MAP OF THE PORT OF OSAKA



2024/2025

Osaka Ports and Harbors Bureau

Date of issue December 1st, 2024

 Osaka Port Public Employment Security Office 1-12-18 Chikko, Minato-ku, Osaka

3-1-47 Chikko, Minato-ku, Osaka

· Hanshin Expressway Company Limited

3-2-4 Nakanoshima, Kita-ku, Osaka

Wharfage & Tariffs

passenger-liners with mooring hours.

More than 1 hour but less than 2 hours: More than 2 hours but less than 12 Hour More than 12 hours; added every 12 hours

vessel of less than 3,0000

vessel of less than 5,0000

vessel of less than 10,0000 vessel of less than 15,000G

vessel of 15,000GT or more

vessel of less than 1,000 vessel of less than 3,0000

vessel of less than 5,000

per m2, per month

vessel of less than 10,0000 vessel of less than 15,0000 vessel of 15,000GT or more

lift of 30.5t (motor bridge type)

a) General Use (per m², per day)

Elevated floor type-

Lowered floor type-

Elevated floor type-

-Office, Waiting Room Use

-Reception, Exhibition Use

a) General Use (per m2, per day)

b) Exclusive Use(per m², per month)

b) Exclusive Use (per m2, per month)

Lowered floor type-

Transit Shed

b) Exclusive Use (per m2, per month)

b) Exclusive Use(per m2, per month)

Domestic ¥4,440 ¥8,880 ¥13,320 ¥20,000 ¥33,300 ¥39,980

2) First Class

4) Third Class

5) Fourth Class

1) Special Class

2) First Class

4) Third Class

5) Fourth Class

1)Special Class 2)First Class

2)First Class 3)Second Class

5)Forth Class

6)Fifth Class

1)Special Class 2)First Class

2)First Class 3)Second Class

5)Fourth Class

1) First Class

1) First Class

1) First Class 2) Second Clas

1) First Class

2) Second Class

1) First Class

2) Second Class

2) Second Class

International ¥4,040 ¥8,080

¥12,110 ¥18,190

¥30,300 ¥36,350

¥12,130 ¥20,200 ¥24,240

¥44,550

¥7.64 ¥6.39

¥394

¥148

¥35.24 ¥25.73

¥24.54 ¥22.41 ¥20.27

¥18.45

¥1.141

¥1,067 ¥779

¥152 ¥113

¥2,308 ¥1,696

¥51.96

¥1,122 ¥1,089

¥36.52

¥394

Osaka Marine Fire Station

Publisher General Affairs Dept., General Affairs Div. Osaka Ports and Harbors Bureau

> ATC ITM BLDG. 10F, 2-1-10 Nanko-kita, Suminoe-ku, 0saka 559-0034 Japan ☎ 06-6615-7728 ∰ https://www.city.osaka.lg.jp/port

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| | 10 | | |
|---|--------------------|---|--------------|
| Directory of Public Offi | ices and Po | rt-Related Organizations | |
| Osaka Ports and Harbors Bureau | | Osaka Port Promotion Association | |
| 2-1-10 Nanko-kita, Suminoe-ku, Osaka | 06-6615-7704 | 2-1-2 Chikko, Minato-ku, Osaka | 06-6575-9575 |
| Osaka Customs | | Kinki Maritime Public Relations Center | |
| 4-10-3 Chikko, Minato-ku, Osaka | 06-6576-3010 | 2-6-24 Chikko, Minato-ku, Osaka | 06-6573-6387 |
| • Kinki District Transport Bureau, Ministry of Lan | ıd, | Osaka Prefectural Port Workers' Training Institu | ite |
| Infrastructure & Transport | 00 00 40 0 40 4 | 2-20-21 Tsuru-machi, Taisho-ku, Osaka | 06-6553-7651 |
| 4-1-76 Otemae, Chuo-ku, Osaka | 06-6949-6404 | Osaka Port & Harbor Welfare Association | |
| Osaka Coast Guard Office, Japan Coast Guard A 10 2 Children Minata Inc. Ocale | 00 0571 0221 | 2-6-24 Chikko, Minato-ku, Osaka | 06-6574-5191 |
| 4-10-3 Chikko, Minato-ku, Osaka | 06-6571-0221 | Osaka Port Corporation | |
| Osaka Regional Immigration Bureau, Ministry | | 2-1-10 Nanko-kita, Suminoe-ku, Osaka | 06-6615-7211 |
| 1-29-53 Nanko-kita, Suminoe-ku, Osaka | 0570-064-259 | Kobe - Osaka International Port Corporation | |
| Osaka Quarantine Station, Ministry of Health, I | | 8-1-6 Goko-dori . Chuo-ku, Kobe | 078-855-2215 |
| 4-10-3 Chikko, Minato-ku, Osaka | 06-6571-3521 | Osaka Seikokai Association | 0.0000 |
| Osaka Branch of the Kobe Plant Quarantine Off Ministry of Agriculture, Forestry & Fisheries | fice, | 2-10-43 Tsuneyoshi, Konohana-ku, Osaka | 06-6599-9871 |
| 4-10-3 Chikko, Minato-ku, Osaka | 06-6571-0801 | Osaka Bay Pilot Association | 00 0000 0011 |
| Osaka Branch of the Animal Quarantine Kobe S | Station | 1-5 Hatoba-cho, Chuo-ku, Kobe | 078-321-7221 |
| Ministry of Agriculture, Forestry & Fisheries | | Osaka Bay Pilot Association, Osaka Branch | 010 001 1001 |
| 4-10-3 Chikko, Minato-ku, Osaka | 06-6575-3466 | 2-1-19 Chikko, Minato-ku, Osaka | 06-6576-1731 |
| · Osaka Area Center, Kinki Regional Agriculture Admir | nistration Office, | Osaka Harbor Transportation Association | 00 0070 1701 |
| Ministry of Agriculture, Forestry & Fisheries 1-5-44 Otemae, Chuo-ku, Osaka | 06-6943-9691 | 4-9-6 Chikko, Minato-ku, Osaka | 06-6572-4601 |
| | 00 00 10 0001 | | 00-0372-4001 |
| Kinki Regional development Bureau, Ministry of Land, Infrastructure & Transport | | Osaka Warehousing Association Osaka Warehousing Association | 00 4050 1404 |
| 1-5-44 Otemae, Chuo-ku, Osaka | 06-6942-1141 | 2-3-21 Imabashi, Chuo-ku, Osaka | 06-4256-1434 |
| Kinki Bureau of Economy, Trade & Industry, | | Osaka Customs Brokers' Association | 00 0570 0000 |
| Kinki Bureau of Economy, Trade & Industry, Ministry of Economy Trade & Industry 1.5.44. Occurred Character Character Character | 00 0000 0000 | 2-1-2 Chikko, Minato-ku, Osaka | 06-6573-3896 |
| 1-5-44 Otemae, Chuo-ku, Osaka | 06-6966-6000 | Osaka Foreign Trade Association | |
| Osaka District Meteorological Observatry | | 2-4-7 Kawara-machi, Chuo-ku, Osaka | 06-6121-6064 |
| 4-1-76 Otemae, Chuo-ku, Osaka | 06-6949-6300 | Osaka Shipowners' Association | |
| Ports & Airports Department, Kinki Regional De Bureau, Ministry of Land, Infrastructure & Tran | evelopment | 3-3-23 Nakanoshima, Kita-ku, Osaka | 06-6446-6500 |
| 29 Kaigan-dori, Chuo-ku, Kobe | 078-391-7571 | Osaka Marine Transportation Union | |
| | | 1-25-13 Kobayashi-nishi, Taisho-ku, Osaka | 06-6551-5238 |
| Osaka Nishi Labor Standards Inspection Office, Ministry of Health, Labor & Welfare | | Osaka Port Tug Center | |
| 1-2-19 Kitahorie, Nishi-ku, Osaka | 06-7713-2021 | 3-7-15 Chikko, Minato-ku, Osaka | 06-6575-2351 |
| Osaka Water Police Station | | Osaka Freight Forwarders Association | |
| 1-5-1 Kaigan-dori, Minato-ku, Osaka | 06-6575-1234 | 3-4-9 Hirano-machi, Chuo-ku, Osaka | 06-6228-0236 |

6553-7651 6574-5191 -855-2215 6599-9871 -321-7221 6576-1731 6572-4601 1256-1434 5573-3896 6121-6064 6551-5238 5575-2351

Port History

distribution area and a center for marine transport.

Osaka has continued to prosper year after year.

16,902,918

12,783,262

2,540,052

9,614,440

19,119,554

23,993,902

89,985,153

90,226,722

72,261,150

66,056,359

61,870,896

4,594

188,664

31,656

104,431

83,578

70,750

35,504

33,485

29,328

27,243

27,207

25,951

25,072

25,067

19,634

19,574

18,615

18,360

18,059

17,589

18,135

Osaka's history as a port city and commercial center spans over 1500 years. The city's crest features a

channel marker "Miotsukushi" as a testament to the role of the port in Osaka's development. Known in ancient

times as "Sumiyoshitsu". "Naniwatsu", the Port of Osaka served as an embarkation point for ships travelling 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 criss-cross the city today were

dug during the reign of the Toyotomi and Tokugawa Shouguns (16th \sim 19th Century). The construction of these

waterways was instrumental to the city's development, with Osaka evolving into the nation's largest commodity

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 Chikko-gisha and Chikko-kenkyuukai, 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

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 1937, vessels

utilizing the port numbered 220,000 with an aggregate tonnage of 43,810,000 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

devastated the port facilities, making a recovery seem 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

has expanded its facilities, rationalized its functions, and enhanced its port services so that it is now one of Japan's

constructed and there are many logistics warehouses located in the area, while complex urban development is

underway 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-standard 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.

ever-larger vessels, and the need for higher efficiency and the diversification of logistics. The port will also

continue to promote urban development aimed at revitalizing the waterfront and creating a lively community.

The Port of Osaka will continue to deal with an increasing volume of cargo (particularly container cargo),

n/a

7,770,899

79,354 18,729,208 83,089

35,799,376

57,762,755

56,334,320

58,162,286

52,696,209

54,877,959

52,661,763

51,605,722

51,268,013

51,038,667

48,778,420

47,748,411 46,922,758

43,960,663

41,743,853

35,689,370

35,711,241

36,323,208

17,946 36,229,691

17,580 38,334,013

92,193 | 27,743,997 |

60,852 11,323,210 62,987 20,937,650

36,247,437

2,799,912

10,310,951

37,848,762

107,036,447

22,855

23,102

22,622

16,375 | 38,106,778 | 21,118 | 104,163,137

17,487 39,144,750 22,081 101,015,646

27,796

32,172

In the following period, the combined effects of the World War II, fierce typhoons, and land subsidence

Furthermore, with the expansion of the Japanese economy and the growth of industry in Osaka, the port

In Sakishima, where reclamation work began in 1958, wharves for containers and ferries have been

of manufactured goods in terms of volume, in terms of cash value, the port showed a surplus.

The Port of Osaka was open to foreign trade on July 15, 1868. However as a river based port which utilized

After the basic facilities were completed in 1903, the new port was open to general use. The advent of the

| 2022 | 4,434 | 00,701,044 | 10,773 | 40,242,330 | 21,207 | 101,004,174 | + + | 1 1 |
|---|--|---|---|--|--|--|---|------------------------------|
| 2023 | 4,863 | 69,096,631 | 16,530 | 43,337,031 | 21,393 | 112,433,662 | 2 45 | 58 |
| | | | | | | | | |
| Power Suppl for Conta | | 1) For containers up to 6 Note: When containers a the usage fee is ¥2,032 p 2) For containers more th Note: When containers a | re piled on top er unit for each nan 6.1 m in len | of another, 24 hours gth (per container, per | | | ¥2,4 | 153 |
| | | the usage fee is ¥3,207 p | | | | | ¥4,0 |)50 |
| | | a) General Use (per m², p | er day) | | 1) Special C | | ¥39. | |
| Office Marshallin or Transit | ng Yard | b) Exclusive Use (per m² | per month) | | 2) First Clas 3) Second C 1) Special C 2) First Clas 3) Second C | Elass Elass s | ¥26. ¥24. ¥1,1 ¥7 ¥7 | .54 74 779 |
| Passen | nger | | | | | | | |
| Gangv Timber Mar | way | (per unit, per 24 hours p | eriod) | | 1) First Clas | S | ¥51,2 | 260 |
| Poo | - | Exclusive Use (per m² , pe | er month) | | | | ¥14. | .44 |
| Coal Stora | ge Yard | Exclusive Use (per m² , pe | er month) | | | | ¥88. | .63 |
| | | 1. Direct Supply -Basic Rate (charge up -Addional (per m³) (Use of automatic supp | | 0.45m³) | | Domestic ¥14,080 ¥704 ¥200 | Internatior ¥12,8 ¥6 ¥2 | 300 |
| Water Su for Sh | | 2. Carriage Supply -Basic Rate (charge up -Additional (per m³) -Additional Carriage u | | 3) | | ¥19,800 ¥990 ¥495 | ¥18,0 ¥9 ¥4 | 900 |
| | | 3. Special Supply (not inc -In Rough Conditions -Outside of Working H | | ted facilities) | | Surcharge Surcharge | 50% Surchar 60% Surchar | _ |
| Toll Bank Prot Waste Dispos | | Exclusive Use (per ton of | waste disposals | 5) | | | ¥2,4 | 120 |
| Pontooi | n Use | Fees are calculated accor Rates for mooring: -Less than 1 hour -More than 1 hour, but le -More than 2 hours, but l -More than 12 hours: (fo (for the remaining time) | ess than 2 hours ess than 12 hou | ırs | ton) and charg | ed at hourly rates. | ¥3.68/ ¥7.37/ ¥11.05/ ¥7.37/ | /hr /hr |
| (in marsha 2. Overtime a) 17:15 -09 b) Sundays c) Holidays | lling yards e refers to t 0:00hrs stipulated | o marshalling yard, tran and transit sheds) are d he following periods: | egignated by · Law (No 178, | the City's regulation | | | | |
| Introducti Entry fees Amagasaki- Discount of Entry fees a Entry fees a Entry fees a Applicatio The mooring 7:00 a.m. of start (the ex- sites in the of | on of Ince are discoun Nishinomiy on port en re discount re discount re discount re discount the discount of the D of case saka area of | entive System Interest System | n-going contai kai-Semboku P ners call onward or nent-friendly fried natural ga ard certificate th an ESI score n area fee (fee fo hat berth and g ays at most). In | f regular liners that many vessels In ves | nake four or mo mount of point andling area cor vant facility by t emboku area bef | ore calls per mon ss. mbined to the whathe day before the d for vessels that ore entering the O | th. arf) are exempt day of cargo h cannot find and saka area. | ted unt nandlin chorag |
| Exemption The first ves | ied cargo-h n of port c ssel calling (| ar ocean-going contains andling area fee. : harges for the first v on a newly established s go-handling area fee. | | | | | | |

| 2023 4,863 69,096,631 16,530 43,337,031 21,393 112,433,662 458 2023 | 2021 | 7,377 | 01,070,000 | 17,707 | 37,144,730 | 22,001 | 101,013,040 | 712 | |
|--|---|--|---|--|--|--|---|---|----------|
| ### Power Supply System for Containers 11 Perconstancers up to 0.1 m in length (per container, per 24 hours) | 2022 | 4,494 | 60,761,644 | 16,773 | 40,242,530 | 21,267 | 101,004,174 | 411 | 2022 |
| Power Supply System for Containers 11 Trus containers are also as a finite record from container, per 24 hours) 10 10 10 10 10 10 10 10 | 2023 | | | | | | | 458 | 2023 |
| Power Supply System for Containers are plate on top of another, the usage fee is 7.022 per unit for each 24 hours 1.22 per unit for each 24 hours 1.23 peculial class 1.23 peculial class 1.24 per unit for each 24 hours 1.23 peculial class 1.24 peculial peculial peculial class 1.24 peculial peculia | | | | | | | | | |
| Power Supply System for Containers 27 Containers 27 Conta | | | 1) For containers up to 6. | 1 m in length (p | er container, per 24 h | iours) | | | Joint Us |
| all General Use (per mu, per dayl) Diffice in Marshalling Yard or Transit Shed Di Exclusive Use (per mu per month) Di First Class V1239 Passenger Gangway Timber Marshalling Pool Coal Storage Yard Di Check Supply Di Check Supp | | | Note: When containers ar the usage fee is ¥2,032 per 2) For containers more th Note: When containers ar | e piled on top of er unit for each an 6.1 m in leng e piled on top o | of another, 24 hours 19th (per container, pe of another, | | | | |
| Office in Marshalling Yard or Transit Shed 10 Exclusive Use (per m. per month) 11 Special Class 17.75 (20 Marshalling Yard or Transit Shed 10) Exclusive Use (per m. per month) 12 First Class 17.75 (20 Marshalling Yard or Transit Shed 10) Exclusive Use (per m. per month) 15 First Class 17.75 (20 Marshalling Yard Or Marshallin | | | | | 24 nours | 1) Special C | lace | | |
| Passenger Gangway (per unit, per 24 hours period) (per unit, per | Marshalling | g Yard | | | | 2) First Clas 3) Second C 1) Special C | s Class Iass | ¥26.21 ¥24.54 ¥1,174 | |
| Marsi Section Sectio | | | | | | | | | |
| Coal Storage Yard Exclusive Use (per ms., per month) 1. Direct Supply -Basic Rate (charge up to 20m) -Additional (per ms) -Quite of automatic supply (cliticis per 0.45m) -Basic Rate (charge up to 20m) -Additional (per ms) -Additional (per | Gangw | ay | (per unit, per 24 hours pe | eriod) | | 1) First Clas | s | ¥51,260 | |
| Coal Storage Yard Exclusive Use (per m. per month) V88.63 | | halling | Exclusive Use (per m², pe | r month) | | | | ¥14.44 | |
| ### Supply for Ship Water Supply for Ship ### Supply for Ship 2 - Carriage Supply - Basic Rate (charge up to 20m) | | je Yard | Exclusive Use (per m², pe | r month) | | | | ¥88.63 | |
| -Basic Rate (charge up to 20m) | | | -Basic Rate (charge up t -Addional (per m³) | | 0.45m₃) | | ¥14,080 ¥704 | ¥12,800 ¥640 | |
| In Rough Conditions | | | -Basic Rate (charge up 1 -Additional (per m3) | |) | | ¥990 | ¥900 | |
| Pontoon Use Fees are calculated according to the vessel's GT (to the nearest ton) and charged at hourly rates. | | | -In Rough Conditions | | ed facilities) | | - | | |
| Rates for mooring: -Less than 1 hour, but less than 2 hours -More than 1 hour, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours, but less than 12 hours -More than 2 hours -More than 1 hour, but less than 12 hours -More than 2 hours -More than 1 hour, but less than 12 hours -More than 2 hours -More than 1 hours -More than 1 hour, but less than 12 hours -More than 1 hours -More than 2 hours -More than 1 hours -More tha | | | Exclusive Use (per ton of | waste disposa l s |) | | | ¥2,420 | |
| 1. Site classes for cargo marshalling yard, transit sheds, passenger terminas and offices (in marshalling yards and transit sheds) are degignated by the City's regulation. 2. Overtime refers to the following periods: a) 17:15 -09:00hrs b) Sundays c) Holidays stipulated by the National Holiday Law (No 178, 1948) d) Januaary 2nd, 3rd: December 29th, 30th, 31st Introduction of Incentive System Entry fees are discounted by 50% for ocean-going container ships making multiple calls at the Port of Osaka, Port of Kobe, Amagasaki-Nishinomiya-Ashiya Port, and/or Sakai-Semboku Port. Discount on port entry fees for regular liners Entry fees are discounted by 15% for the fourth call onward of regular liners that make four or more calls per month. Discount on port entry fees for environment-friendly vessels Entry fees are discounted by 15% for Creen Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are descounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are descounted by 15% for Green Award certificate holder ships. Entry fees are descounted by 15% fo | Pontoon | Use | Rates for mooring: -Less than 1 hour -More than 1 hour, but le -More than 2 hours, but le -More than 12 hours: (for | ss than 2 hours ess than 12 hou | rs | t ton) and charg | ed at hourly rates. | ¥7.37/hr ¥11.05/hr | Marsh |
| Discount on port entry fees for environment-friendly vessels Entry fees are discounted by 15% for LNG (liquefied natural gas)-fueled vessels. Entry fees are discounted by 15% for Green Award certificate holder ships. Entry fees are discounted by 15% for vessels with an ESI score of above a certain amount of points. Application of the Direct on Berth system The mooring fee and the combined cargo-handling area fee (fee for the use of a cargo-handling area combined to the wharf) are exempted until 7:00 a.m. of the day of cargo handling for vessels that berth and get moored in the relevant facility by the day before the day of cargo handling start (the exemption is available for up to three days at most). In addition, the entry fees are exempted for vessels that cannot find anchorage sites in the Osaka area of the Port of Osaka, and therefore need to anchor in the Sakai-Semboku area before entering the Osaka area. Exemption of port charges for the first call of a regular ocean-going container ship The first call of a regular ocean-going container ship is commemorated by the granting of an exemption from entry fees, wharf fee, and combined cargo-handling area fee. Exemption of port charges for the first vessel calling on a new line The first vessel calling on a newly established shipping line is commemorated by the granting of an exemption from entry fees, wharf fee and combined cargo-handling area fee. | 1. Site classe (in marshall 2. Overtime a) 17:15 -09: b) Sundays c) Holidays d) Januaary Introductic Entry fees a Amagasaki-N Discount Entry fees ar | refers to the control of the control | and transit sheds) are de the following periods: by the National Holiday December 29th, 30th, 31 antive System thed by 50% for ocean a-Ashiya Port, and/or Sak try fees for regular lived by 10% for the fourth | Law (No 178, st -going contai (ai-Semboku Pinese call onward of specific contact) | the City's regulation 1948) ner ships making rort. regular liners that n | nultiple calls a | ore calls per mont | saka, Port of Kobe, h. | |
| | Discount of Entry fees are Entry fees are Entry fees are Application. The mooring 7:00 a.m. of the start (the exe sites in the Os Exemption The first call and combine Exemption. The first vess fee and company fee and combine fee and combine fee and combine fee and combine fees and | n port en e e discounte e discounte e discounte n of the D fee and the me day of camption is a saka area of of port c of a reguled cargo-he of port c sel calling of carriers. | try fees for environm ed by 15% for LNG (lique ed by 15% for Green Awa ed by 15% for vessels with the combined cargo-handling argo handling for vessels the vailable for up to three dathe Port of Osaka, and the harges for the first car ocean-going containe andling area fee. | ent-friendly fied natural ga ard certificate h h an ESI score n area fee (fee fo art berth and g ys at most). In refore need to a all of a regula r ship is comn essel calling hipping line is | vessels sol-fueled vessels. sol-fueled vessels. solder ships. of above a certain a rethe use of a cargo-het moored in the releaddition, the entry fear ocean-going commonated by the gona new line commemorated by | mount of point andling area cor vant facility by t es are exempted mboku area befo ontainer ship ranting of an e | s. mbined to the wha he day before the d for vessels that c ore entering the Os exemption from e | orf) are exempted until day of cargo handling annot find anchorage aka area. Intry fees, wharf fee, om entry fees, wharf | |
| | | | | | | | | | |

| Physical Conditions |
|---|
| • Location: |
| The Port of Osaka, located in the north eastern section of Osaka Bay, lies between the Kanzakigawa River in the north and the Yamatogawa River to the south. Facing out onto Awajishima Island, the port is an important center. |
| for domestic and international waterborne traffic. |
| • Harbor Limits: |
| The harbor limits consist of sea surface enclosed by shoreline and five lines extending from a center position. The non-shoreline limits, extending from the center position, are as follows; (1) Extending to the mouth of |
| Nakajimagawa River $(34^{\circ}41'40'' \text{ N}, 135^{\circ}24'38'' \text{ E})$ 7,000 meters at 214° ,(2) 4,750 meters at $218^{\circ}28'43''$, (3) 42 meters at $218^{\circ}28'43''$, (4) 42 meters at $218^{\circ}28'43''$, (5) 42 meters at $218^{\circ}28'43''$, (6) 42 meters at $218^{\circ}28'43''$, (7) 42 meters at $218^{\circ}28'43''$, (8) 42 meters at $218^{\circ}28'43''$, (9) 42 meters at $218^{\circ}28'43''$, (10) 42 meters at $218^{\circ}28''$ |
| meters at 151°34′58″,(4) 10,216 meters at 90°, (5) 259 meters 9°17′8″. Harbor limits also include the following |
| river and canal areas: (1) Nakajimagawa River - downstream from the western end of the tide embankment |

river and canal areas; (1) Nakajimagawa River – downstream from the western end of the tide embankment in Nishiyodogawa District, (2) Kanzakigawa River - downstream from the eastern end of the tide embankment, (3) Shorenjigawa River – downstream from Hokko Bridge, (4) Rokkenyagawa River – downstream from Kasugade Bridge, (5) Ajikawa River – downstream from Funatsu and Hatatekura Bridges, (6) Shirinashigawa River – downsream from Iwamatsu Bridge, (7) Kizugawa River – downstream from Onami Bridge, (8) Sumiyoshigawa River-downstream from the East Shore extension, (9) the water surface areas of Shimaya-Kita Canal, Sakurajima Canal, Ajikawa Inner-Port, Tempozan Canal, Sanjukkenbori Canal, Taisho Inner-Port, Fuku-Machi Canal, Kizugawa Canal and the former Sumiyoshigawa River; However, the former Shibatani Cannal is not included. Seabed Composition:

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. Wind Conditions:

For the year 2023, wind directions at the port were; 17.17% west, 10.13% west-southwest, and 10.07% north-northeast and 9.38% northeast .The average wind velocity was 3.27m/sec. According to estimations, the highest wind velocity is though to have been 60m/sec, during Typhoon Muroto, in September 1934.

Average High Tide Water Level: O.P. + 2.17m (five year average; 2018~2023) Average Low Tide Water Level: O.P. + 0.59m (five year average; 2018~2023) Mean Tidal Level: O.P. + 1.50m (five year average; 2018~2023)

Highest Tide on Record: O.P. + 4.59m (September 4th, 2018) O.P. - 0.13m (December 30th,1951) Lowest Tide on Record: Average Tide in Tokyo Bay: O.P. + 1.30m

* O.P.: Osaka Peil Tidal Currents:

Outside of the breakwaters, tidal currents are constant and generally flow southward. The relative low speed of currents (approximately $0.5 \sim 1.0$ knot at ebb tide), both inside and outside of the port, has little or no effect on vessel navigation.

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

2016 | 30,585,059 | 51,618,763 | 82,203,822 | 644 |

2018 | 31,009,635 | 53,269,285 | 84,278,920 | 660 |

2017 | 31,422,577 | 53,243,165 | 84,665,742 | 663 | **2017** |

2019 | 30,921,875 | 54,267,254 | 85,189,129 | 667 | **2019** |

 Area Under Administration: Harbor Limits: 4,575 ha

Port District: 1,978.7 ha

| Volum | ne of Cargo | Handled | | | | Passer | nger Figure | es | | |
|-------|-------------|--------------------------|------------|-------|---|--------|-------------|--------------|-----------|-------|
| Year | | Total Incoming (tons) | Total | Index | | Year | Embarking | Disembarking | Total | Index |
| 1926 | 3,495,627 | 9,268,823 | 12,764,450 | 100 | | 1926 | 689,741 | 779,681 | 1,469,422 | 100 |
| 1935 | 6,873,189 | 18,175,036 | 25,048,225 | 196 | | 1935 | 792,281 | 851,513 | 1,643,794 | 111 |
| 1940 | 8,780,112 | 21,356,340 | 30,136,452 | 236 | | 1940 | 1,013,741 | 1,048,567 | 2,062,308 | 140 |
| 1945 | 928,133 | 3,125,378 | 4,053,511 | 32 | | 1945 | 282,555 | 246,605 | 529,160 | 36 |
| 1950 | 1,667,358 | 4,720,712 | 6,388,070 | 50 | | 1950 | 447,070 | 436,713 | 883,783 | 60 |
| 1955 | 3,126,864 | 9,695,528 | 12,822,392 | 100 | | 1955 | 658,758 | 628,110 | 1,286,868 | 88 |
| 1960 | 5,590,421 | 20,821,533 | 26,411,954 | 207 | | 1960 | 996,340 | 895,450 | 1,891,790 | 129 |
| 1965 | 8,852,254 | 29,360,975 | 38,213,229 | 299 | | 1965 | 1,085,728 | 971,459 | 2,057,187 | 140 |
| 1970 | 14,342,261 | 40,186,410 | 54,528,671 | 427 | | 1970 | 1,400,641 | 1,325,066 | 2,725,707 | 185 |
| 1975 | 25,755,266 | 47,918,899 | 73,674,165 | 577 | | 1975 | 1,560,593 | 1,583,987 | 3,144,580 | 214 |
| 1980 | 29,244,053 | 54,664,182 | 83,908,235 | 657 | | 1980 | 1,680,379 | 1,773,601 | 3,453,980 | 235 |
| 1985 | 31,731,582 | 54,411,246 | 86,142,828 | 675 | | 1985 | 1,466,750 | 1,478,620 | 2,945,370 | 200 |
| 1989 | 32,151,717 | 62,506,058 | 94,657,775 | 742 | | 1989 | 1,588,933 | 1,593,804 | 3,182,737 | 217 |
| 1998 | 32,453,742 | 54,235,647 | 86,689,389 | 679 | | 1998 | 1,051,785 | 1,066,730 | 2,118,515 | 144 |
| 1999 | 30,752,369 | 54,638,307 | 85,390,676 | 669 | | 1999 | 885,584 | 878,755 | 1,764,339 | 120 |
| 2000 | 34,163,197 | 58,784,811 | 92,948,008 | 728 | | 2000 | 862,367 | 819,603 | 1,681,970 | 114 |
| 2001 | 32,841,280 | 56,916,133 | 89,757,413 | 703 | | 2001 | 855,083 | 853,884 | 1,708,967 | 116 |
| 2002 | 33,008,865 | 53,491,109 | 86,499,974 | 678 | | 2002 | 846,612 | 836,996 | 1,683,608 | 115 |
| 2003 | 33,309,149 | 56,377,374 | 89,686,523 | 703 | | 2003 | 799,714 | 768,802 | 1,568,516 | 107 |
| 2004 | 34,954,452 | 58,192,885 | 93,147,337 | 730 | | 2004 | 755,465 | 729,192 | 1,484,657 | 101 |
| 2005 | 34,788,877 | 58,353,564 | 93,142,441 | 730 | | 2005 | 719,294 | 718,109 | 1,437,403 | 98 |
| 2006 | 36,146,658 | 59,387,915 | 95,534,573 | 748 | | 2006 | 665,521 | 639,616 | 1,305,137 | 89 |
| 2007 | 37,207,955 | 59,472,280 | 96,680,235 | 757 | | 2007 | 678,727 | 670,134 | 1,348,861 | 92 |
| 2008 | 35,165,268 | 57,810,844 | 92,976,112 | 728 | | 2008 | 650,974 | 637,535 | 1,288,509 | 88 |
| 2009 | 30,271,053 | 50,673,237 | 80,944,290 | 634 | | 2009 | 534,623 | 537,046 | 1,071,669 | 73 |
| 2010 | 31,820,278 | 53,463,046 | 85,283,324 | 668 | | 2010 | 531,379 | 542,194 | 1,073,573 | 73 |
| 2011 | 31,489,795 | 56,605,869 | 88,095,664 | 690 | | 2011 | 494,527 | 506,002 | 1,000,529 | 68 |
| 2012 | 31,016,831 | 55,386,186 | 86,403,017 | 677 | | 2012 | 500,024 | 506,525 | 1,006,549 | 68 |
| 2013 | 31,268,403 | 55,709,877 | 86,978,280 | 681 | | 2013 | 511,462 | 523,843 | 1,035,305 | 70 |
| 2014 | 31,425,534 | 55,049,832 | 86,475,366 | 677 | | 2014 | 463,510 | 480,460 | 943,970 | 64 |
| 2015 | 29,735,606 | 50,236,429 | 79,972,035 | 627 | | 2015 | 472,747 | 489,055 | 961,802 | 65 |
| | | | | 1 | ı | | I | 1 | | 1 |

2016

2018

2020 | 28,698,831 | 51,847,972 | 80,546,803 | 631 | **2020** | 242,342 | 279,062 | 521,404 | 35

2021 | 30,360,572 | 54,307,329 | 84,667,901 | 663 | **2021** | 241,717 | 274,778 | 516,495 | 35

523,965

596,203 | 629,616 | 1,225,819 | 83

605,343 | 632,943 | 1,238,286 | 84

662,149 | 701,370 | 1,363,519 | 93

| ,3/2 34,307,32 | | 003 | 2021 | 241,717 | 2/4,//0 | 310,493 | 55 |
|---|--|--|---|---|---|-----------|--|
| | | 670 | 2022 | | | | 54 |
| ,174 53,060,43 | 80 82,498,604 | 646 | 2023 | 555,914 | 595,399 | 1,151,313 | 78 |
| | | | | | | | |
| | | | | | | | |
| | lling Yard and with | Passenge | r Terminal | | | | |
| a) Special Cla -Berthed for I Vessel of less than 5 550-3,0006 3,000-8,000 | ess than 12 hours 50GT 5T DGT | | | ¥2 ¥7 | 19,300 73,615 | | |
| (charges app Vessel of less than 5: 550-3,0000 3,000-8,000 | lied for each 12-hoi 50GT 5T DGT | | | ¥3 ¥4 | 32,863 19,070 | | |
| -Berthed for I vessel of less than 5 550-3,0000 3,000-8,000 | ess than 12 hours 50GT 5T DGT | | | ¥2 ¥4 | 28,557 42,563 | | |
| (charges app Vessel of less than 5 550-3,0006 3,000-8,000 | lied for each 12-hoi 50GT 5T DGT | | | ¥1 ¥2 | 19,035 28,380 | | |
| -Berthed for I Vessel of less than 5 550-3,0000 3,000-8,000 | ess than 12 hours 50GT 5T DGT | | | ¥1 | ¥7,896 11,701 | | |
| (charges app vessel of less than 5 550-3,0006 3,000-8,000 | lied for each 12-hoi 50GT 5T OGT | | | <i>j</i> j | ∉5,263 ∉7,803 | | |
| -Berthed for I Vessel of less than 5 550-3,0000 3,000-8,000 | ess than 1 hour 50GT 5T DGT | | | ¥1 | ¥9,520 14,183 | | |
| Vessel of less than 5: 550-3,0000 3,000-8,000 | 50GT GT DGT | | | ¥1 ¥2 | 19,035 28,380 | | |
| Vessel of less than 5: 550-3,0000 3,000-8,000 | 50GT GT DGT | | | ¥2 ¥4 | 28,557 42,563 | | |
| (charges app Vessel of less than 5: | lied for each 12-hoi 50GT 5T | | | ¥1 ¥2 | | | |
| | vith Cargo Marsha 1) Basic Rate a) Special Cla Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I (charges app Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I (charges app Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I (charges app vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than -Berthed for I Vessel of less than 5: 550-3,000C 3,000-8,00C more than | vith Cargo Marshalling Yard and with 1) Basic Rate a) Special Class -Berthed for less than 12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT b) Second Class -Berthed for less than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT c) Third Class -Berthed for less than 12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT d) Fourth Class -Berthed for less than 1 hour Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor Vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor Vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours (charges applied for each 12-hor Vessel of less than 550GT 550-3,000GT 3,000-8,000GT | with Cargo Marshalling Yard and with Passenge 1) Basic Rate a) Special Class -Berthed for less than 12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hour period) Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT b) Second Class -Berthed for less than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hour period) Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT c) Third Class -Berthed for less than 12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hour period) vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for less than 1 hour Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 2-12 hours Vessel of less than 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550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for less than 12 hours (charges applied for each 12-hour period) vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT d) Fourth Class -Berthed for less than 1 hour Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 1-2 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for 2-12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hour period) Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT -Berthed for more than 12 hours (charges applied for each 12-hour period) Vessel of less than 550GT 550-3,000GT 3,000-8,000GT more than 8,000GT | vith Cargo Marshalling Yard and with Passenger Terminal 1) Basic Rate a) Special Class -Berthed for less than 12 hours Vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for more than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 12 hours vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 1 hour vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 1 hour vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 1 hour vessel of less than 550GT 550-3,000GT 3,000-8,000GT -Berthed for less than 1 hour vessel of less 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The following rates apply to the demurrage of cargo in excess of

24 hours before or after the mooring of the vessel.

| | | | Apron | | Berthing Ca | nacity | | Sheds | |
|---|----------------------|-------------------|----------------|-----------------------------|-------------------------|--------------|----------|-----------------|---|
| Designation | Length (m) | Depth (m) | Width (m) | Berth | (GT) | Number | Rows | Area(m³) | Main Cargo Handled |
| Tsuneyoshi Wharf | 360 | 5.5 | 15 | 59,61,63,65 | 1,000t | Vessels 4 | | | Gravel, Sand |
| Hokko Shiratsu Wharf | 720 390 | 12.0 7.5 | 21.5 30 | HS1,2,3 HS4,5,6 | 20,000 3,000 | 3 | 2 | 11,390 | Paper, Woodpulp, Vegetables, fruits |
| Hokko Wharf | 284 | 10 | 30 | 55 | 5,000 | 1 | | | Scrap Metal, Nonmetalic Mineral |
| HOKKO WIIATI | 204 | 7.5 12 | | 51 47,49 | 3,000 | 1 | | | Scrap Metal, North Tetalic Milleral |
| Umemachi West Wharf | 792 | 10~12 10 | 5~20 | 43,45 39,41 | 20,000 10,000 | 1 1 | 2 | 2,972 | Heavy Oil, Chemicals |
| Umemachi Wharf | 395 | 10.5~ 10.0 | 10 | 21,23,25 | 10,000 | 2 | | | Coal |
| Sakurajima Wharf | 535 | 10 | 15~ 22 | 15,17,19 | 10,000 7,000 | 2 | 2 | 5,717 | Steel Materials, Nonferrous Metals |
| Ajikawa Pier North Wharf | 482 | 5.5 | 10 | 13C | 1,700 | 5 | 1 | 1,692 | _ |
| Ajikawa Pier West Wharf | 120 | 5.5 | 17 | 13B | 1,000 | 2 | | | Paper, Woodpulp |
| Ajikawa Pier South Wharf | 312 | 6.5 5.5 | 17 | 13A | 2,000 1,000 | 1 2 | 3 | 6,073 | Other Transportation Machine |
| Ajikawa Wharf #1 | 320 | 10 | 13~25 | 7 | 10,000 | 2 | 3 | 7948 | Sugar |
| Ajikawa Wharf #2 | 360 | 10 | 22 | 11A 11B | 10,000 | 2 | 2 | 7,769 | Steel Materials, Re-use of Materials |
| Ajikawa Wharf #3 | 178 | 10.0 | 26 | 9B | 10,000 | 1 | 2 | 3,391 | Chemicals |
| Osaka Port Silo Wharf Tenpozan Wharf | 210 430 | 11 10.5~11 | 21(Partly13.3) | 9 | 13,000 168,000 | 1 | 2 | 6,324 | Barley Passengers |
| Central Pier North Wharf | 210 | 11 | 25 | 1 | 13,000 | 1 | | 0,5£ 1 | Sugar |
| Wharf #1(Out of Service) | 328 | 10 | 17 | 6, 8 | 10,000 | 2 | \vdash | | _ |
| Wharf #2(Out of Service) | 341 | 10 | 14 | 14,16 | 10,000 | 2 | 2 | 8,497 | Steel Materials |
| Wharf #3 | 315 | 10 7.5 | 20 | 20 | 10,000 3,000 | 1 | 1 | 6,323 | Steel Materials |
| Wharf #5 Wharf #6(Out of Service) | 394 359 | 9.0 10.0 | 10 15 | 22,24,26 28,30 | 6,000 10,000 | 3 2 | 3 | 5,062 10,114 | Cement Steel Materials |
| Wharf #7 | 361 | 10.0 | 13 | 32,34,36 | 10,000 | 2 | 2 | 8,669 | Steel Materials, Metalic Products |
| Wharf #8 | 336 | 7.5 | 8 | 38,40,42 | 3,000 | 3 | 2 | 5,653 | Cement |
| Wharf #10 | 617 | 9.0 7.5 5.5 | 14~42 | 46, 48,50, 52,54 | 7,000 3,000 1,000 | 1 2 2 | 1 | 3,411 | Steel Materials |
| Wharf #11 | 270 | 5.5 | 14 | 56,58,60 | 1,000 | 3 | | | Steel Materials |
| Taisho Pier 1 North Wharf | 471 | 6 | 31 | 70, 72, 74, 76, 78 | 1,000 | 5 | 4 | 7,810 | Nonferrous Metals, Chemicals, Steel Materials |
| Tsuruhama Wharf | 280 | 10 | 20 | TH | 30,000 | 1 | | | _ |
| A Wharf | 1,040 | 7.5 | 20 | A1,A2,A3,A4, A5,A6,A7,A8 | 3,000 | 8 | 3 | 9,424 | Consolidated Cargo, Assebled Vehicles |
| B Wharf | 550 | 7.5 | 28 | B1,B2,B3,B4 | 3,000 | 4 | 4 | 16,502 | Consolidated Cargo, Paper, Wood pulp |
| D Wharf | 580 | 7.5 5.5 | 25 | D1,D2, D3,D4,D5 | 3,000 1,000 | 2 3 | 5 | 12,563 | Steel Materials |
| E Wharf | 821 | 5.5 7.5 | 20 | E1,E2,E3,E4, E5,E6,E7 | 1,000 3,000 | 5 2 | 2 | 7,042 | Scrap Metal, |
| F7 Wharf | 240 | 8.5 | 20 | F7 | 8,000 | 1 | | | Steel Materials Other Transportation Vehicles, |
| F8 Wharf | 205 | 7.5 | 20 | F8 | 5,000 | 1 | | | Assembled Vehicles Other Transportation Vehicles, |
| G Wharf | 720 | | 15 | G1,G2,G3,G4, | 1,000 | 8 | 3 | 8,499 | Assembled Vehicles Metalic Products, |
| | | 5.5 | | G5,G6,G7,G8 I1,I2,I3,I4 | · · | | | · · | Consolidated Cargo |
| I Wharf | 720 | 5.5 | 15 | 15,16,17,18 | 1,000 | 8 | 6 | 16,624 | _ |
| J Wharf | 720 | 12 | 20 | J1,J2,J3 | 20,000 | 3 | | | Lumber, Steel Materials |
| K Wharf | 370 | 10 | 20 | K1,K2 | 10,000 | 2 | 1 | 5,777 | Lumber |
| | | | | | | | | | |
| R Wharf | 515 | 10 12 | 20 | R1, R2,R3 | 10,000 20,000 | 1 1 | | | Assembled Vehicles, Passengers |
| Nanko C6 Wharf | 300 | 12 | 40 | C6 | 35,000 | 1 | | | Nonferrous Metals, |
| | | | | | - | - | | | Consolidated Cargo Steel Materials, |
| Nanko C7 Wharf Aggregate Capacity | 300 17,251 | 12 | 40 | C7 | 35,000 | 1 | | | Consolidated Cargo |

| Designation | Length | Depth | Apron Width | David | Berthing Ca | | | Sheds | Main Com III II I | |
|---|------------|-------------------|----------------|-----------------------------|----------------------------|----------------------------------|------|-----------------|--|--|
| Designation | (m) | (m) | (m) | Berth | (GT) | Number of Vesse l s | Rows | Area(m³) | Main Cargo Hand l ed | |
| Tsuneyoshi Wharf | 360 | 5.5 | 15 | 59,61,63,65 | 1,000t | 4 | | | Gravel,Sand | |
| Hokko Shiratsu Wharf | 720 390 | 12.0 7.5 | 21.5 30 | HS1,2,3 HS4,5,6 | 20,000 3,000 | 3 | 2 | 11,390 | Paper, Woodpulp, Vegetables, fruits | |
| Hokko Wharf | 284 | 10 7.5 | | 55 51 | 5,000 3,000 | 1 | | | Scrap Metal, Nonmetalic Mineral | |
| Umemachi West Wharf | 792 | 12 10~12 10 | 5~20 | 47,49 43,45 39,41 | 30,000 20,000 10,000 | 1 1 1 | 2 | 2,972 | Heavy Oi l , Chemica l s | |
| Umemachi Wharf | 395 | 10.5~ 10.0 | 10 | 21,23,25 | 10,000 | 2 | | | Coal | |
| Sakurajima Wharf | 535 | 10 | 15~ 22 | 15,17,19 | 10,000 7,000 | 2 | 2 | 5,717 | Steel Materials, Nonferrous Metals | |
| ikawa Pier North Wharf | 482 | 5.5 | 10 | 13C | 1,700 | 5 | 1 | 1,692 | Paper, | |
| ikawa Pier West Wharf | 120 | 5.5 6.5 | 17 | 13B | 1,000 2,000 | 2 | | | Woodpulp | |
| ikawa Pier South Wharf | 312 | 5.5 | 17 | 13A | 1,000 | 2 | 3 | 6,073 | Other Transportation Machine | |
| Ajikawa Wharf #1 | 320 | 10 | 13~25 | 7 | 10,000 | 2 | 3 | 7948 | Sugar | |
| Ajikawa Wharf #2 | 360 | 10 | 22 | 11A 11B | 10,000 | 2 | 2 | 7,769 | Steel Materials, Re-use of Materials | |
| Ajikawa Wharf #3 | 178 | 10.0 | 26 | 9B | 10,000 | 1 | 2 | 3,391 | Chemicals | |
| Osaka Port Silo Wharf Tenpozan Wharf | 210 430 | 11 10.5~11 | 21(Partly13.3) | 9 3 | 13,000 168,000 | 1 1 | 2 | 6,324 | Barley Passengers | |
| entral Pier North Wharf | 210 | 11 | 25 | 1 | 13,000 | 1 | | 0,527 | Sugar | |
| harf #1(Out of Service) | 328 | 10 | 17 | 6, 8 | 10,000 | 2 | | | | |
| harf #2(Out of Service) | 341 | 10 10 | 14 | 14,16 18 | 10,000 | 2 | 2 | 8,497 | Steel Materials | |
| Wharf #3 | 315 | 7.5 | 20 | 20 | 3,000 | 1 | 1 | 6,323 | Steel Materials | |
| Wharf #5 | 394 | 9.0 | 10 | 22,24,26 | 6,000 | 3 | 3 | 5,062 | Cement | |
| harf #6(Out of Service) Wharf #7 | 359 361 | 10.0 10.0 | 15 13 | 28,30 32,34,36 | 10,000 | 2 | 2 | 10,114 8,669 | Steel Materials Steel Materials, Metalic Products | |
| Wharf #8 | 336 | 7.5 | 8 | 38,40,42 | 3,000 | 3 | 2 | 5,653 | Cement | |
| | | 9.0 | | 46, | 7,000 | 1 | | | | |
| Wharf #10 | 617 | 7.5 5.5 | 14~42 | 48,50, 52,54 | 3,000 1,000 | 2 2 | 1 | 3,411 | Steel Materials | |
| Wharf #11 | 270 | 5.5 | 14 | 56,58,60 | 1,000 | 3 | | | Steel Materials | |
| sho Pier 1 North Wharf Tsuruhama Wharf | 471 280 | 6 10 | 31 20 | 70, 72, 74, 76, 78 TH | 1,000 30,000 | 5 | 4 | 7,810 | Nonferrous Metals, Chemicals, Steel Materials | |
| A Wharf | 1,040 | 7.5 | 20 | A1,A2,A3,A4, A5,A6,A7,A8 | 3,000 | 8 | 3 | 9,424 | Consolidated Cargo, Assebled Vehicles | |
| B Wharf | 550 | 7.5 | 28 | B1,B2,B3,B4 | 3,000 | 4 | 4 | 16,502 | Consolidated Cargo, Paper, Wood pulp | |
| D Wharf | 580 | 7.5 5.5 | 25 | D1,D2, D3,D4,D5 | 3,000 1,000 | 2 3 | 5 | 12,563 | Steel Materials | |
| E Wharf | 821 | 5.5 7.5 | 20 | E1,E2,E3,E4, E5,E6,E7 | 1,000 3,000 | 5 2 | 2 | 7,042 | Scrap Metal, Steel Materials | |
| F7 Wharf | 240 | 8.5 | 20 | F7 | 8,000 | 1 | | | Other Transportation Vehicles, Assembled Vehicles | |
| F8 Wharf | 205 | 7.5 | 20 | F8 | 5,000 | 1 | | | Other Transportation Vehicles, Assembled Vehicles | |
| G Wharf | 720 | 5.5 | 15 | G1,G2,G3,G4, G5,G6,G7,G8 | 1,000 | 8 | 3 | 8,499 | Metalic Products, Consolidated Cargo | |
| l Wharf | 720 | 5.5 | 15 | 11,12,13,14 15,16,17,18 | 1,000 | 8 | 6 | 16,624 | - | |
| J Wharf | 720 | 12 | 20 | J1,J2,J3 | 20,000 | 3 | | | Lumber, Steel Materials | |
| K Wharf | 370 | 10 | 20 | K1,K2 | 10,000 | 2 | 1 | 5,777 | Lumber | |
| R Wharf | 515 | 10 12 | 20 | R1, R2,R3 | 10,000 20,000 | 1 1 | | | Assembled Vehicles, Passengers | |
| Nanko C6 Wharf | 300 | 12 | 40 | C6 | 35,000 | 1 | | | Nonferrous Metals, Consolidated Cargo | |
| Nanko C7 Wharf | 300 | 12 | 40 | C7 | 35,000 | 1 | | | Steel Materials, Consolidated Cargo | |
| Aggregate Capacity | 17,251 | | | | | | | | 1 | |

Coal Storage Yard

Passenger Gangways

Warehouses

Location

2 Hokko, Konohana-ku, Osaka

Location

1 Nanko-kita, Suminoe-ku, Osaka

3 Chikko, Minato-ku, Osaka

Classification

Type 1~3 Warehouse

Open Storage Yard

Cold Storage

Hazardous Chemicals

Warehouse

Number

4

14

18

5

5

Location

1 Yumeshima-Higashi,Konohana-ku,Osaka

1 Yumeshima-Higashi,Konohana-ku,Osaka

1 Yumeshima-Higashi,Konohana-ku,Osaka

N.B. — Based on the Osaka Municipal Ordinance for Port Dues and the Enforcement Regulations of the same.

1. Domestic vessel

Work for buoys and dolphins at wharves and piers are served by private companies.

short wave (VHF) radio. This 24-hour service is available on channels 11, 12, 16, 18, 19 and 20.

Having been designated as a Pilot Compulsory Port, pilot services are available at the following times;

06:45 ~ 21:00hrs (Entry)

06:30 ~ 21:00hrs (Entry)

January 2nd ~ February 28th/29th 06:45 ~ 21:00hrs (Entry)

November 15th ~ December 31st 06:45 ~ 21:00hrs (Entry)

Container Vessels (including Regular Vessels in certain areas)

ata compiled by the Osaka Port Public Employment Office as at Jul 31, 2022

Classification

2. International vessel

Situated in the Osaka Prefectural Government Sakishima Building, the Osaka Port Radio provides information to

vessels regarding berth designation, tugboat services, and quarantine applications, through the use of international

24-hour departure services (excluding certain areas)

24-hour departure service (excluding certain areas)

24-hour departure service (excluding certain areas)

24-hour departure service (excluding certain areas)

Dockside Sheds Warehouse Barges Raft Handling Cargo Maintenance Cargo Loading Total

226 | 2,874 | 776 | 26 | 3 | 181 | 3,000 | **7,086**

Area (㎡)

987,271

423,483

546,013

Area (m²)

243,809

Gantry Crane

Gantry Crane

Gantry Crane

Gantry Crane

| Administration | Area (m²)

Private

Rows

81

Onshore Cargo Handling Equipment

Nanko

Total

Nanko

Yumeshima

Total

Yumeshima

Area (m²)

3,052

Number

Operators | Area/Volume

240 2,997,496m²

26 200,742m²

5 142.553 m³

34.919m²

Area (m²)

11,000

11,277

15,500

Rate of Charge per Entry

¥1.48 / GT

¥2.70 / GT

17

(located within the Osaka City Limits as at March 31, 2024)

Capacity(t)

30.5

30.5/40.0/40.6/50.5(TWIN)

40.6

40.6

Cargo Marshalling Yard

Lumber Facilities

Lumber Pools (1-5)

Administration

Municipal

Municipal

Kobe-Osaka

International

Port Corporation

Dream Island

Container Terminal

CO., LTD.

Yard for Container Chassis

Port Entrance Dues

Port Entrance Dues

Towage and Line Handling

January 1st

24-hour service

Dockside Workers

March 1st ~ November 14th

Yumeshima

Yumeshima(2)

Yumeshima(3)

Cargo Marshalling Yard

| • | ssociation Wharf | | | | | | | _ | , | | | | |
|-------------------|------------------------------------|----------|----------|----------|--------------|---------|------------------|---------------|-----------------------------|------------------------------|----------|---------------|---------|
| | otal | 2,846 | | | | 158,800 | 24 | 14 | 103,433 | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| Road | | | | | | (| Canals | ; | | | | | |
| Length(km) | Core Ro | pads(inc | luded n | umber) | | | | Nam | е | Len | gth (km) | Width (m) | Depth |
| | Osaka Sakishim | a Tunne | 4 | 2. | 2km | | Tempoz | zan Ca | nal | | 2.1 | 73~120 | 2.3 |
| 131.0 | Yumesak | | | | 1km | | Tempoz | zan Ca | nal Bran | ch | 0.37 | 73 | 2.3^ |
| | Bridges(1 | 10) | | total 7. | 3km | l [| Fukuma | achi-B | ori Canal | | 1 | 38 | 2.3 |
| Nature St | trips | | | | | | | | | • | | | |
| under munic | ipal administrati | on) | | | | | | | | | | | |
| | Name | | | A | rea (㎡) | | | | | Locati | ion | | |
| | Vest Green Zon | ie | | | 19,183 | | | | kko 1, Ko | | -ku, Osa | ka | |
| <u>Sakurajima</u> | Green Zone | | | | 1,170 | Sak | <u>urajima :</u> | 3, Kon | <u>shana-ku</u> | <u>ı, Osaka</u> | | | |
| | Green Zone | | | | 25,270 | | | | ohana-ku | | | | |
| | West Green Zo | ne | | | 69,754 | | | | ohana-ku | | | | |
| | Green Zone | | | | 27,462 | Kai | gandori 1 | 1 & 2, N | <u>⁄linato-kι</u> | <u>u, Osaka</u> | | | |
| | rth Green Zone | | | | 5,030 | | | | ito-ku, O | | | | |
| | <u>ntral Green Zor</u> | | | | 700 | | | | <u>ito-ku, O</u> | | | | |
| | uth Green Zone | 9 | | | 890 | | | | <u>ito-ku, O</u> | | | | |
| | orf Green Zone | | | | 2,150 | | | | <u>ku, Osaka</u> | | | 0 1 | |
| | <u>r-Port Green Zo</u> | one | | | 3,700 | Kol | <u>payashı-r</u> | <u>ishi l</u> | & Chishir | <u>ma 3, Ta</u> | isho-ku, | <u>Osaka</u> | 1 0 |
| Nanko Gree | | | | 1 | 83,300 | | | | | | Nanko-k | ta 1&2,Sumino | e-ku,Os |
| Natural Bird | Sanctuary Gre | en Zon | <u>7</u> | 1 | 93,620 | | | | inoe-ku, | | | | |
| Natural Bird | Sanctuary Ma | e Green | Zone | | 900 1,300 | | | | inoe-ku, | | | | |
| | ge Northwest G t Center Front P | | | | 2,600 | Nai | <u>iko-naka</u> | 1, 3ur | <u>ninoe-ku</u> ninoe-ku | , Osaka | | | |
| | with Stream | iaza Gre | en zone | | 35,700 | Na. | nko-naka | 2, JUI | 5, Sumino | ı <u>, Usakd</u> Sa₌kıı ∩ | caka | | |
| Plaza Pond | | | | | 7,480 | Nai | ako-naka | 3 Sur | ninoe-ku | . Osaka | sana | | |
| | lorth Green Ro | ad | | 1 | 13,270 | | | | uminoe-ku | | ka | | |
| | i Green Zone | ич | | | 12,690 | | | | uminoe- | | | | |
| | shi Green Zone | • | | | 200 | | | | uminoe- | | | | |
| | ge Green Zone | | | | 19,300 | | | | uminoe- | | | | |
| | mi Green Zone | | | | 2,200 | | | | Suminoe | | | | |
| | nal Green Zone | | | | 730 | | | | Suminoe | | | | |
| Ferry Front | Green Zone | | | | 9,100 | Naı | nko-mina | ami 2, 9 | Suminoe- | -ku, Osa | ka | | |
| Kamome Gr | een Zone | | | | 4,180 | Nai | nko-mina | ami 3, 9 | Suminoe- | -ku, Osa | ka | | |
| Cosmosqua | re Green Zone | | | | 35,128 | Nai | nko-kita 1 | 1&2, Śι | ıminoe-k | ku, Osak | a | | |
| Maishima G | reen Zone | | | | 94,089 | Но | kko ryokι | uchi 2, | Konohar | na-ku, O | saka | | |
| Shin-yuhiga | oka | | | | 43,000 | | | | Konohar | | | | |

J4 30,000

J5 30,000

| - | 2,000 | 2 | 6 | 40,357 | Iron & Steel

Hokko ryokuchi 2, Konohana-ku, Osaka

Diameter (mm) | Number of Units

Highest Water Supply (ton)

200

200

Barges (under private administration)

Steel

listed above. (as of March 31st, 2024)

Self | Wooden |

Total

30

(Kinki Transport Bureaus Research)

96,720

1,050

97,770

Classification | Number of Ships | Load Capacity(ton)

154

159

N.B - Only facilities managed by harbor transport businesses are

0

Wharves & Piers

Osaka Port Container Wharf #2

Osaka Port Container Wharf #3

Osaka Port Container Wharf #4

Osaka Port Container Wharf #8

Nanko C9 Wharf

Osaka Port Liner Wharf #1

Osaka Port Liner Wharf #2

Osaka Port Liner Wharf #3

Osaka Port Liner Wharf #7

Yumeshima C11 Whar

Wharves & Piers

Osaka Gas Torishima Wharf

Osaka Gas West Pie

Osaka Gas East Wharf

Summit Steel Co., Ltd. Whar

Sunny Metal Pier

Nakayama Steel East Wharf

anko Warehouse Steel Wharf (North)

Sanko Warehouse Steel Wharf (South)

Tatsumi Shokai Co.,Ltd Nanko Naka Wharf

Kuribayashi Steamship Nanko Wharf

Kuribayashi Steamship Nanko Wharf

Osaka Nanko Steel Distribution

<u>Maishima Green Walk</u>

Nakayama Steel West Wharf

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

Yumeshima C12Wharf

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

Osaka Port Liner Wharf #4 250 10 20 L4 15,000

(m) (m) Width Berth (m) D/W (ton) Number of Vessels Rows Area (m) Main Cargo Handled

Container

Container

Container

Wharf Length includes

Wharf Length includes

additional facilities

Wharf Length includes

Mooring capacit

of ferry wharf

shown in Grass Ton

additional facilities

Container Container

5,568 Steel Materials

5,568 Steel Materials

5,568 Steel Materials

6,952 Metal,Steel Materials Nonferrous

6,952 Steel Materials

5,560 Steel Materials

5,560 Steel Materials

Main Cargo Handled

Materials

Materials

Iron & Steel

378 Iron & Steel, Materials

Paper, Woodpulp,

Paper, Woodpulp

Vehicles, Steel Materials

Assembled Vehicles

7,069 Iron & Steel

2 10,214 Passengers,

Terminal

| Lighthouses, Light Beacons & Light Bouys | | | | | |
|--|----------------------------|-----------------|------------|----------------------------------|-------------------|
| Name | Light Intensity (cd) | Characteristics | Above Mean | of Light Above Foundations | Rai (Nau Mi |
| Osaka Lighthouse | 460,000 | FI W 5s | 52 | 47 | 1 |
| Osaka Hokko North Lighthouse | 78 | Fl(3)R 12s | 9 | 6 | |
| Osaka Hokko South Breakwater Lighthouse | 390 | FIG 3s | 19 | 15 | |
| Osaka South Breakwater Lighthouse | 390 | FIR3s | 19 | 14 | |
| Osaka Nanko North Breakwater Lighthouse | 390 | FI(2)G 7s | 21 | 17 | |
| Osaka Nanko South Breakwater Lighthouse | 390 | FI(2)R 7s | 21 | 17 | |
| Osaka-yamatogawa North Breakwater Lighthouse | 110 | IsoG 4s | 15 | 10 | |
| Sakai-Senboku Yamatogawa South Breakwater South Lighthouse | 78 | FI G 4s | 14 | 10 | |
| Sakai-Senboku Yamatogawa South Breakwater North Lighthouse | 110 | Iso R 4s | 22 | 17 | |
| Osaka Hokko Guchi Breakwater Lighthouse | F 7 / Fl 78 | F FI G 3s | 9 | 5 | F2.0 / |
| Osaka Nanko Offing Breakwater Lighthouse | 26 | FI(2)G 6s | 12 | 9 | |
| Osaka-tsuneyoshi Breakwater Lighthouse | 25 | FIR4s | 10 | 6 | |
| Osaka No.2 Light Bouy | 100 | Q(9) W 15s | _ | _ | |
| Osaka Hokko No.1 Light Buoy | 100 | FI(2)G 6s | _ | _ | |
| Osaka Hokko No.2 Light Buoy | 45 | FI(2)R 6s | _ | _ | |
| Osaka Nanko No.2 Light Buoy | 100 | FI(2)R 6s | _ | _ | |
| Osaka Nanko No.4 Light Buoy | 40 | FIR3s | _ | _ | |
| Nakajimagawa No.4 Light Buoy | 40 | FIR3s | _ | _ | |
| Nakajimagawa No 6 Light Ruoy | 40 | FI D 3c | _ | | |

Osaka Light Beacon Osakashinto Reclaimed Land South No.2 Light Bouy

Osakashinto Reclaimed Land South No.4 Light Bouy

Fresh Water Supplies (under municipal administration)

Hydrant Location

Tenpozan Wharf

Tip of Pier #3 (vending machine)

Tip of Pier #3 (vending machine)

L Wharf

3 Locations

Vessel Size (GT)

Administration Number of Ships Output (hp)

Cleaning Boats (under municipal administration)

Plying Boats (under private administration)

Ship Name | Vessel Size |

Seikou-Maru

Non-scheduled

Private 61 vessels 540 - 6,000

Classification

Machinery Cleaning Device

Disfloater

Machinery Cleaning Device

(Kinki Transport Bureaus Research)

Operations Boats in Service

(as of March 31st, 2024)

Disfloater

As required

District

Minato

Nanko

Total

2. Carriage Supply

Ship Name

Sazanami 1

Sazanami 2

| District | Name |
|--------------------|---------------------------------------|
| | Hokko-South |
| | Nanko-North |
| | Nanko-South |
| Breakwaters | Yamatogawa River-North |
| | Nanko Offshore |
| | Yamatogawa River-South |
| | Tsuneyoshi |
| Total | |
| | Kita Kaigan Small Boat Anchorage |
| | Minami Kaigan Small Boat Anchorage |
| Bulwarks | Tsuruhama Small Boat North Anchorage |
| Duiwaiks | Lumber Marshalling Pool |
| | Nanko-South Inner Port Boat Anchorage |
| | Yumeshima (Temporary Name) |
| Total | |
| | West Tsuneyoshi-Cho |
| | South Tsuneyoshi-Cho |
| | Nanko North |
| | Nanko Central 1 Chome |
| | Nanko North Wharf-West |
| | Nanko South Wharf-East |
| | Nanko South Wharf-West |
| DI- | Nanko Fishing Park |
| Bank Protectors | Nanko South Wharf-South |
| | Nanko South Wharf-North |
| | Nanko South |
| | Nanko East |
| | Nanko West |
| | Maishima |
| | Tsuneyoshi-cho Nanko-Kita District |
| | Yumeshima District K |
| | Yumeshima District J |
| Total | Turrestilina District 3 |
| Bank Protectors | Yumeshima District F |
| for waste | Yumeshima District G |
| disposal areas | Yumeshima District H |
| Total | ramesimila district ii |
| Toll Bank | New Island District - North |
| Protectors for | New Island District - Fast |
| | TOTALISMAN DISCHEL LUSC |

New Island District

(under municipal administrati

Dolphin Site #12

Pontoon

th sides of all berths are available for use)

Lighter Berth #1

Lighter Berth #2

Lighter Berth #3

Lighter Berth #4

Lighter Berth #5

Shirinashigawa River Berth

| Dolphins | Depth(m)

3,200

(80m X 40m)

2 7.0

Main Cargo Handled

Passenger Ships

6,390

3,212

2,708

5,818

Length (m)

12,380

19,203

21,956

6,241

GT(t) Number of Ships

2,000

2,000

Small Boat Anchorages

Kita Kaigan-Dori Bulwark

Minami Kaigan-Dori Bulwark

D12

SU1, SU2

1,054

| District | Name | Length (m) | District |
|-------------------|---------------------------------------|------------|-------------|
| | Hokko-South | 50 | Konohana-k |
| | Nanko-North | 350 | Kononana-r |
| | Nanko-South | 1,250 | Minato-Ku |
| Breakwaters | Yamatogawa River-North | 200 | Williato-Ku |
| | Nanko Offshore | 150 | Taisho-Ku |
| | Yamatogawa River-South | 1,450 | Taisilo Ka |
| | Tsuneyoshi | 653 | Suminoe-K |
| Total | | 4,103 | |
| | Kita Kaigan Small Boat Anchorage | 221 | Total |
| | Minami Kaigan Small Boat Anchorage | 279 | |
| Bulwarks | Tsuruhama Small Boat North Anchorage | 183 | |
| Duiwaiks | Lumber Marshalling Pool | 275 | |
| | Nanko-South Inner Port Boat Anchorage | 90 | |
| | Yumeshima (Temporary Name) | 60 | |
| Total | | 1,108 | |
| | West Tsuneyoshi-Cho | 581 | |
| | South Tsuneyoshi-Cho | 1,081 | |
| | Nanko North | 1,299 | |
| | Nanko Central 1 Chome | 1,064 | |
| | Nanko North Wharf-West | 756 | |
| | Nanko South Wharf-East | 1,209 | |
| | Nanko South Wharf-West | 388 | |
| | Nanko Fishing Park | 612 | |
| Bank | Nanko South Wharf-South | 890 | |
| Protectors | Nanko South Wharf-North | 831 | |
| | Nanko South | 2,269 | |
| | Nanko East | 1,498 | |
| | Nanko West | 811 | |
| | Maishima | 9,606 | |
| | Tsuneyoshi-cho | 635 | |
| | Nanko-Kita District | 1,969 | |
| | Yumeshima District K | 656 | |
| | Yumeshima District J | 438 | |
| Total | | 26,593 | |
| Bank Protectors | Yumeshima District F | 1,763 | |
| for waste | Yumeshima District G | 2,198 | |
| disposal areas | Yumeshima District H | 1,203 | |
| Total | | 5,164 | |
| To ll Bank | New Island District - North | 1,372 | |
| Protectors for | New Island District - East | 722 | |
| waste disposal | New Island District - South | 1,649 | |
| | | | |

| ry Name) | 60 |
|---------------------|---------------------|
| | 1,108 |
| -Cho | 581 |
| i-Cho | 1,081 |
| | 1,299 |
| home | 1,064 |
| f-West | 756 |
| rf-East | 1,209 |
| f-West | 388 |
| ark | 612 |
| f-South | 890 |
| f-North | 831 |
|) | 2,269 |
| | 1,498 |
| | 811 |
| | 9,606 |
| 10 | 635 |
| rict | 1,969 |
| rict K | 656 |
| rict J | 438 |
| | 26,593 |
| rict F | 1,763 |
| rict G | 2,198 |
| rict H | 1,203 |
| | 5,164 |
| | 1,372 |
| - North | 1,3/2 |
| - North : - East | |
| : - East | 722 |
| : - East - South | 722 1,649 |
| : - East | 722 1,649 656 |
| : - East - South | 722 1,649 |
| : - East - South | 722 1,649 656 |
| - East South | 722 1,649 656 |

| ort and Harbor | Workers' Welfare Facilit | ties | |
|---|--|---|--|
| Facility | Location | Use | Summary |
| Osaka Port Workers' Welfare Center | 2-14-25 Kosei, Minato-ku, Osaka | Port Workers' General Welfare Facilities | Steel frame, 3-story concrete construction Meeting Rooms (Total Floor Area: 2,579,71m') |
| Osaka Port Workers' Welfare Center #2 | 1-25-2 Kobayashi-nishi, Taisho-ku, Osaka | Port Workers' Welfare Facilities | Steel frame, 3-story concrete construction Meal Hall, Bathroom, Cafe', Sleeping Area, Meeting Rooms (Total Floor Area: 1,159,40m') |
| Osaka Nanko Port Workers' Welfare Center | 8-1-15 Nanko-naka, Suminoe-ku, Osaka | Port Workers' Welfare Facilities | Steel frame, concrete construction Meal Hall, Cafe' (Total Floor Area: 413,72m') |
| Osaka Port & Harbor Workers' Association | 1-12-27 Chikko, Minato-ku, Osaka | Port Workers' General Welfare Facilities | Steel frame, 3-story concrete construction Meal Hall, Office, Meeting Roor (Total Floor Area: 1,999,23m) |
| Kosei Welfare Association | 2-12-10 Kosei, Minato-ku, Osaka | Rest Area | Lightweight steel frame, 1-story construction Meal Hall (Total Floor Area: 72.36m) |
| Ajikawa River Port and Harbor Workers' Rest Area 1 | 3-3-38 Ishida, Minato-ku, Osaka | Rest Area | Lightweight steel frame, 1-story construction Rest Area, Toilet/Bathroom, Restaurant (Total Floor Area: 51.17m) |
| Ajikawa River Port and Harbor Workers' Rest Area 2 | 1-5-41 Ishida, Minato-ku, Osaka | Rest Area | Lightweight steel frame, 1-story construction Rest Area, Toilet/Bathroom, Restaurant (Total Floor Area: 46.64m) |
| Yumeshima Port and Harbor Workers' Rest Area | 1-2-18 Yumeshima-higashi, Konohana-ku, Osaka | Rest Area | Steel frame, 1-story construction Grocery Shop, Rest Area, Toilet, Car Park (Total Floor Area: 255.76m) |
| Nanko Heavy Items Wharf Port and Harbor Workers' Rest Area(Wing Nanko) | 3-3-3 Nanko-kita, Suminoe-ku, Osaka | Rest Area | Steel frame, 1-story construction Car Park, Meal Hall, Toilet (Total Floor Area: 208.38m², Total Site Area: 2,087.70m²) |
| Hokko Shiratsu Wharf Port and Harbor Workers' Rest Area (Wing Maishima) | 1-12-60 Hokko-shiratsu, Konohana-ku, Osaka | Rest Area | Steel frame, 1-story concrete construction Car Park, Meal Hall, Toilet (Total Floor Area: 189.52m', Total Site Area: 1,961.83m') |
| Taisho Pier 1 Restroom | 1-31 Kobayashi-nishi, Taisho-ku, Osaka | Workers' Restroom | |
| Pier 3 Restroom | 4-5 Kaigan-dori, Minato-ku, Osaka | Workers' Restroom | |
| Nanko Container Wharf Restroom | 5-1 Nanko-higashi, Suminoe-ku, Osaka | Workers' Restroom | |
| Nanko South Wharf Restroom | 6-1 Nanko-minami, Suminoe-ku, Osaka | Workers' Restroom | |
| Nanko Central Wharf Restroom | 6-7 Nanko-naka, Suminoe-ku, Osaka | Workers' Restroom | |
| Port and Harbor Workers' Accomodation | 5 Locations | Accomodation | 208 apartments in total |

| Medical Facilities | | | | | |
|----------------------------------|--|---|---------|--|--|
| Facility | Location | Use | Summary | | |
| Osaka Ekisaikai Hospital | 2-1-10 Honden, Nishi-ku, Osaka ☎06-6581-2881 | Medical care for local citizens, seamen & their families | | | |
| Osaka Minato Central Hospital | 1-7-1 Isoji, Minato-ku, Osaka ☎06-6572-5721 | Medical care for local citizens, seamen & their families | | | |
| Osaka Health Control Center | 1-8-22 Chikko, Minato-ku, Osaka ☎06-6576-1011 | Medical care for local citizens, seamen & their families | | | |
| Other Facilities | | | | | |
| Facility | Location | Use | Summary | | |

| ner Facilities | | | |
|--|---|--|--|
| Facility | Location | Use | Summary |
| Osaka Port Workers' Training Institute; Polytechnic Center, Osaka Prefectural Port Vorkers' Training Institute | 2-20-21 Tsurumachi, Taisho-ku, Osaka 20 6-6552-4012 20 6-6553-7651 | Facilities for the education & Training of port & harbor workers | Steel frame, 4 story concrete construction (area: 1,796.88m ₂) Steel frame, 1 story construction (area: 542.04m ₂) Classrooms,Prac Rooms, Library, Meeting Rooms, Offices |
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