

Port History

Osaka's history as a port city and commercial center spans over 1500 years. The city's crest features a channel mark "Motokukuh" 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 date back 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-gisha 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, 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, 215,163 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 expanded and designated for the trade of the automobiles and the construction machinery.

The port has also constructed the new container terminal in Yumeshima. Port of Osaka has taken an initiative to reclaim the new lands in Sakishima, Maishima and Yumeshima 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, accelerating 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 water trade port.

MAP OF THE PORT OF OSAKA



2020/2021

OSAKA PORTS&HARBORS BUREAU

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Directory of Public Offices and Port-Related Organizations

Osaka Ports & Harbors Bureau	Osaka Port Promotion Association
2-1-10 Nankoku, Suminoe-ku, Osaka 06-6615-7704	2-1-13 Chikho, Minato-ku, Osaka 06-6575-9075
Osaka Customs	*Kiki Maritime Public Relations Center
4-10-3 Chikho, Minato-ku, Osaka 06-6576-3010	2-6-24 Chikho, Minato-ku, Osaka 06-6573-6087
*Kinki District Transport Bureau, Ministry of Land, Infrastructure & Transport	*Osaka Prefectural Port Workers' Training Institute
4-1-70 Otsuue, Chuo-ku, Osaka 06-6949-6404	2-20-21 Tsuru-machi, Taisho-ku, Osaka 06-6553-7651
Osaka Coast Guard Offices, Japan Coast Guard	*Osaka Port & Harbor Welfare Association
1-29-53 Nankoku, Settsu-ku, Osaka 06-6571-0221	2-6-24 Chikho, Minato-ku, Osaka 06-6574-5191
Osaka Regional Inspection Bureau, Ministry of Agriculture, Forestry & Fisheries	*Osaka Port Corporation
1-29-53 Nankoku, Settsu-ku, Osaka 06-6571-2100	2-1-10 Nankoku, Minato-ku, Osaka 06-6615-2211
Osaka Quarantine Station, Ministry of Health, Labor & Welfare	*Kobe - Osaka International Port Corporation
4-10-3 Chikho, Minato-ku, Osaka 06-6571-3521	8-1-6 Sekai-odori, Chuo-ku, Kobe 078-8552-2215
*Osaka Branch of the Kobe Plant Quarantine Office, Ministry of Agriculture, Forestry & Fisheries	2-10-43 Tsunoyoshi, Komohana-ku, Osaka 06-6509-9871
4-10-3 Chikho, Minato-ku, Osaka 06-6571-0801	*Osaka Bay Pilot Association
1-3 Hatohi-cho, Chuo-ku, Kobe 078-321-7221	*Osaka Bay of the Annual Quarantine Kobe Station, Ministry of Agriculture, Forestry & Fisheries
4-10-3 Chikho, Minato-ku, Osaka 06-6573-3466	2-1-10 Chikho, Minato-ku, Osaka 06-6576-1731
Osaka Area Center, Ministry of Agricultural Administration Office, Ministry of Agriculture, Forestry & Fisheries	4-9-6 Chikho, Minato-ku, Osaka 06-6572-4601
1-5-44 Otsuue, Chuo-ku, Osaka 06-6943-9091	4-9-6 Chikho, Minato-ku, Osaka 06-6572-4601
Osaka Branch of the Kinki National Agriculture Administration Office, Ministry of Agriculture, Forestry & Fisheries	2-3-21 Wambushai, Chuo-ku, Osaka 06-4256-1434
4-9-6 Chikho, Minato-ku, Osaka 06-6572-4601	2-3-21 Nakanoshima, Kita-ku, Osaka 06-6486-5000
Osaka District Economic Observers	1-25-13 Kobayashi-ishi, Taisho-ku, Osaka 06-6551-9238
4-1-70 Otsuue, Chuo-ku, Osaka 06-6949-6300	Osaka Ferry Service Association
Ports & Airports Department, Kinki Regional Development Bureau, Ministry of Land, Infrastructure & Transport	2-2-24 Nanku-akimatsu, Suminoe-ku, Osaka 06-6612-0763
20 Kajigami-dori, Chuo-ku, Kobe 078-371-7571	Osaka Water Police Station
Osaka Nishi Labor Standards Inspection Office, Ministry of Health, Labor & Welfare	1-5-1 Kajigami-dori, Minato-ku, Osaka 06-6575-1234
1-2-19 Kintohori, Nishi-ku, Osaka 06-7713-2021	Osaka Port Public Employment Security Office
Osaka Water Police Station	1-12-18 Chikho, Minato-ku, Osaka 06-6572-5191
1-5-1 Kajigami-dori, Minato-ku, Osaka 06-6575-1234	Osaka Marine Fire Station
Osaka Port Public Employment Security Office	3-1-47 Chikho, Minato-ku, Osaka 06-6574-1919
1-12-18 Chikho, Minato-ku, Osaka 06-6572-5191	Hanshin Expressway Company Limited
Osaka Marine Fire Station	4-1-3 Kyutaro-machi, Chuo-ku, Osaka 06-6252-8211
3-1-47 Chikho, Minato-ku, Osaka 06-6574-1919	

Ship Figures

Year	Ocean Going Vessels	Coastal	Total	Gross Tonnage Index (GT)
1926	1,516	6,725,567	182,341	17,919,889
1935	2,233	16,920,918	188,664	23,565,805
1940	3,289	12,783,262	160,547	16,314,175
1945	n/a	n/a	n/a	n/a
1950	516	2,540,052	31,656	7,770,899
1955	2,135	9,614,440	60,382	13,223,210
1960	3,755	19,119,554	79,354	28,129,208
1965	4,837	23,993,902	92,193	37,749,997
1970	5,813	34,001,373	104,431	54,299,346
1975	6,439	39,008,044	88,578	57,762,755
1985	6,176	51,989,117	70,750	56,324,202
1989	5,890	57,738,356	70,551	59,783,335
1994	5,924	75,345,550	59,670	66,373,060
1995	7,243	105,380,562	63,637	87,672,931
1996	7,734	90,715,061	56,689	73,251,059
1997	6,137	93,627,300	53,216	69,928,734
1998	6,734	84,733,699	41,035	58,162,286
1999	6,496	86,481,134	35,504	52,696,209
2000	6,966	88,472,466	33,871	54,861,531
2001	6,724	89,965,153	33,485	54,677,959
2002	7,280	87,562,137	29,328	52,671,663
2003	7,016	90,226,722	27,243	51,605,722
2004	6,949	88,197,551	27,207	51,268,013
2005	6,744	86,211,006	25,951	51,038,667
2006	6,858	88,306,647	25,072	48,478,420
2007	6,357	90,729,215	25,067	47,748,411
2008	6,485	89,360,984	24,827	46,922,758
2009	5,670	80,192,363	19,634	43,960,663
2010	5,801	76,472,192	19,574	41,745,853
2011	5,911	79,106,611	19,555	41,218,966
2012	5,621	74,902,593	18,615	39,945,880
2013	5,408	73,681,233	18,360	37,456,264
2014	5,442	71,347,007	18,059	35,689,370
2015	5,242	70,881,956	17,341	32,820,419
2016	5,266	72,661,150	17,589	35,711,241
2017	5,145	74,427,828	18,135	36,323,208
2018	5,156	76,727,369	17,946	36,223,691
2019	5,043	76,691,164	17,069	38,374,296

Physical Conditions

-Location:
 The Port of Osaka, located in the north eastern sector of Osaka Bay, lies between the Kanazagawa 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°41'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 every 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) Kanazagawa River - downstream from the eastern end of the tide embankment, (3) Shorenigawa River - downstream from Hokko Bridge, (4) Rokkoyogawa River - downstream from Kasugata Bridge, (5) Ajikawa River - downstream from Funatsu and Hatatekura Bridges, (6) Shirahigawa River - downstream from Iwanami Bridge, (7) Kizugawa River - downstream from Onami Bridge, (8) Sumiyohigawa River-downstream from the East Shore extension, (9) the water surface areas of Shimaya-Kita Canal, Sakurajima Canal, Ajikawa Inner-Port, Tomozan Canal, Sanjukenbori Canal, Taisho Inner-Port, Fuku-Machi Canal, Kizugawa Canal and the former Sumiyohigawa River. However, the former Shibatanai Canal is not included.

-Sealed Composition:
 An upper layer of soil, 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 2019, wind directions at the port were: 12.4% west, 11.7% north-northeast, 11.3% west-southwest and 11.2% northeast. The average wind velocity was 3.4m/sec. According to estimations, the highest wind velocity is thought to have been 60m/sec, during Typhoon Murou, in September 1934.

-Tide Levels:
 Average High Tide Water Level: O.P. + 2.18m (five year average; 2014~2018)
 Average Low Tide Water Level: O.P. + 0.61m (five year average; 2014~2018)
 Mean Tidal Level: O.P. + 1.48m (five year average; 2014~2018)
 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
 * 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.
-Area Under Administration:
 Harbor Limits: 4,684 ha
 Port District: 1,979.1 ha

Wharves & Piers (larger vessels)

Designation	Length (m)	Depth (m)	Beam (m)	Berthing Capacity (Containers/20' TEU)	Buildings		Main Cargo Handled	N.B.
					Number	Area (㎡)		
Osaka Port Container Wharf #1	350	13.5	40	C1	40,000	1	Container	
Hokko Shirasu Wharf	300	9.5	12	C1	40,000	1	Container	
Osaka Port Container Wharf #3	350	13.5	40	C1	40,000	1	Container	
Osaka Port Container Wharf #4	350	13.5	40	C1	40,000	1	Container	
Nanko C1 Wharf	350	13	40	C9	45,000	1	Container	
Osaka Port Liner Wharf #1	200	10	32	C2	15,000	1	Steel Materials	
Osaka Port Liner Wharf #2	200	10	32	C2	15,000	1	Steel Materials	
Osaka Port Liner Wharf #4	250	10	30	C1	15,000	1	Steel Materials	
Osaka Port Liner Wharf #5	250	10	20	C1	15,000	1	Steel Materials	Industrial Machine, Metal/Steel Materials
Osaka Port Liner Wharf #6	250	10	20	C1	15,000	1	Steel Materials	What Length includes additional facilities
Osaka Port Liner Wharf #7	230	10	20	C1	15,000	1	Steel Materials	What Length includes additional facilities
Yumeshima C10 Wharf	350	15	20	C10	60,000	1	Container	
Yumeshima C11 Wharf	350	15	20	C11	60,000	1	Container	
Yumeshima C12 Wharf	650	15~18	15	C12	30,000	2	Container	
International Ferry Wharf	400	10	20	F71.2	3,000	2	Passenger Terminal	
Ferry Terminals	Total	5,210	102,000	18	9	51,942		
		200	7.5	F1	8,000	1		
		130	6	F2	3,000	1		
		220	7.5	F3	15,000	1		
		200	7.5	F4	10,000	1		
		165	7.5	F5	6,000	1		
		130	6	F6	3,000	1		
		281	10	20	84	20,000	1	
		100	10	20	85	100,000	1	
Total	1,599			84,000	6	2,289		

Wharves & Piers

Designation	Length (m)	Depth (m)	Beam (m)	Berthing Capacity (Containers/20' TEU)	Buildings		Main Cargo Handled	N.B.
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Osaka Port Container Wharf #3	350	13.5	40	C1	40,000	1	Container	
Osaka Port Container Wharf #4	350	13.5	40	C1	40,000	1	Container	
Nanko C1 Wharf	350	13	40	C9	45,000	1	Container	
Osaka Port Liner Wharf #1	200	10	32	C2	15,000	1	Steel Materials	
Osaka Port Liner Wharf #2	200	10	32	C2	15,000	1	Steel Materials	
Osaka Port Liner Wharf #4	250	10	30	C1	15,000	1	Steel Materials	
Osaka Port Liner Wharf #5	250	10	20	C1	15,000	1	Steel Materials	Industrial Machine, Metal/Steel Materials
Osaka Port Liner Wharf #6	250	10	20	C1	15,000	1	Steel Materials	What Length includes additional facilities
Osaka Port Liner Wharf #7	230	10	20	C1	15,000	1	Steel Materials	What Length includes additional facilities
Yumeshima C10 Wharf	350	15	20	C10	60,000	1	Container	
Yumeshima C11 Wharf	350	15	20	C11	60,000	1	Container	
Yumeshima C12 Wharf	650	15~18	15	C12	30,000	2	Container	
International Ferry Wharf	400	10	20	F71.2	3,000	2	Passenger Terminal	
Ferry Terminals	Total	5,210	102,000	18	9	51,942		
		200	7.5	F1	8,000	1		
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		200	7.5	F4	10,000	1		
		165	7.5	F5	6,000	1		
		130	6	F6	3,000	1		
		281						