

Port History

Osaka's history as a port city and commercial center spans over 1500 years. The city's crest features a channel marker "Motsukushi" as a testament to the role of the port as Osaka's development. Known in ancient times as "Sumiyoshitsu," "Naniwatsu," the Port of Osaka served as an embarkation point for ships traveling to and from the Korean Peninsula and China. During the middle ages, the Yodogawa River was utilized as a major transportation route and as a result, Osaka Port prospered, serving as the gateway to the capital Kyoto, except for a brief period, when the nation was plagued by civil wars. Many of the canals that cross-cross the city today were dug during the reign of the Toyotomi and Tokugawa Shoguns (16th-19th Century). The construction of these waterways was instrumental to the city's development, with Osaka evolving into the nation's largest commodity distribution area and a center for marine transport.

The Port of Osaka was open to foreign trade on July 15, 1868. However as a river based port which utilized the Ajikawa River, harbor facilities were ill suited to accommodate the needs of larger foreign vessels. The citizens of Osaka formed various non-profit organizations, such as the Chikho-gishi and Chikho-kenkyukai, appealing to the municipal authorities to improve the port facilities. In 1897, the Osaka Municipal Government, responding to the citizens' demands, allocated 22.49 million yen (approx. 20 times the then city government budget) toward the construction of a new port.

After the basic facilities were completed in 1903, the new port was open to general use. The advent of the First World War brought about a period of economic prosperity for Japan. Osaka based industry and trade began to thrive and the number of vessels utilizing the Port of Osaka increased dramatically. The Port of Osaka, as one of the nation's leading ports, entered an age of prosperity, becoming one of Asia's major trade ports. In 1927, vessels utilizing the port numbered 220,000 with an aggregate tonnage of 43,810,000 tons and in 1939, the volume of cargo handled reached 31,260,000 tons. Both figures set new national records. The productive capacity of the surrounding hinterland regions was reflected by the fact that, although raw material imports outnumbered exports of manufactured goods in terms of volume, in terms of cash value, it was a surplus.

In the following period, the combined effects of the World War II, fierce typhoons, and land subsidence devastated the port facilities, making a recovery seemingly unlikely. However, demand from hinterland producers prompted the municipal government and the citizens of Osaka to undertake an extensive renovation project to revitalize the port. With the steady progress of redevelopment and the region's economic recovery, the Port of Osaka has continued to prosper year after year.

Furthermore, with the expansion of the Japanese economy and the growth of industry in Osaka, the port has expanded its facilities, rationalized its functions, and enhanced its port services so that it is now one of Japan's leading international trade ports.

In Sakishima, where reclamation work began in 1958, wharves for containers and ferries have been constructed and there are many logistics warehouses located in the area, while complex urban development is ongoing in the central part of Sakishima that includes Port Town with 10,000 residential units, and Cosmo Square which has an exhibition center and universities, as well as commercial and R&D facilities. In Maishima, there are both logistics and refrigerated warehouses on the east side, and a concentration of sports and outdoor activity facilities on the west side. In Yumeshima, while the functions of an international logistics hub are being reinforced with a high-tech container terminal at its core, efforts are underway to make it a global tourism hub as well. In preparation for hosting Expo 2025 Osaka, Kansai, Japan and developing an integrated resort (IR), construction work to improve accessibility is underway, such as extending the harbor railroad and expanding the main roads. Furthermore, the conventional waterfront is being renovated, centering on Osaka Aquarium Kaiyukan and the Tempozan Marketplace in the Tempozan area, and Universal Studios Japan in the western Konohana area.

The Port of Osaka will continue to deal with an increasing volume of cargo (particularly container cargo), ever-larger vessels, and the need for higher efficiency and higher productivity of logistics. The port will also continue to promote urban development aimed at revitalizing the waterfront and creating a lively community.

Osaka Ports and Harbors Bureau

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Directory of Public Offices and Port-Related Organizations

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 - 3-1-47 Chikku, Minato-ku, Osaka 06-6574-0119
- Hanahin Expressway Company Limited**
 - 3-2-4 Nakatoshimai, Kita-ku, Osaka 06-6203-8888

Physical Conditions

Wharves & Piers (larger vessels)

1) Under Municipal Administration (depth of 5.5m or more)

Designation	Length (m)	Depth (m)	Apex Width (m)	Berth	Berthing Capacity (GT)	Number of Berths	Shoal Area (m ²)	Main Cargo Handled
Tsunoyoshi Wharf	360	5.5	13	55,617,035	1,000	4	—	General Land
Hokko Shirasui Wharf	390	7.0	30	105,524	3,000	2	11,390	Foodstuffs, Petroleum, Fertilizers, Plastics
Hokko Wharf	284	7.5	—	51	3,000	—	—	Scrap Metal, Nonferrous Metals
Umetsuchi West Wharf	782	10-12	5-20	48,900	20,000	1	2,2972	Heavy Oil, Chemicals
Umetsuchi Wharf	395	10.5	—	10	23,225	10,000	2	Coal
Sakurajima Wharf	535	10	15	15,173.9	10,000	2	5,177	Steel Materials, Nonferrous Metals
Ajikawa Pier North Wharf	482	5.5	18	138	1,500	5	1,282	Paper, Woodstuffs
Ajikawa Pier West Wharf	120	5.5	17	138	1,000	2	—	Paper, Woodstuffs
Ajikawa Pier South Wharf	212	6.5	17	138	2,000	3	4,073	Other Transportation Machine
Ajikawa Wharf #1	336	5.5	32-23	15	1,000	3	2,988	Sugar
Ajikawa Wharf #2	360	10	22	114	10,000	2	2,790	Steel Materials, Nonferrous Metals
Ajikawa Wharf #3	178	10.0	20	98	10,000	2	3,301	Chemicals
Osaka Port Site Wharf #1	210	11.5	21	9	1,100	1	—	Bitumens
Osaka Port Site Wharf #2	210	11.5	21	9	1,100	1	—	Bitumens
Central Pier North Wharf	230	11	25	—	13,000	1	—	Sugar
Wharf #1	341	10	14	6.6	10,000	2	8,497	Steel Materials
Wharf #2	315	15	20	18	10,000	1	6,323	Steel Materials
Wharf #3	394	9.0	10	22,226	6,000	3	3,062	Cement
Wharf #5	559	10.0	15	28.38	10,000	2	30,115	Steel Materials, Nonferrous Metals, Woodstuffs, Plastics
Wharf #6	651	10.0	17	46.0	10,000	2	6,693	Steel Materials, Nonferrous Metals, Woodstuffs, Plastics
Wharf #10	617	7.5	14-42	48.56	1,000	2	3,411	Steel Materials
Wharf #11	270	5.5	14	56,560	1,000	3	—	Steel Materials
Taisho Pier 1 North Wharf	471	6	31	36.78	1,000	5	4,7810	Nonferrous Metals, Chemicals, Steel Materials
Tsurubaru Wharf	388	10	20	—	30,000	1	—	General Land
B Wharf	1,040	7.5	20	41,823,234	3,000	8	9,424	Commoditized Cargo, Assembled Vehicles
D Wharf	590	7.5	28	81,823,894	3,000	4	16,502	Commoditized Cargo, Paper, Woodstuffs
E Wharf	580	7.5	25	10,120	3,000	5	12,363	Steel Materials, Nonferrous Metals, Assembled Vehicles
F Wharf	441	7.5	20	15,617	3,000	2	7,942	Steel Materials, Nonferrous Metals, Assembled Vehicles
G Wharf	425	7.5	20	19,998	4,500	1	—	Commoditized Cargo, Assembled Vehicles
H Wharf	720	5.5	15	61,023,054	1,000	8	8,699	Commoditized Cargo
I Wharf	720	5.5	15	11,023,054	1,000	8	6,1624	—
J Wharf	720	12	20	11,213	20,000	3	—	Lumber
K Wharf	330	10	20	41,82	10,000	2	5,377	Lumber
L Wharf	515	10	20	81,823	10,000	2	—	Assembled Vehicles, Perennials
M Osaka C Wharf	300	12	40	6	35,000	1	—	Commoditized Cargo
N Osaka C Wharf	300	12	40	6	35,000	1	—	Commoditized Cargo
Apparatus Capacity	12,191				119,066	164,726		

• **Water Levels:**
 Average High Tide Water Level: O.P. + 2.18m (five year average; 2017-2021)
 Average Low Tide Water Level: O.P. + 0.06m (five year average; 2017-2021)
 Mean Tidal Level: O.P. + 1.49m (five year average; 2017-2021)
 Highest Tide on Record: O.P. + 4.59m (September 4th, 2018)
 Lowest Tide on Record: O.P. - 0.13m (December 30th, 1951)
 Average Tide in Tokyo Bay: O.P. + 1.03m

• **Wind Conditions:**
 For the year 2021, wind directions at the port were: 16.00% west, 11.76% west-southwest, and 11.44% north-south and 11.06% north-northeast. The average wind velocity was 3.38m/sec. According to estimations, the highest wind velocity is thought to have been 6.0m/sec, during Typhoon Muroto, in September 1934.

• **Sealed Container:**
 An upper layer of silt, 1-2 meters deep, is supported by a 10-15m deep clay layer, making the area suitable for the anchorage of vessels.

• **Ward Conditions:**
 For the year 2021, wind directions at the port were: 16.00% west, 11.76% west-southwest, and 11.44% north-south and 11.06% north-northeast. The average wind velocity was 3.38m/sec. According to estimations, the highest wind velocity is thought to have been 6.0m/sec, during Typhoon Muroto, in September 1934.

• **Vertical Levels:**
 Average High Tide Water Level: O.P. + 2.18m (five year average; 2017-2021)
 Average Low Tide Water Level: O.P. + 0.06m (five year average; 2017-2021)
 Mean Tidal Level: O.P. + 1.49m (five year average; 2017-2021)
 Highest Tide on Record: O.P. + 4.59m (September 4th, 2018)
 Lowest Tide on Record: O.P. - 0.13m (December 30th, 1951)
 Average Tide in Tokyo Bay: O.P. + 1.03m

• **Tidal Currents:**
 Outside of the breakwaters, tidal currents are constant and generally flow southward. The relative low speed of currents (approximately 0.5 ~ 1.0 knot at ebb), both inside and outside of the port, has little or no effect on vessel navigation.

• **Fog:**
 Morning fog occurs during winter, clearing at a rate of 4m/sec.

• **Area Under Administration:**
 Harbor Limits: 4,575 ha
 Port Limits: 1,978.7 ha

Wharves & Piers

2) Managed by Kobe-Osaka International Port Corporation (Date Founded: October 1st, 2014)

Designation	Length (m)	Depth (m)	Apex Width (m)	Berth	Berthing Capacity (GT)	Number of Berths	Shoal Area (m ²)	Main Cargo Handled
Osaka Port Container Wharf #1	350	13.5	40	C1	40,000	1	—	Container
Osaka Port Container Wharf #2	350	13.5	40	C2	40,000	1	—	Container
Osaka Port Container Wharf #3	350	13.5	40	C3	40,000	1	—	Container
Osaka Port Container Wharf #4	350	13.5	40	C4	40,000	1	—	Container
Nanko C9 Wharf	350	13	40	C9	45,000	1	—	Container
Osaka Port Liner Wharf #1	200	10	20	L1	15,000	1	1,568	Steel Materials
Osaka Port Liner Wharf #2	200	10	20	L2	15,000	1	1,568	Steel Materials
Osaka Port Liner Wharf #3	200	10	20	L3	15,000	1	1,568	Steel Materials
Osaka Port Liner Wharf #4	250	10	20	L4	15,000	1	1,692	Industrial Machine, Steel Materials
Osaka Port Liner Wharf #5	250	10	20	L5	15,000	1	1,692	Steel Materials
Osaka Port Liner Wharf #6	250	10	20	L6	15,000	1	1,560	Steel Materials
Osaka Port Liner Wharf #7	230	10	20	L7	15,000	1	1,560	Steel Materials
Yumehosho C10 Wharf	350	15	20	C10	60,000	1	—	Container
Yumehosho C11 Wharf	350	15	20	C11	60,000	1	—	Container
Yumehosho C12 Wharf	650	15-18	150	C12	100,000	1	—	Container
International Ferry Wharf #1	400	14	40	F1	30,000	2	10,214	Passengers
International Ferry Wharf #2	400	14	40	F2	30,000	2	10,214	Container Cargo
Total	5,640	100	623,000	18	9	51,942		

• **Ferry Terminals:**
 200 7.5 63 15,000 1 1
 200 7.5 64 10,000 1 1
 165 7.5 75 6,000 1 1
 130 6 64 3,000 1 1
 200 7.5 64 10,000 1 2
 165 7.5 75 6,000 1 1
 130 6 64 3,000 1 1
 200 10 20 84 13,000 1 1
 100 10 20 85 13,000 1 1
Total **1,565** **84,000** **6** **2** **2,892**

• **Warehouses & Piers:**
 3) Privately Operated (depth of 5.5m or more)

Designation	Length (m)	Depth (m)	Apex Width (m)	Berth	Berthing Capacity (GT)	Number of Berths	Shoal Area (m ²)	Main Cargo Handled
Osaka Gas Tanker Wharf	596	7.0/8.0	9/15	O13.5	3,300	1	—	Marine Fuels
Osaka Gas Jet Wharf	64	6.0	08	33.0	2	2	—	Materials
Osaka Gas Jet Wharf	220	7.0	08	5.000	3	3	—	—
Sonnet Steel Co., Ltd. Wharf	100	6.0	09	3.000	1	1	—	Iron & Steel
Tanaka Wharf	59	5.5	18	011	1,500	1	—	Iron & Steel
Tanaka Wharf	107	10.0	7	M10	26,200	1	—	Cement, Chemicals
Tanaka Wharf	200	12.0	4	M12	40,000	2	—	Iron & Steel
Nanko Steel Green Zone	300	12.0	4	M13	40,000	2	—	Iron & Steel
Saka Warehouse South Wharf	107	7.2	6	W5	3,000	1	4,173.29	Iron & Steel
Yumehosho Wharf	600	6.0	40	Y1	30,000	2	—	Iron & Steel
Tanaka Nanko Yada Wharf	110	6.0	45	S2	1,000	1	2,8728	Iron & Steel
Kobayashi Wharf	208	12.0	44	30,000	1	—	—	Paper, Woodstuffs, Assembled Vehicles
Sentensu Corp. Nanko Wharf	318	12.0	45	30,000	1	—	—	Paper, Woodstuffs, Steel Materials
Osaka Nanko Steel Distribution Cooperative Corporation	530	5.5	—	2,000	3	6	40,357	Iron & Steel
Total	3,990	25	158,890	25	14	103,433		

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 3) Privately Operated (depth of 5.5m or more)

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Osaka Gas Jet Wharf	64	6.0	08	33.0	2	2	—	Materials
Osaka Gas Jet Wharf	220	7.0	08	5.000	3	3	—	—
Sonnet Steel Co., Ltd. Wharf	100	6.0	09	3.000	1	1	—	Iron & Steel
Tanaka Wharf	59	5.5	18	011	1,500	1	—	Iron & Steel
Tanaka Wharf	107	10.0	7	M10	26,200	1	—	Cement, Chemicals
Tanaka Wharf	200	12.0	4	M12	40,000	2	—	Iron & Steel
Nanko Steel Green Zone	300	12.0	4	M13	40,000	2	—	Iron & Steel
Saka Warehouse South Wharf	107	7.2						