office Sakai Coast Guard station  
大阪海上保安監部 堺海上保安署

January . 2022



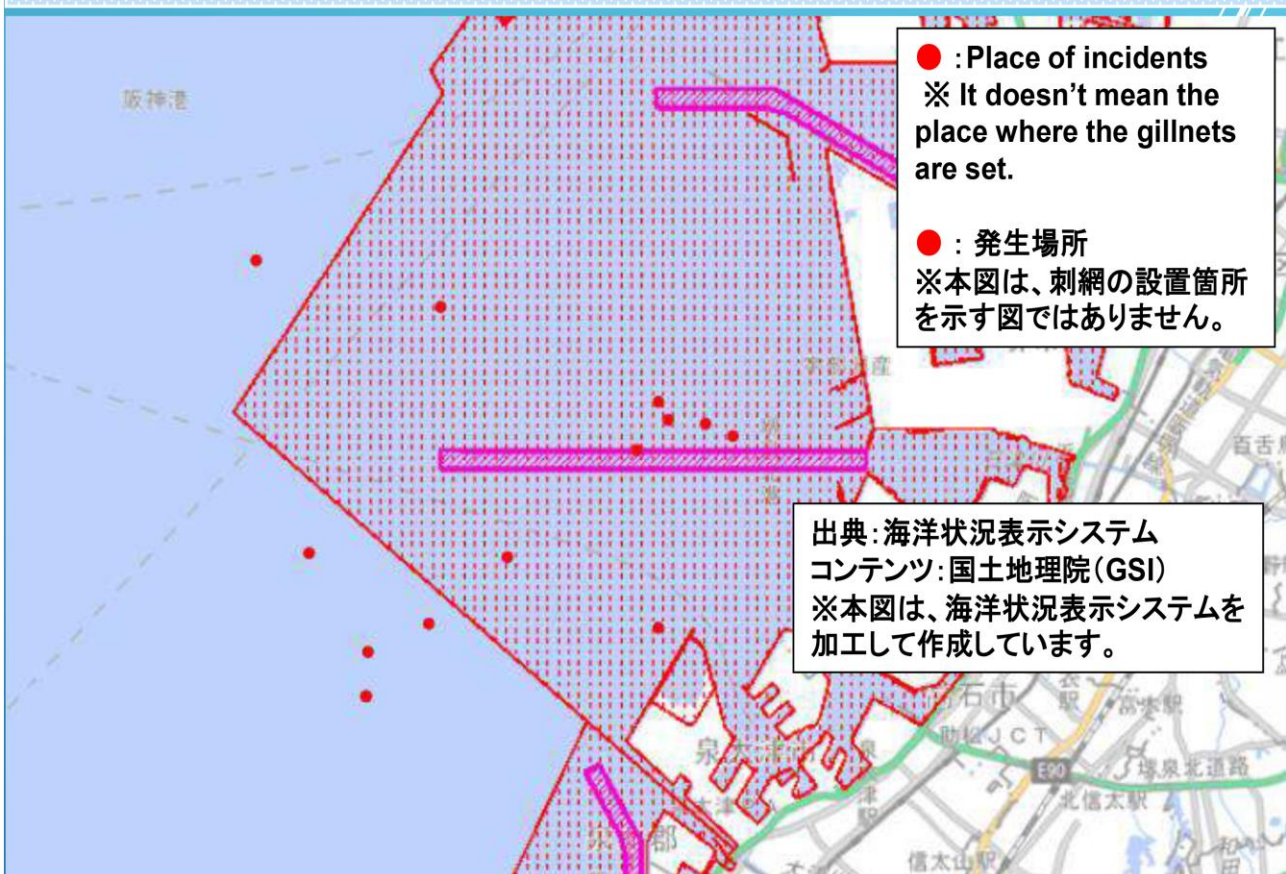


## The place where the damage to nets occurred 過去に刺網損傷があった場所

About 20 cases of damages to nets from vessels passing on occurred past two years.  
The gillnets are set from 3 p.m. to 8 a.m.

船舶が刺網の上を通過し、損壊させた事案は、過去2年間で約20件発生しています。

また、刺網は日本時刻の「午後3時」から「午前8時」までの間、設置されている可能性があります。



Gillnetting is conducted in port of SAKAI-SENBOKU all year around.

If your vessel pass through between the buoys the propeller can be entangled in the net.  
Gillnetting is the fishing method that uses gillnets: long rectangular net which set in the water.

When the net get damage your vessel may face liability for the damages.

堺泉北港では、年間を通じて刺網漁業(※1)が行われています。  
ブイの間を通過すると、絡網などの船舶事故(※2)に繋がるため、注意してください。  
※1 「刺網漁業」・・・魚の通り道に帯状の網を仕掛ける漁法。  
※2 漁網を損傷した場合、損害賠償責任が生じる可能性があります。

Osaka Coast Guard Office Sakai Coast Guard station  
大阪海上保安監部 堺海上保安署

January . 2022



#### Revision History

Date of issue	Revised contents
June 2022	Original production
February 2024	Osaka Harbor Radar is abolished due to the integration with OSAKA MARTIS

## List of Port Authorities for Checking Information

Information to be confirmed	Confirm with
General facilities at the Port of Sakai-Senboku	Senshu Port and Coastal Department, Osaka Ports and Harbors Bureau 0725-21-7217 <a href="http://www.pref.osaka.lg.jp/bu_kowan/">http://www.pref.osaka.lg.jp/bu_kowan/</a>
Sakai Port Radio	TST Corporation 06-6615-7071 <a href="https://www.toyoshingo.co.jp/">https://www.toyoshingo.co.jp/</a>
Matters related to procedures with the Captain of the Port of Hanshin Matters related to the Port Regulations Act	Sakai Coast Guard Station 072-244-5076 <a href="https://www.kaiho.mlit.go.jp/05kanku/osaka/index.html">https://www.kaiho.mlit.go.jp/05kanku/osaka/index.html</a> (Osaka Coast Guard's website)
Information on maritime safety at Osaka Bay Matters related to International Ship and Port Facility Security (ISPS)	Fifth Regional Coast Guard Headquarters 078-391-6551 <a href="https://www.kaiho.mlit.go.jp/05kanku/">https://www.kaiho.mlit.go.jp/05kanku/</a>
Information on marine traffic in Osaka Bay	OSAKA WAN Vessel Traffic Service Center 078-381-9263 <a href="https://www6.kaiho.mlit.go.jp/osakawan/">https://www6.kaiho.mlit.go.jp/osakawan/</a>
Osakawan Pilots' Association	Osakawan Pilots' Association 078-321-2200 <a href="http://www.osakawanpilot.jp/">http://www.osakawanpilot.jp/</a>
Weather Information in Osaka	Osaka Regional Headquarters, JMA 06-6949-6304 <a href="https://www.jma-net.go.jp/osaka/">https://www.jma-net.go.jp/osaka/</a>
Fisheries in Osaka Bay	Fisheries Division, Department of Environment, Agriculture, Forestry and Fisheries, Osaka Prefectural Government 06-6941-0351 <a href="http://www.pref.osaka.lg.jp/suisan/">http://www.pref.osaka.lg.jp/suisan/</a>
PI insurance obligation	Regulatory Department of Maritime Safety Environment Division, Kinki Transport Bureau 06-6949-6423 <a href="https://www.tb.mlit.go.jp/kinki/koutsu/hune/index.htm">https://www.tb.mlit.go.jp/kinki/koutsu/hune/index.htm</a>



Port of Sakai-Senboku Entrance and Departure Manual

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