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Sailing Directions for Seto Naikai

Supplement No.1

11 July 2025

Japan Coast Guard

Explanatory Notes

Sailing Directions for Seto Naikai - Supplement No. 1 is issued to correct the outdated information in Publication No.303 Sailing Directions for Seto Naikai which was published in December 2024.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 18 October 2024.

The instructions for amending, deleting or adding of the previous issues are indicated in this supplement. This supplement also contains an index to be referred to the pages on which they are mentioned. The index is listed in numerical order, along with the titles of the ports or articles. Amendments are indicated in red letter on grey background while deletions are marked with strikethrough, in red letter on grey background. Chart images, tables or pictures to be deleted, replaced or added are instructed in [square brackets].

Each sheet of the supplements is excerpted from the relevant issue of the Sailing Directions so that the page number printed in the supplement is corresponding to the original page number. In case that a sheet had spanned multiple pages by adding large volume of text or image, sub-number is given to the page number.

11 July 2025

Hydrographic and Oceanographic Department,
Japan Coast Guard

CAUTION

This supplement is for use in conjunction with Notices to Mariners, List of Aids to Navigation, and related charts and publications, because no corrections are given thereto except through supplements.

Especially for updated information concerning the safety of navigation instructed by Japan Coast Guard, please refer to Notices to Mariners and related publications.

In the interest of ensuring the safety of navigation and protecting the marine environment, the Japan Coast Guard (JCG) publicises information that could affect the safety of navigation and environmental protection by issuing Notices to Mariners (NTMs) and Navigational Warnings (NWs), and publishing such information on the JCG charts and in other nautical publications, based on laws, regulations, proclamations, charts, NTMs, NWs issued by countries concerned as well as reports made by ships.

Sailing Directions published by JCG are intended solely for the purpose of providing information for safe navigation. The contents included in the Sailing Directions do not reflect the Japanese Government's official stance regarding the laws, regulations, and proclamations of other countries.

Sailing Directions
for Seto Naikai

Supplement No.1
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Caution is required as lights of aids to navigation around ports and just off the coasts sometimes become difficult to distinguish from background lights and fishing lights.

Buoyage system. In Japan, IALA Maritime Buoyage System (Region-B) is used.

Conventional direction of buoyage. The conventional direction of buoyage, which is the standard direction of port or starboard hand marks defined by the IALA Maritime Buoyage System, is provided as follows:

1. The conventional direction of buoyage in a fairway which leads from a main route to a port/harbour is on the side of the port/harbour. In a fairway of a port/harbour, it is on the side which is close to the area where vessels are usually berthed for cargo work.
2. In addition to the above 1, the conventional direction of buoyage within the sea areas covered by this volume is as follows:

Water area	Conventional direction of buoyage
Ports, bays, rivers, and the adjacent waters	Inner ports or bays, or upper stream of rivers
Seto Naikai (including Kanmon Kaikyo, excluding Uko East and West Traffic Routes)	Hanshin Ko
Uko East and West Traffic Routes	Uno Ko

AIS aids to navigation. AIS aids to navigation transmit radio signals to show the symbols of aids to navigation, which serves as navigation marks, on vessel's display of AIS receiver or radar capable of multi-layered display or Electronic Chart Display and Information System (ECDIS). There are two types of AIS aid to navigation: real aid to navigation which is fitted with the existing aid to navigation and virtual aid to navigation which is shown on the display, but does not exist.

In the areas covered by this volume, there are 22 AIS aids to navigation as follows:

Name of AIS aid to navigation	Position	Type	Remarks
Sumoto Offing	34°21.3′N 135°00.5′E	Real	Fitted with Sumoto Offing Light Buoy.
Akashi Kaikyo Traffic Route NE	34°36.3′N 135°04.9′E	Virtual	
Yura-seto N	34°17.9′N 134°58.8′E	Virtual	
Yura-seto S	34°16.0′N 134°58.8′E	Virtual	
Akashi Kaikyo Traffic Route Center	34°37.4′N 135°00.6′E	Real	Fitted with Akashi Kaikyo Traffic Route Center No.2 Light Buoy.
Kurushima Kaikyo W Entrance A	34°09.4′N 132°53.9′E	Virtual	
Kurushima Kaikyo W Entrance B	34°09.6′N 132°55.1′E	Virtual	
Yashima S	33°41.6′N 132°08.1′E	Real	Fitted with Iyo Nada Track No.5 Light Buoy.
Iyo Nada Track No.2	33°44.1′N 131°53.9′E	Virtual	
Iyo Nada Track No.4	33°42.4′N 132°03.4′E	Virtual	
Iyo Nada Track No.6	33°42.8′N 132°13.0′E	Virtual	
Iyo Nada Track No.9	33°52.7′N 132°35.7′E	Virtual	
Suo Nada Track No.2	33°49.4′N 131°23.7′E	Virtual	
Suo Nada Track No.4	33°47.3′N 131°35.5′E	Virtual	
Suo Nada Track No.6	33°45.7′N 131°44.7′E	Virtual	
Seibu Oil Sea-Berth	33°50.0′N 131°12.8′E	Real	Fitted with Seibu Oil Sea-Berth Light.
Kanmon Passage E Entrance	33°56.8′N 131°03.0′E	Real	Fitted with Shimonoseki SE Suido No.1 Light Buoy.
Kanmon Passage W Entrance	33°59.8′N 130°53.1′E	Real	Fitted with Kanmon Passage No.1 Light Buoy.
Kanmon Ko Hibiki Nada Offshore Wind Turbine A11	33°58.4′N 130°42.0′E	Real	
Kanmon Ko Hibiki Nada Offshore Wind Turbine A15	33°58.3′N 130°45.7′E	Real	
Kanmon Ko Hibiki Nada Offshore Wind Turbine B2	33°57.3′N 130°44.6′E	Real	
Hibiki Nada Offshore Floating Wind Turbine	34°03.2′N 130°43.4′E	Real	Fitted with Hibiki Nada Offshore Floating Wind Turbine Mark Light.

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Hannan No.1 – 3 Landing Places	34°27.7′N 135°21.6′E	1,000	4	500t class	
Hannan No.1 Quay	34°27.7′N 135°21.3′E	360	4 – 5	700×6	
Hannan No.2 Quay	34°27.8′N 135°21.3′E	240	3.5 – 4	700×4	Fronted by foul ground.
Hannan No.3 Quay	34°28.0′N 135°21.5′E	180	3.5 – 4.5	1,000×3	
Hannan No.4 Quay		420	4.5 – 5	1,000×7	
Hannan No.4･5 Landing Places	34°28.0′N 135°21.9′E	1,070	3 – 4	500t class	

Section 3:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Sano Gyoko Public Quay	34°25.7′N 135°19.4′E	101	2 – 2.5	50×5	Fronted by foul ground.
Sano Gyoko South Quay	34°25.5′N 135°19.3′E	230	2.5 – 5	2,000×2	
Sano Gyoko Central Quay	34°25.6′N 135°19.5′E	800	Unsurveyed	2,000×7	
Sano Gyoko North Quay	34°25.8′N 135°19.6′E	230	5 – 6.5	2,000×2	

Safety measures against typhoon and tsunami. In order to prevent maritime disasters due to typhoon, tsunami, etc., Osaka Ko Maritime Disaster Prevention Countermeasure Committee has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof.

(Inquiries: Osaka Coast Guard Office)

Maritime authorities and facilities.

Name	Phone number
Kishiwada Coast Guard Office (Captain of the Port)	+81-72-422-3592
Kishiwada Sub-Branch Customs, Sakai Branch Customs, Osaka Customs Headquarters	+81-72-439-1176
Kishiwada detached office, Osaka Quarantine Station	Contact Osaka Quarantine Station: +81-6-6571-4312
Facility Management and Operation Department (Sennan Management Group), Senshu Ports and Coasts Division, Osaka Ports and Harbors Bureau	+81-72-439-5261

Tugboats. Many privately-operated tugboats are available.

Ferryboats. Ferryboats are available.

Medical facilities.

Name	Phone number
Rinku General Medical Center	+81-72-469-3111

Overhead bridges. Kishinoura O-hashi Bridge (with vertical clearances of 7 – 14m) connects the reclaimed land in Section 2 and the opposite shore to the SE. Kaizuka O-hashi Bridge (with a vertical clearance of 4m) and Nishiki O-hashi Bridge (with a vertical clearance of 5.1m) connect the reclaimed land in the SE of the quarantine anchorage area and the opposite shore to the SE.

Section 5

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessels)	Remarks
Sukematsu Wharf No.1 Quay	34°31.5′N 135°23.7′E	280	9	10,000×1	Aseismic quay. For ferry.
Sukematsu Wharf No.2 Quay		390	7 – 7.5	5,000×3	
Sukematsu Wharf No.3 Quay		390	7 – 7.5	5,000×3	
Sukematsu Wharf No.4 Quay		390	7.5	5,000×3	
Sukematsu Wharf No.5 Quay		390	7.5	5,000×3	
Sukematsu Wharf No.6 Quay		180	5.5 – 8.5	2,000×1	
Sukematsu Wharf No.7 Quay		390	8.5	5,000×3	
Sukematsu Wharf No.8 Quay		480	12	30,000×2	
Sukematsu Wharf No.9 Quay		300	12 – 14	30,000×1	Aseismic quay.
Komatsu Wharf No.1 Quay	34°30.8′N 135°24.1′E	360	5 – 5.5	2,000×4	
Komatsu Wharf No.2 Quay		390	6 – 7	5,000×3	
Komatsu Wharf No.3 Quay	34°30.9′N 135°24.0′E	230	5 – 6.5	2,000×2	
Matsunohama No.1 Quay	34°30.8′N 135°24.6′E	450	5 – 5.5	2,000×5	
Matsunohama No.2 Quay		450	5	2,000×5	
Shiomi Wharf No.1 Quay	34°30.4′N 135°23.3′E	480	1.5 – 5	700×8	
Shiomi Wharf No.2 Quay	34°30.7′N 135°23.2′E	555	9 – 10	15,000×3	
Shiomi Wharf No.3 Quay	34°30.7′N 135°23.1′E	555	9 – 10	15,000×3	
Shiomi Wharf No.4 Quay	34°30.7′N 135°23.0′E	260	5.5 – 8	5,000×2	
Shiomi Wharf No.5 Quay		720	10.5 – 11.5	30,000×3	
Shiomi Wharf No.6 Quay	34°30.6′N 135°23.5′E	370	10	15,000×2	
Yunagi No.1 Quay	34°31.2′N 135°23.1′E	260	11	18,000×1	

Safety measures against typhoon and tsunami. In order to prevent maritime disasters due to typhoon, tsunami, etc., Osaka Ko Maritime Disaster Prevention Countermeasure Committee and Tsunami Countermeasures Subcommittees for Osaka Prefecture and Osaka City each have been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof.

When rough weather is expected, an evacuation recommendation will be issued by the Captain of the port, Hanshin. In some cases, the recommendation for self restraint from anchoring will be issued for the area near the specified piers in Sakai-Senboku Ku: Crude Oil Pier of Cosmo Oil Co. Ltd, No. 2 Pier in Senboku Works Plant No. 2 of Osaka Gas Co. Ltd, and LNG Center Pier of Sakai LNG Co. Ltd.(see Article “Safety measures against typhoon and tsunami” of Section “Osaka Wan”, Subchapter 2 “OSAKAWAN AND THE VICINITIES”, Chapter 1 “KII SUIDO – AKASHI KAIKYO”, Part 2 “OFFSHORE AND THROUGH ROUTES”).

Maritime authorities and facilities.

Name	Phone number
Sakai Coast Guard Station (Captain of the Port)	+81-72-244-1771
Sakai Branch Customs, Osaka Customs Headquarters	+81-72-244-4474
Facility Management and Operation Department (Facility Management and Operation Group), Senshu Port and Coast Division, Osaka Ports and Harbors Bureau	+81-725-21-7217
Facility Management and Operation Department (Senboku Management Group), Senshu Ports and Coasts Division, Osaka Ports and Harbors Bureau	+81-72-238-5241

Section 4:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
R Quay	34°38.0′N 135°24.4′E	515	10	10,000t×1	
			12	20,000t×1	
Osaka Ko Liner Wharf (Quay No.1)	34°38.0′N 135°24.8′E	200	8.5 – 9	15,000×1	
Osaka Ko Liner Wharf (Quay No.2)	34°38.0′N 135°24.7′E	200	10	15,000×1	
Osaka Ko Liner Wharf (Quay No.3)	34°37.9′N 135°24.6′E	200	10	15,000×1	
Osaka Ko Liner Wharf (Quay No.4)	34°37.8′N 135°24.5′E	250	10	15,000×1	
Osaka Ko Liner Wharf (Quay No.5)	34°37.7′N 135°24.5′E	230	10	15,000×1	The front of the N end is 8.8m in depth.
Osaka Ko Liner Wharf (Quay No.6)	34°37.6′N 135°24.6′E	250	10	15,000×1	
Osaka Ko Liner Wharf (Quay No.7)	34°37.5′N 135°24.7′E	230	10	15,000×1	
Nanko Quay (C6)	34°37.6′N 135°24.9′E	300	12	35,000t×1	
Nanko Quay (C7)	34°37.6′N 135°25.1′E	300	12	35,000t×1	
K Quay (No.1・2)	34°37.2′N 135°24.6′E	370	10	10,000t×2	
F Quay (Berth F7)	34°37.2′N 135°24.9′E	445	8.5	8,000t×1	
F Quay (Berth F8)			7.5	5,000t×1	
A Quay (Berths A1 – A8)	34°37.0′N 135°25.5′E	1,040	7 – 7.5	3,000t×8	
B Quay (Berths B1 – B4)		550	7 – 7.5	3,000t×4	
D Quay (Berths D1・D2)	34°36.8′N 135°26.0′E	580	7	3,000t×2	
D Quay (Berths D3 – D5)			5 – 5.5	1,000t×3	
E Quay (Berths E1 – E5)		821	5.5	1,000t×5	
E Quay (Berths E6・E7)			7.5	3,000t×2	
Ferry Wharf Quay (Berth F1)	34°37.2′N 135°25.9′E	200	7.5	15,000×1	Light-on
Ferry Wharf Quay (Berth F2)		130	4 – 6	3,000×1	
Ferry Wharf Quay (Berth F3)		220	7 – 8	15,000×1	
Ferry Wharf Quay (Berth F4)		200	7.5	10,000×1	
Ferry Wharf Quay (Berth F5)		165	6.5 – 7	8,000×1	
Ferry Wharf Quay (Berth F6)		130	6	3,000×1	
Ferry Wharf Quay (Berth R4)	34°38.1′N 135°24.6′E	260	10	13,600×1	Light-on
Ferry Wharf Quay (Berth R5)		260	10	17,300×1	

Section 5:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
J Quay (No.1 – 5)	34°36.7′N 135°24.5′E	1,246	12	20,000×3	

Overhead bridges.

Bridge	Position		Vertical clearance (m)	Remarks
Konohana O-hashi Bridge	Section 1	34°40.0′N 135°24.8′E	33	
Yumemai O-hashi Bridge		34°39.5′N 135°24.0′E	About 24	Movable floating bridge with a floating system keeps the vertical clearance of 24m.
Shorenji O-hashi Bridge		34°40.3′N 135°25.2′E	28	

Bridge	Position		Vertical clearance (m)	Remarks
Tenpozan O-hashi Bridge	Section 2	34°39.6′N 135°26.0′E	About 45	Cable stayed bridge, painted white.
Minato O-hashi Bridge	Section 3	34°38.7′N 135°26.3′E	About 49	Gerber truss bridge, painted red.
Namihaya O-hashi Bridge		34°38.7′N 135°27.0′E	About 45	
Chitose Bashi Bridge		34°38.8′N 135°27.5′E	26	Taisho Inner Harbour.
Senbonmatsu O-hashi Bridge		34°38.0′N 135°28.6′E	33	Plate box girder, both ends are loop style.
Shin-Kizugawa O-hashi Bridge		34°37.5′N 135°27.8′E	44	Arch bridge, about 1M S of Taisho Inner Harbour.
Nanko O-hashi Bridge	Section 3・4	34°37.4′N 135°26.0′E	10	
Kamome O-hashi Bridge	Section 4・5	34°36.7′N 135°25.3′E	10	Cable stayed bridge.
Kanzakigawa Bashi Bridge	Section 6	34°41.0′N 135°24.9′E	20	
Nakajimagawa Bashi Bridge		34°41.6′N 135°24.4′E	29	
Tsuneyoshi O-hashi Bridge		34°40.3′N 135°24.5′E	10	

Overhead cables. In Section 3, two overhead cables (each is with a vertical clearance of 53m) span Kizu Kawa at the W side of Shin-Kizugawa O-hashi Bridge. An overhead cable (with a vertical clearance of 41m) extends at the E side of Nanko O-hashi Bridge in the SW part of Section 3.

Cautions. Vessels heading for the vicinity of Osaka Ko Silo Quay in Section 2 should navigate with caution at the front of Ajikawa Quays since they may encounter barges and small vessels coming out from the water SE of Tenpozan.

Maximum size of vessel handled. Passenger vessel *SPECTRUM OF THE SEAS* (169,379t) berthed at Tenpozan Quay in Section2 on 8 June 2019.

Safety measures against typhoon and tsunami. In order to prevent maritime disasters due to typhoon, tsunami, etc., Osaka Ko Maritime Accident Prevention Countermeasure Committee has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof.

(Inquiries: Osaka Coast Guard Office, phone number: +81-6-6571-0223.)

Maritime authorities and facilities.

Name	Phone number
Osaka Coast Guard Office (Captain of the Port)	+81-6-6571-0223
Kinki District Transport Bureau	+81-6-6949-6404
Osaka Regional Immigration Services Bureau	+81-570-064-259
Osaka Customs Headquarters	+81-6-6576-3001
Nanko Sub-Branch Customs, Osaka Customs Headquarters	+81-6-6614-5304
Osaka Quarantine Station	+81-6-6571-3521
Osaka Sub-station, Kobe Plant Protection Station	+81-6-6571-0801
Osaka Sub-branch, Animal Quarantine Service Kobe Branch	+81-6-6575-3466
Osaka Ports and Harbors Bureau	+81-6-6615-7704

Tugboats. Many tugboats are available.

Ferryboats. Many ferryboats are available.

Supplies. Fresh water and fuel oil supplies are available. Fresh water supply vessels are available.

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
No.3 Shinko Jetty (M・N)	34°40.9′N 135°11.8′E		8.5 – 11	45,000×1	
No.4 Shinko Jetty (O・P)			8.5 – 11	45,000×2	
Naka Jetty (A)	34°40.8′N 135°11.3′E	220	8 – 9	10,000t×1	
Naka Jetty (B – E)		470	5 – 9	30,000t×1 1,000t×1	
Takahama Quay	34°40.8′N 135°11.1′E	294	5.5 – 7		
Hyogo Wharf (A – E)	34°40.0′N 135°11.0′E	623	6 – 7	5,000×5	
Hyogo Wharf (F・G)	34°39.8′N 135°11.0′E	423	9		
Hyogo Wharf (H)		211	9	7,500×1	
Hyogo Wharf (I)		278	9	10,000×1	
Hyogo Wharf (J・K)		265	7.5	5,000×2	

Port Island:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
U・V Quay	34°40.0′N 135°12.0′E	680	11.5	70,000×2	
S Quay		300	11.5	25,000×1	
T Quay		336	12	35,000×1	
Liner Quay (1 – 3)	34°40.8′N 135°13.0′E	710	10	15,000×3	
Container Quay (O – R)		1,280	12	35,000×4	
Liner Quay (4 – 15)	34°40.3′N 135°13.4′E	2,637	10	15,000×12	
Container Quay (D – H)	34°40.1′N 135°13.6′E	1,211	11 – 12	15,000×1 20,000×1 35,000×3	
Container Quay (No.18)	34°39.9′N 135°14.1′E	750	15.5 – 16	60,000×1	
Container Quay (I・J)	34°39.8′N 135°13.8′E	700	12	30,000×2	
L Quay	34°39.5′N 135°13.7′E	180	7.5	5,000×1	
Container Quay (No.13 – 17)	34°39.4′N 135°14.3′E	2,200	13.5 – 16	60,000×2 100,000×3	
M Quay		120	10	1,000×1	

Section 2:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Nada Wharf Quay	34°42.0′N 135°13.8′E	645	4 – 7	6,000×8 3,000×1	
Maya Wharf (A – C)	34°41.7′N 135°13.8′E	647	8.5 – 11	20,000×3	
Maya Wharf (D – H)		1,318	10 – 12	30,000×3	Fronted by foul ground.
Maya Wharf (I・J)		661	10 – 12	20,000×2	
Dolphin Berths (No.6 – 8)	34°41.2′N 135°14.0′E	600	10 – 10.5	15,000×3	
Dolphin Berth (No.9)	34°40.2′N 135°14.2′E	209	12	15,000×1	
Shinko-Higashi Wharf (S・T)	34°41.3′N 135°12.7′E	439	5 – 10		
Shinko-Higashi Wharf (U – X)		1,152	8 – 12.5	5,000×1	
Shinko-Higashi Wharf (Y・Z)		354	4 – 10	15,000×2	

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
No.4 Shinko Jetty (Q・R)	34°40.9′N 135°12.2′E	644	9 – 12	45,000×3	

Rokko Island:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
W-1 Quay	34°41.2′N 135°15.2′E	350	14	40,000×1	
Container Wharf (No.2 – 7)	34°40.8′N 135°16.0′E	2,450 (Total)	13 – 16	40,000×2 50,000×5	Container crane.
A – C Quays	34°41.4′N 135°15.2′E	573	5 – 9	7,000×1 15,000×1	
D – I Quays	34°41.7′N 135°15.5′E	1,110	10	15,000×6	Container crane.
Landing Place (N)	34°41.9′N 135°16.2′E	1,085	4 – 4.5		
Multi-Purpose Wharf (J – M)	34°41.9′N 135°16.6′E	740	10	15,000×4	Container crane.
Ferry Wharf (1 – 3)	34°41.8′N 135°17.0′E	697	8 – 9	10,000×1 8,000×1 15,000×1	Fronted by foul ground.
N – Q Quays	34°41.4′N 135°17.0′E	649	8 – 10		
R – V Quays		985	10	10,000×1 15,000×4 30,000×1 46,000×1	
W – Z Quays		960	12		Container crane
Landing Place (E)	34°41.5′N 135°16.7′E	316	5		
Liner Wharf (No.1・2)	34°41.0′N 135°17.4′E	600	11.5 – 13	46,000×1	Container crane

Section 3:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Higashi-Kobe Ferry Wharf (No.1)	34°42.8′N 135°17.0′E	100	6	2,000t×1	
Higashi-Kobe Ferry Wharf (No.3)	34°42.9′N 135°17.2′E	130	7.5	8,000t×1	
Eastern Domestic Trade Wharf (Quays A – E)	34°43.0′N 135°17.6′E	439	5.5	2,000×5	
Eastern Domestic Trade Wharf (Quays F – I)	34°43.1′N 135°18.0′E	361	4 – 5.5	2,000×4	
Eastern Domestic Trade Wharf (Quays J – P)		622	5.5	2,000×7	
Eastern Domestic Trade Wharf (Quays Q – U)	34°42.9′N 135°18.2′E	527	6	3,000×5	

Section 4:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Suma Ko Quay (-5.5m)	34°38.5′N 135°08.0′E	185	3 – 5	2,000×3	

Maximum size of vessel handled. Container vessel *EMMA MAERSK* (170,794t with the draught of 16.0m) berthed at Container Wharf No.5 of Rokko Island on 8 October 2006.

Aboshi Ku of Himeji Ko (Photographed in March 2021)

Nishi Ku of Himeji Ko (Photographed in March 2021)

Caution during typhoons. When a typhoon approaches with southerly wind, it is advisable that large vessels mooring at the berth within the port should move offshore for the safety. When winds are expected to be very strong, those vessels should move to other location for obtaining appropriate shelters considering the expected condition.

Pilotage. Pilotage is available upon request to Licensed Inlandsea Pilots' Association (see Chapter 6 “PILOTAGE”, Part 1“GENERAL INFORMATION”).

Landmarks.

Higashi Ku:

Landmark	Position	Remarks
A chimney	34°46.3′N 134°41.6′E	203m in height, painted blue and white, situated within the premises of a power station.

Shikama Ku:

Landmark	Position	Remarks
A chimney	34°46.4′N 134°39.9′E	204m in height, painted blue and white, situated within the premises of a power station.

Hirohata Ku:

Landmark	Position	Remarks
A tank	34°47.2′N 134°37.7′E	Situated within the premises of a steelworks.

Aboshi Ku:

Landmark	Position	Remarks
Two chimneys	34°46.6′N 134°36.0′E	104m and 128m in height, both painted red and white, situated within the premises of a chemical factory.

Passage under the Port Regulations Act.

1. East Passage is about 1,800m in length, about 300m in width, and has a depth of about 14m. The S entrance is marked by light buoys.
2. Shikama Passage is about 1,600m in length, about 240m in width, and has depths of about ~~10.5~~ 12m. The S entrance is marked by light buoys.
3. Hirohata Passage is about 4,000m in length, about 350m in width, and has depths of about 13.5 – 17m. The passage is marked by light beacons and light buoys.

Vessels are liable to be strongly driven to the E when a westerly winter wind overlaps with an ebb tide at the vicinity of the entrance of the breakwaters where the tidal current is usually E-going. Under such condition, in the case of a vessel entering the port, the stern of vessel may be set to the right and the bow of vessel swings to the left suddenly when the vessel's bow enter into the inside of breakwaters. Caution should be taken.

Fog information. When the visibility in Himeji Ko falls to 2,000m, 1,000m, and 500m, and when it recovers more than 2,000m, fog information is broadcast in both Japanese and English via VHF radiotelephone (ch16/ch12) by the 5th Regional Coast Guard Headquarters (Kobe Coast Guard Radio). Information is also provided by international NAVTEX, Japanese NAVTEX, AIS, and E-mail from Maritime Information and Communication System (MICS).

Private signals. At Hirohata Ku, Nippon Steel Hirohata Signal Station (34°46.6′N 134°37.7′E) is operated for providing instruction signals of mooring facilities by an electric signboard for vessels intending to berth at Nippon Steel mooring facilities and Hirohata Quays.

Instruction signals for the use of mooring facilities		Flags to be displayed by vessels (International maritime signal flags)
Signal	Meaning of signal	
Alternate flashing of an arrow pointing down and letter "1".	Moor at Yumesaki Quay (No.1) (34°47.0′N 134°38.4′E).	2nd substitute・1
Alternate flashing of an arrow pointing down, letter "1", and letter "U" in this order.	Moor at Yumesaki All Weather Quay, (No.1U) (34°47.0′N 134°38.6′E).	2nd substitute・1・U
Alternate flashing of an arrow pointing down and letter "2".	Moor at Yumesaki Quay (No.2) (34°47.0′N 134°38.3′E).	2nd substitute・2
Alternate flashing of an arrow pointing down and letter "3".	Moor at Kamoda Quay (No.3) (34°47.0′N 134°38.2′E).	2nd substitute・3
Alternate flashing of an arrow pointing down and letter "4".	Moor at Kamoda Quay (No.4) (34°47.0′N 134°38.1′E).	2nd substitute・4
Alternate flashing of an arrow pointing down and letter "5".	Moor at Kamoda Quay (No.5) (34°47.0′N 134°38.0′E).	2nd substitute・5
Alternate flashing of an arrow pointing down and letter "6".	Moor at Kamoda Quay (No.6) (34°47.0′N 134°37.9′E).	2nd substitute・6
Alternate flashing of an arrow pointing down and letter "7".	Moor at Kamoda Quay (No.7) (34°47.0′N 134°37.8′E).	2nd substitute・7
Alternate flashing of an arrow pointing down and letter "9".	Moor at Central Quay (No.9) (34°47.0′N 134°37.7′E).	2nd substitute・9
Alternate flashing of an arrow pointing down, letter "1", and letter "0" in this order.	Moor at Tsuruta Quay (No.10) (34°47.0′N 134°37.5′E).	2nd substitute・1・0

Instruction signals for the use of mooring facilities		Flags to be displayed by vessels (International maritime signal flags)
Signal	Meaning of signal	
Alternate flashing of an arrow pointing down, letter “1”, and letter “1” in this order.	Moor at Tsuruta Quay (No.11) (34°47.0′N 134°37.4′E).	2nd substitute･1･1
Alternate flashing of an arrow pointing down, letter “1”, and letter “8” in this order.	Moor at Raw Material Quay (No.18) (34°46.2′N 134°37.4′E).	2nd substitute･1･8
Alternate flashing of an arrow pointing down, letter “1” and letter “9” in this order.	Moor at Export Quay (No.A1) (34°46.8′N 134°38.2′E).	2nd substitute･1･9
Alternate flashing of an arrow pointing down, letter “2” and letter “0” in this order.	Moor at Export Quay (No.A2) (34°46.8′N 134°38.1′E).	2nd substitute･2･0
Alternate flashing of an arrow pointing down, letter “K” and letter “1” in this order.	Moor at Hirohata Quay (No.1) (34°46.9′N 134°37.4′E).	2nd substitute･K･1
Alternate flashing of an arrow pointing down, letter “K” and letter “3” in this order.	Moor at Hirohata Quay (No.3) (34°46.8′N 134°37.6′E).	2nd substitute･K･3
Flashing of an arrow pointing up.	A vessel at quay will leave shortly.	

* When one of the letters “E”, “W”, “N”, or “S” is displayed after the signals above, they instruct the vessel on a direction that the bow of the vessel shall head while mooring.

Entry restrictions. General vessels in the port area are prohibited from entering the following areas in order to prevent accidents caused by ignition.

1. The sea area within 15m from tankers (including tank ships) carrying flammable dangerous goods anchored in the following areas:
   (1) The area of Noda Kawa in the N side of 34°46′59″N,
   (2) The area of Senba Kawa in the N side of 34°46′59″N,
   (3) The area of Ozumo Kawa and Aboshi Kawa in the side N of 34°46′44″N.
2. The sea area within 30m of tankers (including tank ships) carrying flammable dangerous goods anchored in the port area other than above-mentioned (1) – (3) (excluding LNG carriers moored at Higashi Ku LNG Pier (34°45.8′N 134°41.4′E)).
3. The sea area within 50m from LNG carriers moored at the Higashi Ku LNG Pier.

Anchorage. Anchorage for vessels carrying dangerous goods is designated in each district.

Port facilities.

Shikama Ku:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Nakashima Public Quay	34°46.5′N 134°39.6′E	390	5.5 ~~– 7.5~~	2,000×4	
Nakashima Quay (No.1･2)	34°46.3′N 134°39.7′E	260	7.5	5,000×2	
Nakashima Quay (No.3･4)	34°46.1′N 134°39.6′E	480	12 ~~– 12.5~~	30,000×2	Travelling crane.
Shikama Quay (No.1)	34°47.0′N 134°39.6′E	80	3 – 5	1,000×1	
Shikama Quay (No.2)		135	7	5,000×1	
Shikama Quay (No.3 – 6)	34°46.7′N 134°39.5′E	680	9 ~~– 9.5~~	12,000 ×4	Travelling crane.
Shikama Quay (No.7 – 9)	34°46.4′N 134°39.3′E	720	12	30,000×3	Travelling crane.
Senbakawa Quay (No.1 –4)	34°46.9′N 134°39.3′E	360	3 – 4	2,000×4	A submarine pipeline lies at the N of Berth No.1.
Senbakawa Quay (No.5 – 12)	34°46.5′N 134°39.1′E	1,040	5.5 – 7.5	12,000×2 5,000×6	
Irifune Quay	34°46.8′N 134°39.1′E	180	3.5 ~~– 4.5~~	2,000×2	

Hirohata Ku:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Hirohata Quay (No.1)	34°46.9′N 134°37.4′E	130	7.5	5,000×1	Fronted by foul ground.
Hirohata Quay (No.3)	34°46.8′N 134°37.6′E	280	14	55,000×1	Container Crane.

Aboshi Ku:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Kibi Quay (No.1･2)	34°46.7′N 134°36.4′E	180	3 – 4.5	2,000×2	
Kibi Quay (No.3)		130	7.5	5,000×1	

Nishi Ku:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
Seibu Quay S	34°45.6′N 134°34.2′E	185	7.5 ~~– 8~~	12,000×1	
Seibu Quay N	34°46.0′N 134°34.3′E	130	5	5,000×1	Fronted by foul ground.

* In addition to the above table, there are some private mooring facilities for use by companies.

Overhead cables. An overhead cable (34°46.8′N 134°40.1′E, with a vertical clearance of 50m) extends from Godo Steel Quay to Sanyo Special Steel Quay in Section 1 of Shikama Ku.

Maximum size of vessel handled. LNG tanker *GRACE DAHLIA* (141,671t) berthed at LNG Pier of Osaka Gas (34°45.9′N 134°41.4′E) at Section 1 of Higashi Ku on 16 May 2016.

Safety measures against typhoon and tsunami. In order to prevent maritime disasters due to typhoon, tsunami, etc., Himeji Ko, Aioi Ko and Ako Ko Typhoon and Tsunami Countermeasure Committee has been established. Vessels in the port, etc. are given guidance on disaster prevention measures such as the provision of information about typhoon, tsunami, etc., the provision of warnings, issuing recommendations for evacuation, and the restriction of port entry and the cancellation thereof.

(Inquiries: Himeji Coast Guard Office)

Maritime authorities and facilities.

Name	Phone number
Himeji Coast Guard Office (Captain of the Port)	+81-79-231-5065
Himeji Port Branch, Kobe Branch, Osaka Regional Immigration Services Bureau	+81-79-235-4688
Himeji Branch Customs, Kobe Customs Headquarters	+81-79-235-4571
Himeji Maritime Office, Kobe District Transport Bureau	+81-79-234-2511
Himeji Port Management Office, Hyogo Prefectural Government	+81-79-235-0176

Tugboats. Several privately-operated tugboats (with a maximum power of 4,400PS) in Shikama Ku and small tugboats in Aboshi Ku are available.

Ferryboats. Seven ferryboats are available in Shikama Ku.

Supplies. In each district, fuel oil supplies are available. Several fuel oil supply vessels are available.

Repair facilities. In Shikama Ku, there are repair facilities which can accommodate vessels of 500t or less.

Medical facility.

Name	Phone number
Himeji Medical Center, National Hospital Organization	+81-79-225-3211