

MAP OF THE PORT OF OSAKA



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Port History

Osaka's history as a port city and commercial center spans over 1500 years. The city's crest features a channel mark "Motokukahi" 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 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 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 Chikyo-gishu and Chikyo-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. 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, the port showed a surplus.

In the period following, the combined effects of the Second World War and fierce typhoons substantially damaged the port facilities, making a recovery seem unlikely. However, demand from hinterland producers prompted the municipal government and the citizens of Osaka to jointly undertake an extensive renovation project in order to revitalize the port. Due to the subsequent re-development and region's economic recovery, the Port of Osaka has continued to prosper year after year. In recent years, increasing industrial output and continual overhaul of facilities, in conjunction with comprehensive port promotion, have resulted in increasing international trade. In 2017, 213,165 ships, having an aggregate weight of 116,620,000 tons, berthed at the port and 84,600,000 tons of cargo were handled.

The Port of Osaka has been vigorously developed. In response to the expansion of the Japanese economy and the development of the industry of Osaka, port of Osaka has expanded the various facilities and achieved the rationalization of the port related functions, further enhancing its services, and become one of the best international trading ports in Japan. Port of Osaka has improved the wharves in Sakishima for the containers and for the ferries. One of the wharves in Maishima was improved and designated for the trade of the automobiles and the construction machinery.

The port has also constructed the new container terminal in Yumehisa. Port of Osaka has taken an initiative to reclaim the new lands in Sakishima, Maishima and Yumehisa and to revitalize the existing waterfront, making the area as the centers for the technology development, the international exchange, the trade, the leisure and tourism. The port will continuously spare no effort to meet the increasing volume of the cargo, mainly the container cargo and the greater container vessel size coming into the port, and to cope with the variety of the different types of logistics efficiently. The port will do its utmost in developing and revitalizing the waterfront, actively grasping the needs for the function and role of the area.

Furthermore, in line with the "Resolution on the Peaceful Use of Osaka Port" and the "Osaka Peace City Declaration," the port aims to develop further, contributing to the economy and the improvement of the lifestyle of the citizens of Osaka as the international peace trading port.

Physical Conditions

-Location:
 The Port of Osaka, located in the north eastern section of Osaka Bay, lies between the Kanazakiga River in the north and the Yamatogawa River to the south. Facing out toward 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°41'00"N,135°24'38"E), 7,000 meters at 214°(2), 4,750 meters at 218°28'43", (3) 420 meters at 151°34'58", (4) 10,216 meters at 90°, (5) 259 meters vertically 917°8'. Harbor limits also include the following river and canal areas: (1) Nakajimagawa River - downstream from the western end of the tide embankment in Nishiyodogawa District, (2) Kanazakiga River - downstream from the eastern end of the tide embankment, (3) Shorenigawa River - downstream from Hokko Bridge, (4) Rokkoyagawa River - downstream from Kasugabe Bridge, (5) Ajikawa River - downstream from Funatsu and Hatakeura Bridges, (6) Shiranishigawa River - downstream from Iwanami Bridge, (7) Kizugawa River - downstream from Onami Bridge, (8) Sumiyoshigawa River-downstream from the East Shore extension, (9) the water surface area of Shimaya-Kita Canal, Sakurajima Canal, Ajikawa Inner-Port, Tomozan Canal, Sanjyukbenri Canal, Taisho Inner-Port, Fukyo-Machi Canal, Kizugawa Canal and the former Sumiyoshigawa River; However, the former Shibitani Canal 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 2015, wind directions at the port were; 14.8% west, 13.5% north-northeast, 12.2% northeast and 10.2% west-southwest. The average wind velocity was 3.8m/sec. According to estimations, the highest wind velocity is thought to have been 60m/sec, during Typhoon Moruot, in September 1934.

-Tide Levels:
 Average High Tide Water Level: O.P. + 2.20m (five year average; 2010-2014)
 Average Low Tide Water Level: O.P. + 0.61m (five year average; 2010-2014)
 Mean Tidal Level: O.P. + 1.51m (five year average; 2010-2014)

Highest Tide on Record: O.P. + 4.24m (estimate record from September 16th, 1961)
 Lowest Tide on Record: O.P. - 1.53m (December 30th, 1951)
 Average Tide in Tokyo Bay: O.P. + 1.30m

* O.P.: Osaka Port

-Osaka 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.

-Aerial Administration:
 Harbor Limits: 4,684 ha
 Port District: 1,979.1 ha

Wharves & Piers (larger vessels)

Designation	Length (m)	Depth (m)	Apex Width (m)	Berth	Berthing Capacity (GT)	No. of Berths	Shoos Area(m ²)	Main Cargo Handled	Buildings		
									Number	Area(m ²)	
Osaka Port Container Wharf #1	350	13.5	40	C1	40,000	1	—	Container	—	—	
Hokko Shirazu Wharf	360	5.5	13	H5	1,000	4	—	General Land	—	—	
Hokko Wharf	284	7.5	—	H5	1,000	2	11,390	Scrap Metals, Petroleum, Fertilizers, Plastics	—	—	
Nankai-C West Wharf	390	10-12	5-20	C1	40,000	1	—	Container	—	—	
Umetsuchi West Wharf	782	10-12	5-20	C1	40,000	1	2,297	Steel, Heavy, Non-Ferrous Metals	—	—	
Umetsuchi Wharf	395	10.5-10.8	—	C1	10,000	2	—	Coal	—	—	
Sakurajima Wharf	535	10	15-15	S1	15,319	10	2	5,177	Steel Materials, Non-Ferrous Metals	—	—
Ajikawa Pier North Wharf	482	5.5	18	13C	1,000	5	1,282	Paper, Woodstuffs	—	—	
Ajikawa Pier West Wharf	120	5.5	17	13C	1,000	2	—	Paper, Woodstuffs	—	—	
Ajikawa Pier South Wharf	212	6.5	17	13C	1,000	3	4,073	Other Transportation Machine	—	—	
Ajikawa Wharf #1	328	5.5	13-23	A1	1,000	3	7,988	Other Transportation Machine	—	—	
Ajikawa Wharf #2	360	10	22	11A	10,000	2	2,790	Steel Materials, Non-Ferrous Metals	—	—	
Ajikawa Wharf #3	178	10.0	20	9B	10,000	1	2,331	Chemicals	—	—	
Osaka Port Liner Wharf	210	11	21	9	11,000	1	2	Passenger Terminal	—	—	
Tomozan Wharf	328	10	17	8	10,000	2	5,874	Steel Materials	—	—	
Central Pier North Wharf	220	11	25	—	13,000	1	—	Steel Materials	—	—	
Wharf #1	341	10	14	11.6	10,000	2	2	8,497	Steel Materials	—	—
Wharf #3	315	10	20	18	10,000	1	1	6,323	Steel Materials	—	—
Wharf #5	394	9.0	10	22.5	2,000	3	3,062	Cement	—	—	
Wharf #6	599	10.0	15	25.0	10,000	2	30,114	Steel Materials	—	—	
Wharf #7	483	7.5	20	16.0	1,000	2	1,669	Steel Materials, Wood Products, Cement	—	—	
Wharf #8	617	7.5	14-42	34.0	1,000	2	1	3,411	Steel Materials	—	—
Wharf #10	270	5.5	14	14.16	10,000	2	—	—	—	—	
Wharf #11	270	5.5	14	14.16	10,000	2	—	—	—	—	
Taisho Pier North Wharf	401	6	31	36.78	1,000	5	4	7,810	Non-Ferrous Metals, Chemicals, Steel Materials	—	—
Tsurumachi Wharf	288	10	20	20	20,000	1	—	—	—	—	
B Wharf	1,040	7.5	20	A1,A2,A3,A4	3,000	4	8	9,424	Consolidated Cargo, Assembled Vehicle	—	—
D Wharf	590	7.5	20	B1,B2,B3,B4	3,000	4	4	16,502	Consolidated Cargo, Paper, Woodstuffs	—	—
E Wharf	590	7.5	25	C1,C2	3,000	2	5	12,263	Steel Materials	—	—
F Wharf	441	7.5	20	E1,E2	3,000	2	2	7,942	Steel Materials	—	—
F Wharf	441	7.5	20	E1,E2	3,000	2	2	7,942	Steel Materials	—	—
G Wharf	720	5.5	15	G1,G2,G3,G4	1,000	4	8	8,649	Assembled Vehicles, Automobiles	—	—
H Wharf	720	5.5	15	G1,G2,G3,G4	1,000	4	8	16,624	Assembled Vehicles, Automobiles	—	—
I Wharf	720	12	20	I1,I2,I3	20,000	3	—	—	—	—	
K Wharf	330	10	20	K1,K2	10,000	2	1	5,377	Lumber	—	—
L Wharf	515	10	20	L1	10,000	1	—	—	—	—	
M Wharf	300	12	40	M1	20,000	1	—	—	—	—	
Nankai-C Wharf	300	12	40	C6	35,000	1	—	—	—	—	
Nankai-C Wharf	300	12	40	C7	35,000	1	—	—	—	—	
Apparatus Capacity	17,247	—	—	—	119	68	164,796	—	—	—	

Wharves & Piers

Designation	Length (m)	Depth (m)	Apex Width (m)	Berth	Berthing Capacity (GT)	No. of Berths	Shoos Area(m ²)	Main Cargo Handled	Buildings		
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