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Sailing Directions for Coast of Hokkaido

Supplement No.1

6 February 2026



Japan Coast Guard

Explanatory Notes

Sailing Directions for Coast of Hokkaido - Supplement No.1 is issued to correct the outdated information in Publication No.304 Sailing Directions for Coast of Hokkaido which was published in December 2025.

This supplement contains the information which has been gathered through the work of Hydrographic and Oceanographic Department, Japan Coast Guard by 17 October 2025.

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.

6 February 2026

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.

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Pilot Associations

Services of Pilot Associations are summarised as follows:

Name of the association and its contact information	Pilot boarding point	Remarks
Hakodate Pilot Association Phone:+81-138-40-8435 Fax: +81-138-40-8435	41°45.8'N 140°39.8'E.	
Muroran Pilot Association Phone:+81-143-22-4049 Fax: +81-143-23-8085	1. General vessels: 42°20.4'N 140°53.1'E. 2. Large tankers (VLCC): 42°19.5'N 140°52.6'E.	1. The pilot ladder should be rigged on the lee side so as to be protected from swells and winds. Particularly in winter, the lee side should be maintained steadily. 2. In principle, tankers do not enter the port at night.
Tomakomai Pilot Association Phone:+81-144-34-3070 Fax :+81-144-34-6210	1. Vessels entering Section 1 – 3: 42°35.6'N 141°36.8'E. 2. Vessels entering Higashi Ko (Higashiko Ku) within Section 4: 42°34.0'N 141°43.4'E. 3. Vessels berthing Idemitsu Hokkaido Sea-Berth (42°36.3'N 141°38.7'E) within Section 4: around 2 – 3M SE of the sea-berth.	Vessels should be sure to provide Pilot boarding facilities on the opposite side of waves and swells in accordance with the IMO requirements and International Maritime Pilots' Association (IMPA) recommendations.
Kushiro Pilot Association Phone:+81-154-64-9250 Fax: +81-154-64-9251	1. Vessels entering Nishi Ku: 42°58.0'N 144°17.0'E. 2. Vessels entering Higashi Ku: 42°58.0'N 144°19.8'E.	
Rumoi Pilot Association Phone:+81-164-42-0446 Fax: +81-164-42-0553	1. Inbound vessels through the N entrance: a point 1,500m 300° from Kaihatsukyoku Rumoi Ko W Breakwater N Light (43°58.6'N 141°37.7'E). 2. Inbound vessels through the S entrance: a point 1,500m 270° from Rumoi Ko W Breakwater S Light (43°57.8'N 141°37.4'E). 3. In cases where pilots cannot embark outside the port due to rough weather: position about 43°58.5'N 141°37.8'E.	1. During strong winds, especially in winter, high waves often prevent a pilot from boarding outside the breakwaters. In this case, the pilot boat (tugboat) waits near the N end of the W Breakwater at the port entrance, and the pilot waits for the vessel to enter the harbour area before boarding. The pilot ladder should be rigged on the port side. 2. When the weather worsens, vessels intending to enter the port should be sure to contact Rumoi Coast Guard Office, the ship's agent, etc. for obtaining the information on meteorological and oceanographic conditions around Rumoi Ko.
Otaru Pilot Association Phone:+81-134-22-5380 Fax: +81-134-22-5380	43°12.5'N 141°02.4'E.	It is recommended that inbound vessels wait for a pilot boat in the quarantine anchorage.

the Article “Cautions for port entry”) is as follows:

- (1) General vessels except for those carrying dangerous goods shall anchor in Section 2, 3, or 6.
- (2) Vessels carrying dangerous goods shall anchor in Section 4 or 6.
- (3) No vessels shall anchor in Section 5.
- (4) Arrangement in advance is required when anchoring in Section 2 or Section 3. (Inquiries: Administration Division of the Port and Airport Department, Hakodate City, phone number: +81-138-21-3486.)

Communication. Port operation communication via VHF radiotelephone is available between vessels and the Captain of the port (see the Section “Port Operation Communications”, Chapter 8 “PREVENTION OF MARINE ACCIDENTS”, Part 1 “GENERAL INFORMATION”).

Identification signal	Call/Response	Communication	Operation	Contact	Method of contact
HOKKAIDO COAST GUARD RADIO	ch16	ch12	24 hours	Hakodate Coast Guard Office	Call “HOKKAIDO COAST GUARD RADIO” when requesting a connection to Hakodate Coast Guard Office.

Pilotage. Pilotage is available upon request to Hakodate Pilot Association (see Chapter 6 “PILOTAGE”, Part 1 “GENERAL INFORMATION”).

Port facilities.

Section 1:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
W Wharf	Quay D	41°46.4'N 140°42.7'E	140	3—5	1,000×2
	Quay E	41°46.5'N 140°42.7'E	165	9	10,000×1
	Quay F	41°46.5'N 140°42.6'E	105	Unsurveyed	3,000×1
Toyokawa Wharf Quay	41°46.2'N 140°43.1'E	530	4 – 5	1,000×7	

Section 2:

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks	
Benten Quay A	41°47.0'N 140°42.3'E	210	—	—	Under construction.	
Benten Quay B	41°46.9'N 140°42.3'E	250	8 – 8.5	6,000t×1		
Wakamatsu Wharf Quay	41°46.4'N 140°43.3'E	360	10 – 10.5	110,000t×1		
Kaigancho No.4 Basin	S Side Quay	41°46.6'N 140°43.4'E	190	2.5 – 6	500t×2	
	Front Quay	41°46.7'N 140°43.3'E	270	6.5 – 7	500t×4	
	No.1 Quay	41°46.7'N 140°43.3'E	210	4.5 – 6	100t×4	
	No.2 Quay	41°46.7'N 140°43.4'E	150	4 – 4.5	100t×3	
	No.3 Quay	41°46.7'N 140°43.5'E	210	4 – 4.5	100t×4	
Kaigancho No.2 Basin	No.1 Quay	41°46.8'N 140°43.5'E	70	5	1,000×1	
	No.2 Quay	41°46.7'N 140°43.5'E	200	4	50t×5	
Central Wharf	S Side Quay	41°46.9'N 140°43.4'E	133	7 – 8	7,000×1	Fronted by foul ground.
	Front Quay	41°47.0'N 140°43.3'E	130	7 – 7.5	1,000×1	
	N Side Quay No.1	41°47.0'N 140°43.4'E	171	7 – 8.5	10,000×1	Fronted by foul ground.
	N Side Quay No.2	41°47.0'N 140°43.5'E	165	7.5	10,000×1	Fronted by foul ground.
	N Side Quay No.3	41°47.1'N 140°43.6'E	90	2 – 5	3,000×1	

2. When entering the harbour area of Higashiko Ku (Higashi Ko), the following leading marks and leading lights are available: leading marks (in line bearing 059°) indicating the centre line of a dredged fairway (with depths of 17.5m and 14m), leading marks (in line bearing 082.7°) indicating a dredged fairway (with a depth of 16m) leading to the Hokkaido-Sekiyu Kyodobichiku Pier (42°35.1'N 141°47.8'E), and leading lights (in line bearing 012.3°) indicating a fairway (with a depth of about 14m) leading to the Central Wharf (42°36.6'N 141°47.0'E).

Cautions for port entry.

1. For the improvement of traffic safety in Tomakomai Ko and the surrounding waters, Tomakomai Marine Traffic Safety Council has been organised by stakeholders, including administrative organizations such as Tomakomai Port Authority and Tomakomai Coast Guard Station, as well as private companies and other organizations relating to Tomakomai Ko. The council has established an agreement for the safety of navigation. (Inquiries: Tomakomai Maritime Traffic Safety Council Secretariat in the Tomakomai Coast Guard Station, phone number: +81-144-33-0118.)

Further details are provided on the website.

URL <https://www.jptmk.com/030business/03cautions.html>

2. Vessel traffic control signals are operated for vessels entering or leaving Nishiko Ku (Nishi Ko) (see the Article "Signals" in this Section).

In accordance with the agreement above 1, all vessels entering or leaving the port are obliged to report their ETA and estimated time of departure to the Tomakomai Traffic Signal Station (phone number: +81-144-34-3074).

The port area tends to have a concentration of inbound and outbound vessels in the early morning and in the evening. Dense fog often occurs from early spring to summer. When visibility is limited, restriction on the entry and departure of vessels may be imposed.

Port regulations.

~~Codes to be transmitted via AIS and international maritime signal flags to be displayed by vessels to indicate the course are summarised in the table below (JCG Public Notice No.35, 1995, "Signals Indicating Vessel's Way While Navigating in the Designated Harbors, referred in paragraph 2, article 11 of the Ordinance for Enforcement of the Act on Port Regulations"; JCG Public Notice No.94, 2010 "Codes Transmitted as Destination Information of the Automated Identification System in order to Inform Other Vessels of the Way, referred in paragraph 1, article 11 of the Ordinance for Enforcement of the Act on Port Regulations").~~

[Replaced by new table]

Special Navigational Rules (Article 21-5 of the Regulations for the Enforcement of the Port Regulations Act)	<p>1. Vessels must follow the following navigation rules when in Tomakomai Ko.</p> <p>1). When there is a risk that a vessel of 500t or more proceeding from Northern Area in Section 2 (hereinafter referred to as the "Northern Area" in this article and in Appendix 4), which is defined as the area north of the line (hereinafter referred to as "Line A") drawn at 119° 30' from the southern end of South Wharf to Section 1, may encounter a vessel of 500t or more entering Section 1 by crossing Line A, the vessel proceeding from the Northern Area to Section 1 shall give way to the vessel entering Section 1 by crossing Line A.</p> <p>2). When there is a risk that a vessel of 500t or more proceeding from Section 1 to the Northern Area (including a vessel leaving Section 1 by crossing Line A; the same applies hereinafter in this item) may encounter a vessel of 500t or more leaving the Northern Area by crossing Line A, the vessel proceeding from Section 1 to the Northern Area shall give way to the vessel leaving the Northern Area by crossing Line A.</p>
Navigational Precautions (Article 21-6 of the Regulations for the Enforcement of the Port Regulations Act)	<p>1. When a vessel of 500t or more intends to enter or leave through Sections 1 and 2, west of a line drawn at 353° from the western end of the Central South Wharf (hereinafter referred to as the "Tomakomai Fairway" in this paragraph and Appendix 4), or Section 1 excluding the Tomakomai Fairway (hereinafter referred to as the "Yufutsu Fairway" in Appendix 4), it shall report the matters set out in each item of Article 38 Paragraph 2 of the Act (the matters set out in Item 3 of the same paragraph shall mean the scheduled</p>

	<p>time of arrival in the vicinity of the entrance to the Tomakomai Fairway in the case of entry, and the scheduled time of commencement of navigation in the case of departure), to the Captain of the Port by 4:00 p.m. on the day before the scheduled date of entry or the scheduled commencement of navigation, respectively.</p> <p>2. Vessels making reports of the items described in the preceding paragraph, shall report to the Captain of the Port immediately when the change has been made on concerned items. Consultations; the matters described in each Item of Article 38 Paragraph 2 of the Port Regulations Law;</p> <p>1) Name of the vessel. 2) Gross tonnage and length of the vessel. 3) Estimated time for the vessel to navigate through the fairway. 4) Means of communicating with the vessel. 5) The mooring facility within the specified port where the vessel is anchored or seeks to anchor.</p>		
Indication of Course and Destination (Japan Coast Guard Public Notice No. 35, 1995) and Symbol showing Destination of Automatic Identification System (Japan Coast Guard Public Notice No. 94, 2010)	International Maritime signal flags	Codes	Signal Message
	2nd substitute·C	C	Heading for the mooring facilities between Kaihatsu Ferry Wharf (42°38.2'N 141°38.1'E) and Central N Wharf Quay No.2 (42°38.8'N 141°39.8'E) in Section 1.
	2nd substitute·N	N	Heading for the mooring facilities between Central N Wharf Quay No.3 (42°38.9'N 141°40.0'E) and Maruichi Steel Tube Quay (42°39.4'N 141°41.7'E) in Section 1.
	2nd substitute·E	E	Heading for the mooring facilities between Yufutsu Wharf (42°39.2'N 141°41.9'E) and Central S Wharf W Quay (42°38.6'N 141°40.0'E) in Section 1.
	2nd substitute·S	S	Heading for the mooring facilities between Hokuren Pier (42°38.6'N 141°39.9'E) and Tomakomai Wharf (42°37.8'N 141°38.0'E) in Section 1.
	2nd substitute·2·E	2E	Heading for the mooring facilities between Irifune Wharf (42°38.3'N 141°37.7'E) and N Wharf (42°38.6'N 141°37.4'E) in Section 2.
	2nd substitute·2·W	2W	Heading for the mooring facilities of W Wharf (42°38.3'N 141°37.4'E) or S Wharf (42°38.0'N 141°37.5'E) in Section 2.

Signals. Tomakomai Traffic Signal Station (42°37.8'N 141°37.4'E) and Yufutsu Traffic Signal Station (42°39.0'N 141°40.3'E) are each equipped with an electric signboard, which displays vessel traffic control signals. Vessels intending to navigate the Tomakomai Fairway or Yufutsu Fairway shall follow the signals displayed by each signal station, as summarised in the following table.

1. Tomakomai Fairway: the water of Section 2 and the W side of the line drawn at 353° to the opposite shore from the W end of Central S Wharf W Quay (42°38.6'N 141°40.0'E) in Section 1.

Signal	Meaning
Flashing letter “ I ”	<ul style="list-style-type: none"> - Inbound vessels are permitted to navigate the fairway. - Outbound vessels of 500t or more shall stop and wait. - Outbound vessels of less than 500t are permitted to navigate the fairway.
Flashing letter “ O ”	<ul style="list-style-type: none"> - Outbound vessels are permitted to navigate the fairway, However, vessels of 500t or more heading Northern Area from Section 1 (excluding those crossing Line A) and vessels of 500t or more heading Section 1 from Northern Area must stop operation and wait. - Inbound vessels of 500t or more shall wait outside the fairway and give way to outward-bound vessels. - Inbound vessels of less than 500t are permitted to navigate the fairway.
Flashing letter “ F ”	<ul style="list-style-type: none"> - Inbound vessels of 500t or more shall wait outside the fairway and give way to outbound vessels. - Outbound vessels of 500t or more shall stop and wait. - Inbound and outbound vessels of less than 500t are permitted to navigate the fairway.
Alternating flashing of letters “X” and “I”(or “O”, or “F”)	<ul style="list-style-type: none"> - Inbound and outbound vessels navigating within the fairway are permitted to navigate the fairway. - Inbound and outbound vessels of 500t or more navigating outside the fairway shall wait outside the fairway and give way to outbound and inbound vessels navigating within the fairway. - Inbound and outbound vessels of less than 500t navigating outside the fairway are permitted to navigate the fairway. - The signal will change to flashing “I”(or “O”, or “F”) soon.
Alternating flashing of letters “I” and “T”	<ul style="list-style-type: none"> - Inbound vessels are permitted to navigate the fairway. - Outbound vessels of 500t or more shall stop and wait, However, vessels heading for Section 1 from the Northern Area are permitted to navigate the fairway. - Outbound vessels of less than 500t are permitted to navigate the fairway.
Alternating flashing of letters “O” and “T”	<ul style="list-style-type: none"> - Outbound vessels are permitted to navigate the fairway, However, vessels of 500t or more heading Section 1 from Northern Area shall stop operation and wait. - Inbound vessels of 500t or more shall wait outside the fairway and give way to outbound vessels, However, vessels heading from Section 1 to the quay on the Northern Area are permitted to navigate the fairway. - Inbound vessels of less than 500t are permitted to navigate the fairway.
Flashing letter “X”	<ul style="list-style-type: none"> - Inbound and outbound vessels navigating within the fairway are permitted to navigate the fairway. - Inbound vessels navigating outside the fairway shall wait outside the fairway, and give way to outbound vessels navigating within the fairway. - The signal will change to flashing “X” soon.
Lighting letter “X”	<ul style="list-style-type: none"> - Vessels except for those instructed by the Captain of the port are prohibited from navigating the fairway.

2. Yufutsu Fairway: the water in Section 1 except for Tomakomai Fairway.

Signal	Meaning
Flashing letter “ I ”	<ul style="list-style-type: none"> - Inbound vessels are permitted to navigate the fairway. - Outbound vessels of 500t or more shall stop and wait. - Outbound vessels of less than 500t are permitted to navigate the fairway.

Flashing letter “ O ”	- Outbound vessels are permitted to navigate the fairway. - Inbound vessels of 500t or more shall stop and wait. - Inbound vessels of less than 500t are permitted to navigate the fairway.
Flashing letter “ F ”	- Inbound and outbound vessels of 500t or more shall stop and wait. - Inbound and outbound vessels of less than 500t are permitted to navigate the fairway.
Alternating flashing of letters “X” and “I”(or “O”, or “F”)	- Inbound and outbound vessels navigating within the fairway are permitted to navigate the fairway. - Inbound and outbound vessels of 500t or more navigating outside the fairway shall wait outside the fairway and give way to outbound and inbound vessels navigating within the fairway. - Inbound and outbound vessels of less than 500t outside the fairway are permitted to navigate the fairway. - The signal will change to flashing “I”(or “O”, or “F”) soon.
Flashing letter “X”	- Inbound and outbound vessels navigating within the fairway are permitted to navigate the fairway. - Inbound and outbound vessels navigating outside the fairway shall wait outside the fairway, and give way to outbound and inbound vessels navigating within the fairway. - The signal will change to flashing “X” soon.
Fixed letter “ X ”	- Vessels except for those instructed by the Captain of the port are prohibited from navigating the fairway.

Entry restrictions. General vessels navigating within the port area are prohibited from entering the waters within 30m of tankers (including tank vessels) carrying flammable dangerous goods that are anchored in the port, in order to prevent accidents caused by ignition.

Anchoring prohibited areas.

1. Vessels are prohibited from anchoring in Sections 1 and 2.
2. Vessels are prohibited from anchoring around the entrance to the harbour area of Nishiko Ku (Nishi Ko) and Higashiko Ku (Higashi Ko).

Anchorage.

1. The quarantine anchorage area is located in Section 3.
2. Vessels carrying dangerous goods shall anchor in Section 4. Caution is required when anchoring as there are submarine cables (see the Article “Submarine cables”) and a submarine pipeline (see the Article “Sea-berths”).

Cautions for anchoring.

1. In accordance with the agreements of Tomakomai Maritime Traffic Safety Council (see the Article “Cautions for entry”), vessels anchoring in Sections 3 or 4 are obliged to report the following information to the Tomakomai Traffic Signal Station (phone number: +81-144-34-3074) or “HOKKAIDO COAST GUARD RADIO”: name of vessel, anchoring position, time of anchoring, and estimated time of departure, and estimated time of passing the Tomakomai Ko E-Outer Breakwater Light (42°36.9'N 141°37.2'E).

2. The bottom is mostly sand and pumice, providing poor holding ground. Therefore, vessels are required to take care to prevent anchor dragging during strong winds. In particular, anchoring is unsuitable during strong southerly winds, and there have occurred accidents of running aground due to anchor dragging. For this reason, when southerly winds of 15m/s or more are blowing continuously or are expected to blow continuously, the Captain of the port, Tomakomai, issues an advisory warning “**recommendation to leave the port and surrounding waters (Advice to prevent anchor dragging)**” and provides guidance on weighing anchor and evacuating to vessels anchored in Tomakomai Ko and surrounding waters.

Communication. Port operation communication via VHF radiotelephone is available between vessels and the Captain of the port (see the Section “Port Operation Communications”, Chapter 8 “PREVENTION OF MARINE ACCIDENTS”, Part 1 “GENERAL INFORMATION”).

Identification signal	Call/Response	Communication	Operation	Contact	Method of contact
HOKKAIDO COAST GUARD RADIO	ch16	ch12	24 hours	Tomakomai Coast Guard Station	Call “HOKKAIDO COAST GUARD RADIO” when requesting a connection to Tomakomai Coast Guard Station.

Pilotage. Pilotage is available upon request to Tomakomai Pilot Association (see Chapter 6 “PILOTAGE”, Part 1 “GENERAL INFORMATION”).

Port facilities.

Section 1 in Nishiko Ku (Nishi Ko):

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks	
Harumi Wharf	Quay No.1	42°38.6'N 141°39.2'E	240	11.5 – 12	30,000×1	
	Quay No.2	42°38.5'N 141°39.1'E	240	12 – 12.5	30,000×1	
	Quay No.3	42°38.5'N 141°38.9'E	170	10	10,000×1	
Central N Wharf	Quay No.1	42°38.8'N 141°39.7'E	186	9.5 – 10	15,000×1	
	Quay No.2	42°38.8'N 141°39.8'E	240	11 – 11.5	30,000×1	
	Quay No.3	42°38.9'N 141°40.0'E	230	11 – 12	30,000×1	
	Quay No.4	42°38.9'N 141°40.1'E	130	6.5 – 7.5	5,000×1	
	Quay No.5	42°38.9'N 141°40.2'E	130	7 – 7.5	5,000×1	
	Quay No.6	42°39.0'N 141°40.3'E	69	7	5,000×1	An overhead cable (the vertical clearance is 55m) spans on the E side.
Central S Wharf	W Quay	42°38.6'N 141°40.0'E	165	9	10,000×1	
	Quay No.1	42°38.6'N 141°40.2'E	240	12 – 12.5	30,000×1	Travelling crane.
	Quay No.2	42°38.6'N 141°40.3'E	240	12	30,000×1	Travelling crane.
	Quay No.3	42°38.7'N 141°40.4'E	130	7.5	5,000×1	
Yufutsu Wharf	Quay No.1	42°39.0'N 141°41.6'E	280	12 – 12.5	30,000×1	
	Quay No.2	42°39.1'N 141°41.7'E	185	10	15,000×1	
Yufutsu Wharf	Quay No.3	42°39.1'N 141°41.8'E	130	7 – 7.5	5,000×1	
	Quay No.4	42°39.2'N 141°41.9'E	130	7.5	5,000×1	
	Quay No.5	42°39.3'N 141°41.8'E	240	12	30,000×1	
	Quay No.6	42°39.4'N 141°41.8'E	165	9	10,000×1	

Section 2 in Nishiko Ku (Nishi Ko):

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks	
S Wharf	Quay No.1	42°38.1'N 141°37.5'E	185	10	15,000×1	
	Quay No.2	42°38.0'N 141°37.5'E	185	9.5 – 10	15,000×1	
	Quay No.3	42°37.9'N 141°37.5'E	195	11	20,000×1	
W Wharf	Quay No.1	42°38.2'N 141°37.4'E	220	8.5 – 9	10,000×1	
	Quay No.2	42°38.3'N 141°37.4'E	220	9	10,000×1	
	Quay No.3	42°38.4'N 141°37.3'E	220	8 – 8.5	10,000×1	Aseismic quay.
N Wharf	Quay No.1	42°38.5'N 141°37.3'E	130	5.5 – 6.5	5,000×1	
	Quay No.2	42°38.6'N 141°37.4'E	130	7.5	5,000×1	
	Quay No.3	42°38.6'N 141°37.4'E	90	5	2,000×1	
	Quay No.4	42°38.6'N 141°37.5'E	90	4.5* – 5	2,000×1	*Reported depth.
E Wharf	Quay No.3	42°38.4'N 141°37.7'E	146	9 – 10	10,000×1	
	Quay No.4	42°38.5'N 141°37.6'E	165	9	10,000×1	
	Quay No.5	42°38.6'N 141°37.6'E	130	7 – 8*	10,000×1	*Reported depth.
	Quay No.6	42°38.6'N 141°37.5'E	130	4.5* – 6.5*	10,000×1	*Reported depth.
Irifune Wharf Quay	42°38.3'N 141°37.7'E	330	10.5 – 14	40,000×1		

Section 4 in Higashiko Ku (Higashi Ko):

Name	Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks	
Central Wharf	Quay No.2	42°36.5'N 141°46.9'E	330	14	30,000×1	Container crane. Aseismic quay.
	Quay No.3	42°36.7'N 141°47.0'E	330	13.5 – 14	50,000×1	Container crane.
Shubun Wharf (Quay No.2)	42°36.6'N 141°49.2'E	240	12 or less	30,000×1	For car ferry. The quay on the SW side is under construction.	

In addition to the above table, there are many private mooring facilities for company use both in Nishiko Ku and Higashiko Ku.

Sea-berths. Idemitsu Hokkaido Sea-Berth (42°36.3'N 141°38.7'E) is situated in Section 4, and a submarine pipeline (oil) extends from the sea-berth to the N shore.

Overhead cables. An overhead cable (with a vertical clearance of 55m) spans Yufutsu Fairway.

Submarine cables.

1. A submarine cable runs from about 1.3M SW of the Idemitsu Hokkaido Sea-Berth to the NNE shore.
2. A submarine cable runs from a submarine wave meter, which is installed about 2.4M E of the Idemitsu Hokkaido Sea-Berth to the NNE shore.

Maximum size of vessel handled.

Nishiko Ku (Nishi Ko).

1. Passenger vessel *ASUKA II* (50,444t, with a draught of 8m) berthed at Irifune Wharf Quay in Section 2 on 11 September 2024.
2. Tanker *C. INNOVATOR* (164,533t, with a draught of 20.5m) berthed at Idemitsu Hokkaido Sea-Berth in Section 4 on 11 February 2015.

Pilotage. Pilotage is available upon request to Kushiro Pilot Association (see Chapter 6 “PILOTAGE”, Part 1 “GENERAL INFORMATION”).

Port facilities.

Section 1 of Nishi Ku:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
No.1 Oil Pier (No.1 – 4)		42°59.7'N 144°20.7'E	520	5.5 – 7.5	5,000t×4	
No.1 Wharf	E Side -5.5m Quay (No.1)	42°59.8'N 144°20.6'E	90	5 – 5.5	2,000t×1	
	E Side -9m Quays (No.2·3)	42°59.7'N 144°20.5'E	330	6.5 – 8.5	10,000t×2	

Section 2 of Nishi Ku:

Name		Position	Length (m)	Water depth (m)	Mooring capacity (D/W×vessel)	Remarks
No.1 Wharf	S Side -12m Quay (No.4)	42°59.7'N 144°20.3'E	240	10.5 – 11	30,000×1	
	W Side -10m Quay (No.5)	42°59.7'N 144°20.3'E	185	9 – 9.5	15,000×1	
	W Side -9m Quays (No.6·7)	42°59.9'N 144°20.4'E	330	8.5 – 9	10,000t×2	
No.2 Wharf	E Side -5.5m Quay (No.8)	42°59.9'N 144°20.2'E	90	5	2,000t×1	
	E Side -7.5m Quay (No.9)	42°59.9'N 144°20.2'E	130	7.5	5,000t×1	
	E Side -10m Quay (No.10)	42°59.8'N 144°20.1'E	185	10	15,000t×1	
	Bulk Pier (No.1)	42°59.7'N 144°19.9'E	300	14	85,000 class ×1	
	Bulk Pier (No.2)	42°59.7'N 144°19.9'E	170	Unsurveyed	2,000×1	
	S Side -12m Quays (No.11·12)	42°59.8'N 144°19.9'E	460	11 – 12.5	30,000×2	*The E part of No.11 Quay is unsurveyed. Travelling crane.
No.2 Wharf	W Side -9m Quay (No.13)	42°59.8'N 144°19.8'E	165	9	10,000×1	
	W Side -7.5m Quay (No.14)	42°59.9'N 144°19.8'E	130	7.5	5,000t×1	
No.3 Wharf	E Side -5.5m Quay (No.15)	43°00.0'N 144°19.7'E	90	5.5	2,000t×1	
	E Side -7.5m Quay (No.16)	42°59.9'N 144°19.6'E	130	7.5	5,000×1	
	E Side -7.5m Quay (No.17)	42°59.8'N 144°19.6'E	130	7.5	5,000×1	
	S Side -12m Quay (No.18)	42°59.8'N 144°19.5'E	240	11 – 12	30,000×1	Container crane.
	W Side -12m Quay (No.19)	42°59.9'N 144°19.4'E	240	12	30,000×1	
No.4 Wharf	E Side -10m Quay (No.21)	43°00.0'N 144°19.2'E	170	10	15,000×1	