

Kushiro Port Entry Guide

August 2025

Kushiro Port Safety Countermeasures Council

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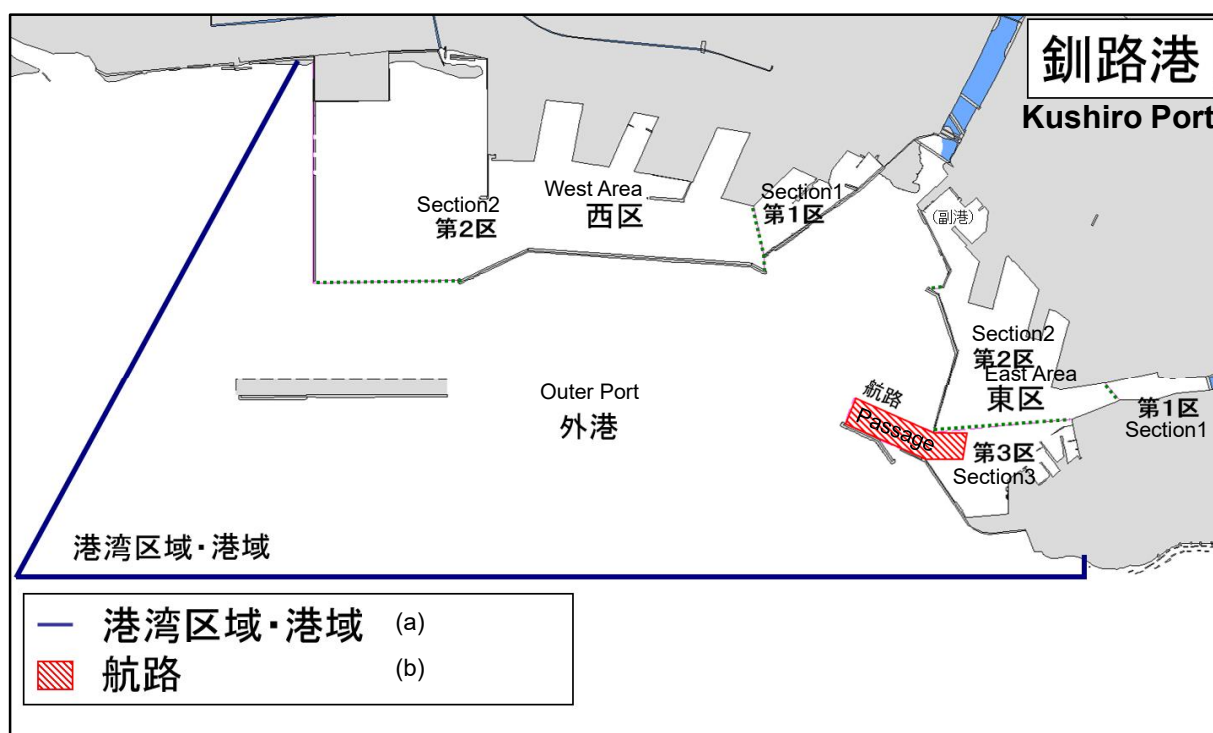
I. Outline of Port of Kushiro

1-1 General situation of Kushiro Port

The Port of Kushiro is located on the Pacific coast of eastern Hokkaido, and its vast neighboring area extends over the Kushiro, Nemuro and Tokachi regions and the Abashiri, Kitami and Monbetsu regions. The port also plays an important role as a logistical hub complex in supporting life and industries in the region and as one of the best known fishery bases for fishing boats from across Japan in search of fertile fishing grounds.

The port area consists of the East Area, West Area and Outer Port. The East Area spreads from the mouth of the Kushiro River flowing in the central part of the Kushiro City, and it is divided into section 1, 2 and 3. The fishery section (substitute port) is located in the northern area of Section 2. The West Area spreads from the western area of the New Kushiro River flowing to the western part of the Kushiro City and is divided into Section 1 and 2.

In the East Area, there are many fishery facilities including fish markets and fish processing factories, therefore fishing boats go back and forth frequently. On the other hand, in the West Area, as it is identified as a commercial sea area, there are numerous cargo liners such as RO/RO ships, bulkers, tankers and container ships coming in.



(a): Boundary of Port and Harbor area, and Port area

(b): Passage

1-2 Port area of Kushiro Port under the Port and Harbor Act described in Notification No. 83 of Kushiro City dated March 31, 2008

Port area of Kushiro Port under the Port and Harbor Act is the sea area surrounded by the following lines and areas:

- The line connecting point A bearing 353 degrees from Kushirosaki Lighthouse (42-58-10 N, 144-22-24 E) distance 20 meters and point B bearing 180 degrees from point A distance 300 meters
- The line connecting point B and point C bearing 270 degrees from point B distance 8,590 meters
- The line bearing 28 degrees 30 minutes from point C
- The shoreline
- The estuary waters of the lower Setsuribashi Bridge of the Kushiro River
- The timber yard's waters whose address is 3-1-1 Kiba, Kushirocho Town
- Timber waters

1-3 Port area of Kushiro Port under the Act on Port Regulations described related to Article 1 of Enforcement Order of Act on Port Regulations

The port area of Kushiro Port under the Act on Port Regulations is the sea area surrounded by the following lines and area:

- The line connecting point A bearing 353 degrees from Kushirosaki Lighthouse (42-58-10 N, 144-22-24 E) with a distance of 20 meters and point B bearing 180 degrees from point A with a distance of 300 meters
- The line connecting point B and point C bearing 270 degrees from point B with a distance of 8,590 meters
- The line bearing 28 degrees 30 minutes from point C
- The shoreline
- The Kushiro River waters of the lower Setsuribashi Bridge

1-4 Area of Kushiro Port under the Act on Port Regulations described related to Article 3 of Enforcement Regulations of Act on Port Regulations

Area	Boundaries		Berthing vessels
East Area	Section1	The sea area surrounded by; <ul style="list-style-type: none"> - the line connecting the eastern end of minus 6.0-meter Irifune Quay (A) and the point bearing 318 degrees 30 minutes from the eastern end, - the shoreline, and - the estuary waters of the lower Setsuribashi Bridge of the Kushiro River 	All sorts of vessels With the proviso that above-mentioned vessels of 350 gross tons or more must berth at Saiwaicho Town Quay or East Side Quay of Central Wharf.
	Section2	The sea area surrounded by; <ul style="list-style-type: none"> - the boundary of Section 1 of the East Area, - the line connecting the western end of 	

		<p>minus 7.5-meter Irifune Quay and the South Lighthouse of the North Breakwater in the East Area, Kushiro Port (42-58-39 N, 144-21-31 E),</p> <ul style="list-style-type: none"> - the North Breakwater in the East Area, Kushiro Port, - the line connecting the North Lighthouse of the North Breakwater in the East Area, Kushiro Port (42-59-17 N, 144-21-28 E) and the southern end of the West Breakwater in the East Area, Kushiro Port, - the West Breakwater in the East Area, and - the shoreline. 	All sorts of vessels, and vessels loaded with dangerous goods intending to moor at mooring facilities
	Section3	<p>The sea area surrounded by;</p> <ul style="list-style-type: none"> - South Breakwater in East Area, - the line connecting South Breakwater Lighthouse in East Area, Kushiro Port (42-58-32 N, 144-21-27 E) and the South Lighthouse of the North Breakwater in the East Area, Kushiro Port, - the boundary of Section 2, and - shoreline (excluding the passage) 	
West Area	Section1	<p>The sea area surrounded by;</p> <ul style="list-style-type: none"> - the East Breakwater in the West Area, - the line connecting the southern end of the East Breakwater in the West Area and the southeast end of Wharf 1, and - the shoreline 	
	Section2	<p>The sea area surrounded by;</p> <ul style="list-style-type: none"> - the boundary of Section 1 of the West Area, - the line connecting the southern end of the East Breakwater in the West Area and the East Lighthouse of the South Breakwater in the West Area, Kushiro Port, - the South Breakwater in the West Area, - the line bearing 269 degrees from the West Lighthouse of the South Breakwater in the West Area, Kushiro Port with a distance of 1,190 meters - the line bearing 00 degrees from the point 	

		bearing 269 degrees from the West Lighthouse of the South Breakwater with a distance of 1,190 meters, and - the shoreline	
Outer Port	The sea area of Kushiro Port excluding the East Area, the West Area and the passage		All sorts of vessels, and vessels loaded with dangerous goods

【Remarks】 All sorts of vessels in this table refer to vessels other than vessels loaded with dangerous goods.

1-5 Passage of Kushiro Port described related to Article 8 of Enforcement Regulations of Act on Port Regulations

Name of port	Area of passage
Kushiro	The sea area bounded by; <ul style="list-style-type: none"> - the line connecting the South Lighthouse of the North Breakwater in the East Area, Kushiro Port and the point bearing 90 degrees from the above-mentioned South Lighthouse with a distance of 250 meters, - the line connecting the South Lighthouse of the North Breakwater and the point bearing 293 degrees from the above-mentioned South Lighthouse with a distance of 700 meters, - the line connecting the South Breakwater Lighthouse in the East Area, Kushiro Port and the point bearing 90 degrees from the above-mentioned South Breakwater Lighthouse with a distance of 300 meters, and - the line connecting the South Breakwater Lighthouse and the point bearing 293 degrees from the above-mentioned South Breakwater Lighthouse with a distance of 700 meters.

II. How to enter Kushiro Port and its precautions

2-1 How to enter Kushiro Port

2-1-1 Approach to East Area

In the case when approaching from the Nemuro area, please proceed keeping enough distance from the Shiritosho Reef Light Beacon (42-57-39.4 N, 144-22-08.2 E) that is located in the south side of the East Area and alter the due course toward the western side of the Quarantine Anchorage. After coming close to the Quarantine Anchorage, turn right on your starboard side alongside the outside area of the Quarantine Anchorage, then proceed toward the entrance of the port.

In the case when approaching from the Cape Erimo area, two tall chimneys of former Nippon Paper Industries factory are an eminent landmark, which is located one kilometer north from the estuary of the New Kushiro (Shin-Kushiro) River. After coming close to Kushiro Port, turn right slowly on your starboard side alongside the outside area of the Quarantine Anchorage, then proceed toward the entrance of the port.

2-1-2 Approach to West Area

Please proceed from the west side of the Detached Breakwater (1,750 meters in length, with two lighthouses installed on both eastern and western ends) that was constructed in the southwestern side of the South Breakwater in the West Area, keeping enough distance from the Detached Breakwater. After passing the Detached Breakwater, turn right, then proceed toward the entrance of the port.

For your information, approaching between the western end of the South Breakwater in the West Area and the eastern end of the Detached Breakwater is not recommended, because it requires a sharp change in course for the vessel.

2-1-3 Direction signal

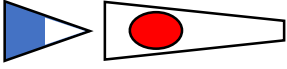
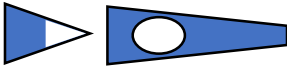
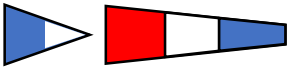


2-1-3-1 When vessels proceed in or around the vicinity of Kushiro Port, the vessels must send symbols as destination information by AIS, which is described in the Notification of Japan Coast Guard Commandant for the purpose of displaying its destination to other vessels.

However, vessels that are not equipped with AIS or vessels that do not activate AIS based on a conditional clause of Article 3-16 of Enforcement Regulations of Mariners Act are exempted.

(Article 11, paragraph (1) of Enforcement Regulations of Act on Port Regulations)

2-1-3-2 Vessels proceeding in Kushiro Port must raise the international flags as described in Article 11, paragraph (2) of Enforcement Regulations of Act on Port Regulations.

However, vessels that do not own international flags or vessels proceeding at night are exempted.

Direction Signal Flags	International Flags and Pennants	Message	AIS Input Code
2 nd substitute over a numeral pennant 1		Proceed toward a mooring facility in Section 1 of East Area	JP KUH 1
2 nd substitute over a numeral pennant 2		Proceed toward a mooring facility in Section 2 of East Area	JP KUH 2
2 nd substitute over a numeral pennant 3		Proceed toward a mooring facility in Section 3 of East Area	JP KUH 3
2 nd substitute over a numeral pennant 4		Proceed toward a mooring facility in Section 1 of West Area	JP KUH 4
2 nd substitute over a numeral pennant 5		Proceed toward a mooring facility in Section 2 of West Area	JP KUH 5
		Other than above-mentioned destinations	JP KUH XX

2-2 Precautions and safety advice for port entry

2-2-1 There is the Shiritosho Reef, that includes rocks which cover and uncover and rocks awash at the level of chart datum, where the Shiritosho Reef Light Beacon is installed at sea in its south side, within 0.5 nautical miles offshore in the south-eastern seashore of Kushiro Port. In the past, vessels have run aground in this area, therefore, vessels proceeding in this area are required to be aware carefully.

2-2-2 There are fishery fixed-shore nets near the Shiritosho Reef in the East Area of Kushiro Port and offshore of the western sea area of the West Area, and bottom-set nets in the front sea area of the South Breakwater in the West Area, depending on the season. Therefore, vessels proceeding in these areas are required to be aware very carefully.

2-2-3 Every year from April to October, many fishing boats come to Kushiro across Japan and are in operation based on Kushiro Port as its fishery base. Therefore, maritime traffic in or around the vicinity of Kushiro Port is congested in this season. Vessels proceeding in this area are required to keep watch closely.

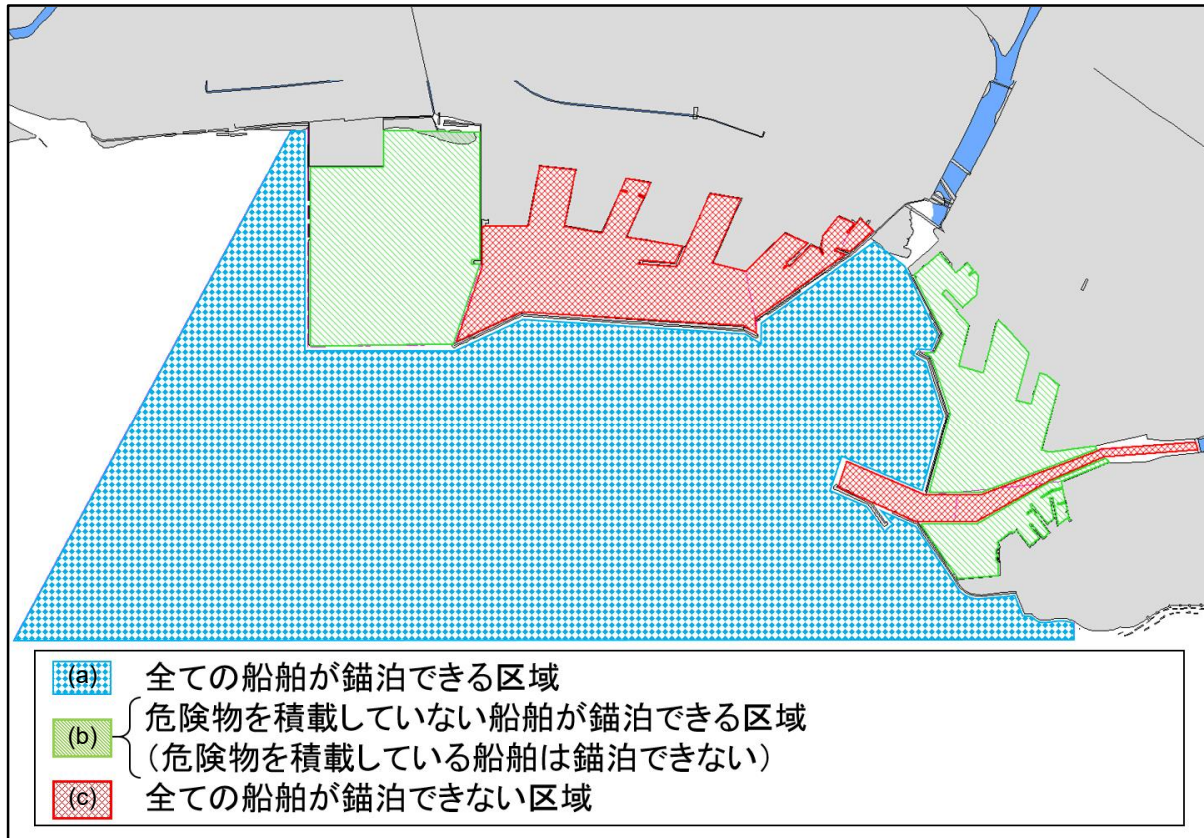
2-2-4 Fogs often develop in or around the vicinity of Kushiro Port, and dense fog continues for several days especially in summer season. In the case of restricted visibility due to dense fog, vessels are required to keep watch using radar and proceed at the safe speed in the area.

2-2-5 In or around the vicinity of the West Area, construction work has been going on and

working boats frequently come in and out. Therefore, vessels are required to be aware.

2-3 Anchorage

Limitation of anchoring within Kushiro Port is as follows:



(a) Anchoring is allowed for all sorts of vessels.

(b) Anchoring is allowed for all sorts of vessels other than vessels loaded with dangerous goods. (i.e. Vessels loaded with dangerous goods are not allowed to be at anchor.)

(c) Anchoring is not allowed for any sort of vessels.

2-4 Attention at anchoring

In or around the vicinity of Kushiro Port, vessels at anchor or seeking to drop anchor (lying at anchor) should pay attention to the following matters, as vessels may have a dragging anchor in the case when west or southerly wind keeps blowing in the area.

2-4-1 Vessels should decide how many shackles (anchor cables) to drop at anchorage in consideration of its space, its water depth, its bottom materials and distance between shorelines.

2-4-2 Vessels should keep gathering the latest weather information and take appropriate actions including shifting anchor, evacuate the port for the other safe ports or the sea area, in accordance with the change of the weather.

2-4-3 Vessels should engage in watch-keeping and listening watch on VHF home.

2-4-4 Vessels should activate the AIS around-the-clock, and set up the AIS to ring on

incoming messages.

Note: At the Kushiro Port, in the event of sustained Westerly or Southerly winds of 15m/s or more, the Captain of the port will issue a "Warning of Dragging Anchors."

2-4-5 There are bottom-set nets in the front sea area of the South Breakwater in the West Area, Kushiro Port, depending on the season.

2-5 Pilotage

2-5-1 Safety operations standard

2-5-1-1 In the case when vessel is inbound at night

Available for 24 hours as a rule. However, wood chip carriers should avoid entering port at night as much as possible.

2-5-1-2 In the case when vessel is outbound at night

Available for 24 hours as a rule.

2-5-1-3 In the case of vessels with a deep draft

Safe under-keel clearance must be secured.

2-5-1-4 In the case of restricted visibility for inbound vessels

To be decided in consideration of visibility and performance of the inbound vessel

2-5-1-5 In the case of strong wind for inbound or outbound vessels

When wind velocity is 15 m/s or more, wood chip carriers should be postponed departure and arrival as much as possible. In the case of vessels other than wood chip carriers, departure or arrival operations are to be decided in consideration of situation and performance of the vessel.

2-5-1-6 Boarding time of pilot on board when the vessel is inbound

Boarding time of pilot on board the vessel is until one hour before sunset.

However, the time could be postponed in consideration of the tides and the situation of the inbound vessel after consultation with the people concerned.

2-5-2 Vessels' draft accepted in the case of inbound vessels in the West Area

2-5-2-1 South Side Quay 23 of Wharf 4

Under-keel clearance of 10 percent or more of draft of an inbound vessel must be secured.

2-5-2-2 West Side Quay 19 of Wharf 3 and East Side Quay 22 of Wharf 4

Maximum arrival draft is 11.0 meters (all the time)

2-5-2-3 South Side Quay 4 of Wharf 1, and South Side Quay 11 and 12 of Wharf 2

Maximum arrival draft is 10.5 meters

However, a tide level of 0.85 meters is necessary, so as to secure an under-keel clearance of 10 percent of the draft and a minimum water depth of 10.7 meters on the navigable waters to the berth.

2-5-2-4 South Side Quay 18 of Wharf 3

Maximum arrival draft is 10.5 meters

However, a tide level of 0.55 meters is necessary, so as to secure an under-keel clearance of 10 percent of the draft and a minimum water depth of 11.0 meters on the navigable waters to the berth.

2-5-3 Pilot Boarding Point

2-5-3-1 West Area

Position: 42-58.0 N, 144-17.0 E

2-5-3-2 East Area

Position: 42-58.0 N, 144-19.8 E

2-5-4 Pilot transfer arrangement

For arrival: There are no VHF radios at Kushiro Pilot Office. A pilot on board a tugboat or a launch contacts an arriving vessel by VHF CH16/06 on the way to a Pilot Boarding Point.

For departure: A departing vessel is required to rig a pilot ladder or a combination of accommodation ladder as need.

(Attention) Extracted from home page of Japan Federation of Pilots' Associations (as of January 30, 2018)

2-6 Necessary reports

2-6-1 Security Information of Ship (SOLAS XI-2 and ISPS code)

Based on the Act on Assurance of Security of International Ships and Port Facility, all vessels that have departed from abroad and intend to enter Kushiro Port are required to report the security information of the ship to the Kushiro Coast Guard, 24 hours before the arrival. The captain of the ship is responsible for the report.

However, ship owners or ship agents authorized by the captain of the ship or the ship owner are acceptable.

2-6-2 Guarantee contract information (Ship Oil Pollution Damage Compensation Security Act)

Based on the Ship Oil Pollution Liability Insurance Act, general ships with an international gross tonnage of 100 tons or more and tankers with an international gross tonnage of 300 tons or more that attempt to enter Kushiro Port from other areas than Japan must submit "guarantee contract information" before entering the port. Please report to Hokkaido District Transport Bureau.

2-7 Aids to Navigation in Kushiro Port

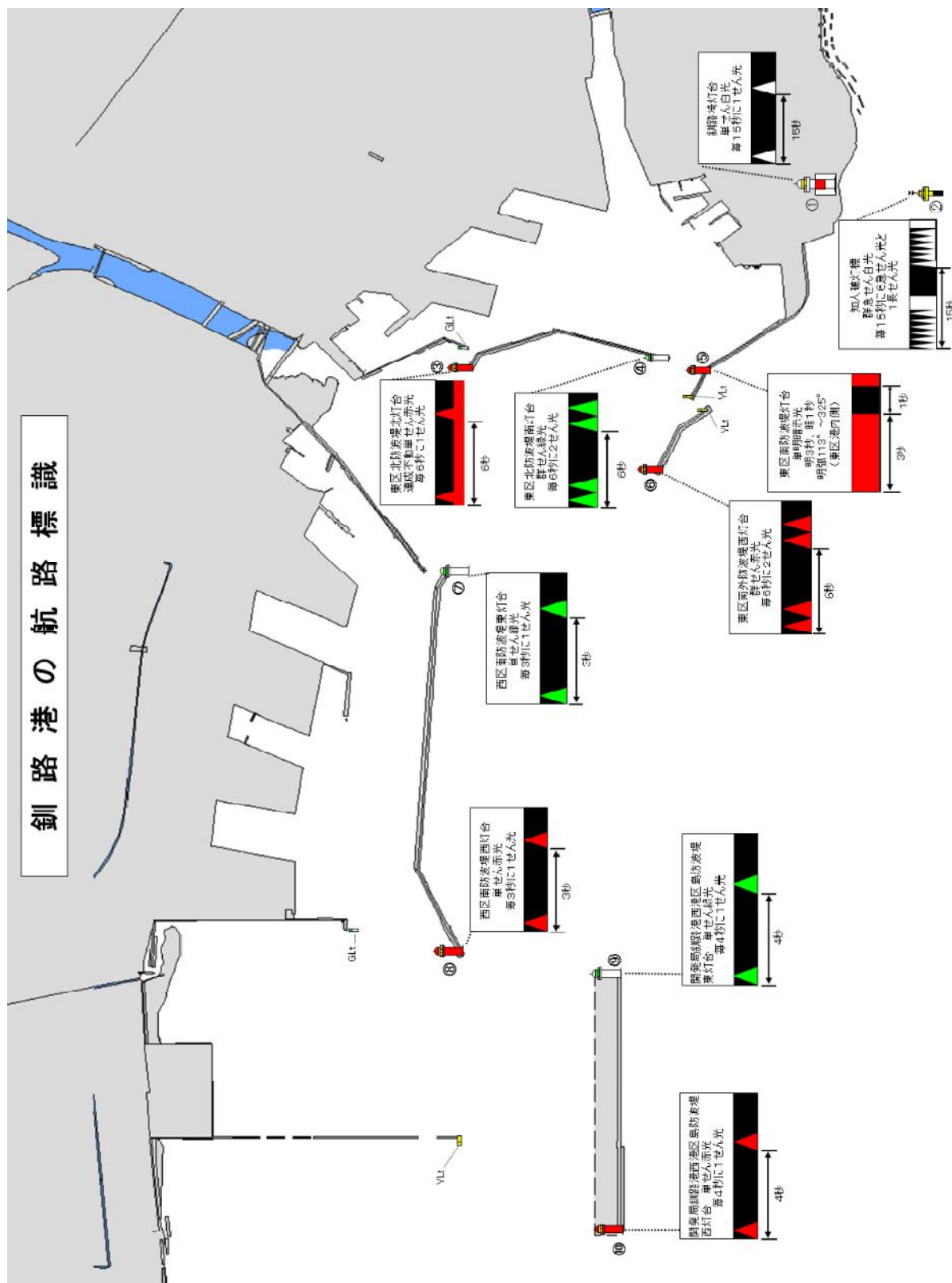
The following aids to navigation are installed in or around the vicinity of Kushiro Port.

In the case when abnormalities such as lights out of a lighthouse are observed, please inform the Kushiro Coast Guard Office at (+81) 0154-21-5575 by phone.

No	Name of lighthouse	Lights characteristics	Height of light	Luminous Range
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				(Nautical mile)
①	Kushirosaki Lighthouse	Fl. W 15s: Single Flashing, White Light, Flashing once every 15 seconds	51m	19nm
②	Shiritosho Reef Light Beacon	Q(6) + L Fl. W 15s: Group Quick Flashing, White Light, Quick flashing 6 times every 15 seconds and one long flash	15m	5nm
③	North Lighthouse, North Breakwater, East Area, Kushiro Port	F Fl. R 6s: Fixed and Group Flashing, Red Light, Flashing once every 6 seconds	14m	Flashing 5nm Fixed 2nm
④	South Lighthouse, North Breakwater, East Area, Kushiro Port	Fl. (2) G 6s: Group Flashing, Green Light, Flashing twice every 6 seconds	12m	3nm
⑤	South Breakwater Lighthouse, East Area, Kushiro Port	Oc. R 4s: Single Occulting, Red Light, 3-second light and one-second dark	13m	4nm
⑥	West Lighthouse, South Outer Breakwater, East Area, Kushiro Port	Fl. (2) R 6s: Group Flashing, Red Light, Flashing twice every 6 seconds	17m	7nm
⑦	East Lighthouse, South Breakwater, West Area, Kushiro Port	Fl. G 3s: Single Flashing, Green Light, Flashing once every 3 seconds	15m	5nm
⑧	West Lighthouse, South Breakwater, West Area, Kushiro Port	Fl. R 3s: Single Flashing, Red Light, Flashing once every 3 seconds	15m	5nm
⑨	East Lighthouse, Detached Breakwater, West Area, Kushiro Port of Kaihatsukyoku Hokkaido Regional Development Bureau	Fl. G 4s: Single Flashing, Green Light, Flashing once every 4 seconds	10m	3nm
⑩	West Lighthouse, Detached Breakwater, West Area, Kushiro Port of Kaihatsukyoku Hokkaido Regional Development Bureau	Fl. R 4s: Single Flashing, Red Light, Flashing once every 4 seconds	9m	4nm

Aids to Navigation in Kushiro Port



III. Safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port

3-1 General

In the Port of Kushiro, various rules on safety countermeasures for vessels have been made under the Kushiro Port Safety Countermeasures Council that was established for the purpose of safety of Kushiro Port and vessels in and around the vicinity of Kushiro Port as well as the promotion of crime prevention through discussion on accident prevention of all sorts of vessels in the area.

In the case when a storm warning is issued in Kushiro City due to the approach of a typhoon or a developed low-pressure system or a tsunami warning is issued due to an earthquake in the Kushiro area, etc., actions to be taken by vessels and people concerned are stipulated.

For your information, advisory by Captain of the Port of Kushiro will be issued based on Article 39, paragraph (4) of Act on Port Regulations, which is almost as same as the above-mentioned safety countermeasures stipulated by the Council. Vessels are required to take measures ahead of time to prepare for typhoon and tsunami occurrence.

3-2 How to respond to typhoon and low-pressure system

Stages	Criteria	Actions to be taken by vessels and people concerned
Attention	In the case when weather information on typhoon or low-pressure system is issued in the Kushiro area, and head of Typhoon and Tsunami Countermeasures Committee acknowledges attention to be issued	<ol style="list-style-type: none">1. Vessels should gather the latest information on the typhoon or low-pressure system.2. Vessels should prepare for stormy weather, if necessary.
Level 1	In the case when a storm warning or blizzard warning is issued for Kushiro City	<ol style="list-style-type: none">1. Vessels in the port should prepare for stormy weather, and remain operational if necessary.2. Loading and unloading of dangerous goods and heavy oil should be suspended.3. Persons in construction or work sites should prepare for stormy weather, and take measures to prevent discharge of materials, equipment, workboats(non-powered), etc. into the sea.

Level 2-1	In the case when a storm warning or blizzard warning is issued, and a high-surf warning with a forecast of southerly wave is issued for Kushiro City	<ol style="list-style-type: none"> 1. The following vessels should evacuate to outside the harbor limit of Kushiro Port. <ul style="list-style-type: none"> - Vessels of 100 gross tonnage or more carrying dangerous goods - Vessels of 5,000 gross tonnage or more in West Area of Kushiro Port 2. Vessels other than the above-mentioned provision 1 should evacuate to a safe place or take every possible preparation for the safety of the vessel in the port. 3. Construction or work sites should take measures to prevent the discharge of materials and equipment into the sea and ensure that strict control system is in place.
Level 2-2	In the case when forecast anticipating wind velocity of 25 m/s or more at the maximum is issued for the land of Kushiro (NOT for the sea) *It is issued approximately 24 hours before Kushiro City is in a storm.	<ol style="list-style-type: none"> 1. The following vessels should evacuate to other areas which are less affected by typhoon, low pressure, etc. <ul style="list-style-type: none"> - Vessels of 100 gross tonnage or more carrying dangerous goods - Vessels of 5,000 gross tonnage or more 2. Vessels other than the above-mentioned provision 1 should evacuate, or take countermeasures against storm. 3. Persons in construction or work sites should take measures to prevent discharge of materials, equipment, workboats(non-powered), etc. into the sea and take control of those closely.
Rescind	In the case when safety is conformed in Kushiro Port such as a storm warning or blizzard warning, which is precondition of the recommendation, is rescinded.	

*In the case when a storm warning or blizzard warning is issued for Kushiro City and wind velocity of 25 m/s or more at the maximum is anticipated on the land of Kushiro, the recommendation level becomes Level 2-2.

3-3 How to respond to a tsunami tidal wave

Stages	Criteria	Actions to be taken by vessels and people concerned
Level 1 precautions	A tsunami advisory is issued for the eastern	Vessels should suspend loading, unloading and related work, and then harbor or evacuate Kushiro Port depending on the situation.

	part of Hokkaido's Pacific Coast	
Level 2 precautions	A major tsunami warning or a tsunami warning is issued for the eastern part of Hokkaido's Pacific Coast	Vessels should suspend loading, unloading and related work, then evacuate Kushiro Port as a rule. However, in case there is no time to spare, vessels should harbor, or crew members should abandon the vessel and go ashore for evacuation.
Rescind	In case that a major tsunami warning, tsunami warning or tsunami advisory is rescinded	

Remarks

1. "Harbor in the port" means as follows:

- 1) Reinforce mooring by installing more mooring ropes or tightening the ropes
- 2) Cope with tsunami, making use of engines, etc., keeping mooring alongside the berth
- 3) Cope with tsunami, making use of anchors, engines, and thrusters, staying at anchorage in the port

2. "Evacuate the port" means to leave the port for outside sea area for evacuation where its water depth is deep enough in 50 meters or more and large enough for the vessel, when the vessel has enough time to spare for evacuation from the port.

3. Vessels should respond to tsunami as the above-mentioned table. However, it does not apply to the case that takes refuge when giving priority to human life and there is no time to spare.

4. As an option of evacuation measures, it should be considered in advance that vessels should accommodate workers around the berth as an emergency evacuation shelter who may have no time to spare to leave for a safe place, and then the vessels should harbor or evacuate the port with them on board.

IV. Safety countermeasures to be taken by vessels in Kushiro Port

For the purpose of accident prevention due to inbound or outbound vessels, safety countermeasures to be taken by vessels in Kushiro Port is stipulated as follows as one of the agreements reached by the Kushiro Port Safety Countermeasures Council.

1. Safety countermeasures that must be taken as a rule by passenger vessels and vessels of 150 meters or more in length overall (LOA) are as follows.

- 1) In the case when it is the very first time for a master of the vessel to enter or leave Kushiro Port, pilotage should be arranged.
- 2) The vessel should use a tugboat. However, vessels equipped with thrusters are not subject to this rule.
- 3) In case of low visibility, a forward lookout boat should be arranged as need.

2. With regard to East Side Quays of Central Wharf (minus 9 meters) in the East Area, namely Quake-resistant Cruise Ship Terminal, and East Side Quays of Wharf 4 (minus 10 meters and minus 12 meters) in the West Area, safety countermeasures are described in Annex 1-1, 1-2, notwithstanding the above-mentioned provision 1.

3. With regard to South Side Quays of Wharf 2 (minus 12 meters) in the West Area and South Side Bulk Quay 1 of Wharf 2 in the West Area, safety countermeasures are described in Annex 2-1, 2-2, notwithstanding the above-mentioned provision 1.

4. Countermeasures against dragging anchor that must be taken as a rule by anchoring vessels outside the port including outer port area are as follows.

- 1) When an advisory warning of dragging anchor is issued by the Captain of the Port of Kushiro, vessels should be engaged in checking their own positions at all times. In addition, in the case when there is a risk of dragging anchor, vessels should avoid anchoring.
- 2) In the case when a storm warning or blizzard warning is issued for Kushiro City and wind direction is forecasted for west or southerly, vessels should immediately weigh anchor and evacuate for drifting at safe areas of outside the port.

5. Countermeasures against stormy weather for vessels berthing (or scheduled to berth) in the West Area of Kushiro port (excluding Lighter's Wharf, West Area Basin) shall, in principle, be as follows, When Kushiro City Issues Evacuation Recommendation for vessels, the secretariat of the Council shall notify all members, and each member shall communicate the issuance and compliance of the recommendation to the relevant vessels.

5-1 Criteria for Issuance of Evacuation Recommendation for Vessels

Kushiro City shall issue Evacuation Recommendation for vessels when it determines that stormy weather poses a risk to vessels berthed in the West Area of the port. The criteria for such determination shall be in accordance with the following table. When it is

judged that the values exceed these criteria, Evacuation Recommendation will be issued.

Condition	Wave Height	$\geq 3.0\text{m}$	Wave Height	$\geq 3.0\text{m}$	Any other condition judged by Kushiro city to pose danger to moored vessels
	and		and		
	Wave period	$\geq 12.0\text{s}$	Wave period	$\geq 15.0\text{s}$	
	and		and		
	Wave direction	WSW, SW, SSW, S, SSE, SE, or ESE	Wave direction	WSW, SW, SSW, S, SSE, SE, or ESE	
Target	All Vessels except Ro-Ro ships		All vessels		All vessels

5-2 Timing of Issuance of Evacuation Recommendation

In principle, Evacuation Recommendation shall be issued by noon on the day prior to the forecasted stormy weather. However, if it is judged after noon on the previous day that the criteria have been exceeded, the Recommendation will be issued at that time. At the time of issuance, Kushiro City will also announce the expected date and time when berthing will become possible again.

5-3 Measures to Be Taken by Vessels

- 1) Vessels shall evacuate early without delay, by the time of forecasted stormy weather.
- 2) After the expected time for lifting the evacuation, vessels shall confirm the Real-time NOWPHAS* and, considering future weather and sea conditions, berth only after judging that it is safe to do so.
- 3) The above measures shall be based on the standards established by the relevant parties (pilot, tugboats, etc.).

* Real-time NOWPHAS: Nationwide Ocean Wave information network for Ports and Harbors.
https://nowphas.mlit.go.jp/yugiha_graph/613/7/

Berth	East Side Quays of Central Wharf (minus 9 meters) (Quake-resistant Cruise Ship Terminal), East Area	
Depth of berth	9.0 meters	
Length of berth	310.0 meters	
Vessels	Passenger vessels of 50,000 GT class	Cargo vessels of 10,000 DWT class
Maximum draft of the vessel	8.18 meters or less (vessels should secure under-keel clearance all the time of 10 percent or more of its draft of water depth of the shallowest points on the navigable waters in the port.)	
Safety countermeasures of arrival and departure		
Evasion of encounters and competition of the other vessels	Coordinate ETA of vessels inward and ETD of vessels outward to and from East Area (ETA: Estimated Time of Arrival, ETD: Estimated Time of Departure)	Coordinate ETA or ETD of the vessel with other vessels that will use berthing facilities in the estuary of the Kushiro River
Pilotage	Necessary	
Tugboat	<p>1. In case of the vessel equipped with thrusters or 2-shaft and 2-rudder vessel, one or more tugboats of 3,200 HP class or more should be arranged (depending on wind velocity, more tugboats should be arranged accordingly or at discretion).</p> <p>2. In case of vessels other than above-mentioned or in a case when a strong wind comes abeam from or toward the berth, two or more tugboats of 3,200 HP class or more should be arranged.</p>	
Designation of boundary of the berth	<p>1. Designate a marking signal on both sides of the berth (light marking signal is necessary at night)</p> <p>2. Install an international signal flag N abeam of the bridge of the vessel when the vessel arrived</p>	
Vessel's arrival and departure at night or under low visibility	<p>1. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, and weather and sea condition information.</p> <p>2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout, if necessary.</p>	
Wind velocity on arrival and departure	Average velocity is less than 10 m/s.	
Visibility	500 meters or more	

Velocity of a vessel approaching the berth, to or from a vertical direction	14 cm/s or less
Safety countermeasures while the vessel is moored alongside the berth	
Safety countermeasures against strong winds	<p>1. In the case when an average wind velocity of over 13 m/s is anticipated, blowing from the berthing facility while the vessel is on the berth, the following safety countermeasures should be taken:</p> <p>1) vessels should install more mooring ropes</p> <p>2) vessels should have its side thruster ready and make use of it accordingly or at discretion</p> <p>2. Also, in the case when average wind velocity is anticipated to exceed 15 m/s, the vessel should evacuate the port.</p> <p>Ref. Durability of bitts and mooring post</p> <p>When using both mooring post and bitts, they are durable up to 20 m/s of average wind velocity, when using bitts only, they are up to 16 m/s.</p>
Safety countermeasures against abnormal weather	<p>In the case when typhoon and other abnormal weather conditions are anticipated, the vessels should leave the berth and evacuate the port, based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-2 How to respond to typhoon and low-pressure system) decided by the Kushiro Port Safety Countermeasures Council or at the discretion of the master of the vessel.</p> <p>When evacuating the port, the vessel should do with plenty of time to spare.</p>
Safety countermeasures against earthquake and tsunami	<p>In the case when tsunami is anticipated due to an earthquake during staying alongside the berth, vessels should act based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-3 How to respond to a tsunami tidal wave) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel. When the vessel harbors in the port, it should only be when the vessel has enough time to spare to do so.</p>

Berth	East Side Quays of Wharf 4 (minus 10 meters and minus 12 meters), West Area	
Depth of berth	10.0 meters (Quay 21)	12.0 meters (Quay 22)
Length of berth	190 meters (Quay 21)	240 meters (Quay 22)
Vessels	Passenger vessels of 140,000 GT class	
Maximum draft of the vessel	Vessels should secure under-keel clearance all the time of 10 percent or more of its draft of water depth of the shallowest points on the navigable waters in the port.	
Safety countermeasures of arrival and departure		
Evasion of encounter and competition of the other vessels	Coordinate ETA of vessels inward and ETD of vessel outward to and from the West Area	
Pilotage	Necessary	
Tugboat	One or more tugboats of 3,200 HP class or more should be arranged.	
Designation of boundary of the berth	Install an international signal flag N abeam of the bridge when the vessel arrived	
Vessel's arrival and departure at night or under low visibility	<ol style="list-style-type: none"> Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, and weather and sea condition information. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout. 	
Wind velocity on arrival and departure	Average velocity is 10 m/s or less.	
Visibility	500 meters or more	
Velocity of a vessel approaching the berth, to or from a vertical direction	6 cm/s or less	
Safety countermeasures while the vessel is moored alongside the berth		
Safety countermeasures	1. In the case when an average wind velocity of over 14 m/s is anticipated, blowing from the berthing facility while the vessel is on	

<p>against strong wind</p>	<p>the berth, the vessel should leave the berth under inward and outward bound operations criteria to give plenty of time.</p> <p>2. Also, in the case when the situation may be affected largely by the wind, the following should be considered:</p> <ol style="list-style-type: none"> 1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary. 2) Taking into account the bitts strength, tighten berthing ropes suitably. 3) Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible.
<p>Safety countermeasures against abnormal weather</p>	<p>In the case when typhoon and other abnormal weather conditions are anticipated, the vessels should leave the berth and evacuate the port, based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-2 How to respond to typhoon and low-pressure system) decided by the Kushiro Port Safety Countermeasures Council or at the discretion of the master of the vessel.</p> <p>When evacuating the port, the vessel should do with plenty of time to spare.</p>
<p>Safety countermeasures against earthquake and tsunami</p>	<p>In the case when tsunami is anticipated due to an earthquake during staying alongside the berth, vessels should act based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-3 How to respond to a tsunami tidal wave) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel. When the vessel harbors in the port, it should only be when the vessel has enough time to spare to do so.</p>

Berth	South Side Quays of Wharf 2 (minus 12 meters), West Area
Depth of berth	12.0 meters
Length of berth	480 meters
Vessels	Cargo vessels of between 30,000 DWT and 50,000 DWT class
Maximum draft of the vessel	10.5 meters or less (vessels should secure under-keel clearance all the time of 10 percent or more of its draft of water depth of the shallowest points on the navigable waters in the port.)
Safety countermeasures of arrival and departure	
Evasion of encounters and competition of the other vessels	Coordinate ETA of vessels inward and ETD of vessels outward to and from the West Area
Pilotage	Necessary
Tugboat	Two or more tugboats of 3,200 HP class or more
Berth arrangement on arrival and departure	<ol style="list-style-type: none"> 1. On arrival and departure, coordinate the port traffic that there are no vessels on the west side of the berthing facility of the vessel. 2. On arrival, coordinate the port traffic that there are no vessels alongside South Side Bulk Quay 2 of Wharf 2, West Area.
Vessel's arrival and departure at night or under low visibility	<ol style="list-style-type: none"> 1. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, and weather and sea condition information. 2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout.
Wind velocity on arrival and departure	Average velocity is less than 12 m/s.
Visibility	500 meters or more
Velocity of a vessel approaching the berth, to or from a vertical direction	10 cm/s or less
Safety countermeasures while the vessel is moored alongside the berth	

<p style="text-align: center;">Safety countermeasures against strong wind</p>	<p>1. In the case when the wind is anticipated to exceed 23 m/s of critical wind velocity, blowing from the berthing facility while the vessel is on the berth, the vessel should leave the berth before the wind velocity reaches 12 m/s with plenty of time to spare.</p> <p>2. Also, if the situation may be affected largely by the wind, the following should be considered:</p> <ol style="list-style-type: none"> 1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary. 2) Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible. 3) In the case when heavy pitching and rolling of the vessel is anticipated, the vessel should get fully prepared for stormy weather earlier, and secure the minimum personnel on board and have engines ready.
<p style="text-align: center;">Safety countermeasures against abnormal weather</p>	<p>In the case when typhoon and other abnormal weather conditions are anticipated, the vessels should leave the berth and evacuate the port, based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-2 How to respond to typhoon and low-pressure system) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel.</p> <p>When evacuating the port, the vessel should do with plenty of time to spare.</p>
<p style="text-align: center;">Safety countermeasures against earthquake and tsunami</p>	<p>In the case when tsunami is anticipated due to an earthquake during staying alongside the berth, vessels should act based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-3 How to respond to a tsunami tidal wave) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel. When the vessel harbors in the port, it should only be when the vessel has enough time to spare to do so.</p>

Berth	South Side Bulk Quay 1 of Wharf 2, West Area
Depth of berth	14.0 meters
Length of berth	300 meters
Vessels	Cargo vessels of between 60,000 DWT and 85,000 DWT class
Maximum draft of the vessel	The vessel should secure under-keel clearance all the time of 10 percent or more of its draft of water depth of the shallowest points on the navigable waters in the port provided by Kushiro Port Authority.
Safety countermeasures of arrival and departure	
Evasion of encounters and competition of the other vessels	Coordinate ETA of vessels inward and ETD of vessels outward to and from the West Area
Pilotage	Necessary
Tugboat	Two or more tugboats of 3,200 HP class or more
Berth arrangement on arrival and departure	Unnecessary
Vessel's arrival and departure at night or under low visibility	<ol style="list-style-type: none"> 1. Make the center line of the berth obvious, using lighting facilities of berth and cargo handling facilities. 2. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, and weather and sea condition information. 3. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout.
Wind velocity on arrival and departure	Average velocity is less than 12 m/s.
Visibility	500 meters or more
Velocity of a vessel approaching the berth, to or from a vertical direction	10 cm/s or less
Safety countermeasures while the vessel is moored alongside the berth	

<p style="text-align: center;">Safety countermeasures against strong wind</p>	<p>1. In the case when the wind is anticipated to exceed 25 m/s of critical wind velocity, blowing from the berthing facility while the vessel is on the berth, the vessel should leave the berth before the wind velocity reaches 12 m/s with plenty of time to spare.</p> <p>2. Also, if the situation may be affected largely by the wind, the following should be considered:</p> <ol style="list-style-type: none"> 1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary. 2) Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible. 3) In the case when heavy pitching and rolling of the vessel is anticipated, the vessel should get fully prepared for stormy weather earlier, and secure the minimum personnel on board and have engines ready.
<p style="text-align: center;">Safety countermeasures against abnormal weather</p>	<p>In the case when typhoon and other abnormal weather conditions are anticipated, the vessels should leave the berth and evacuate the port, based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-2 How to respond to typhoon and low-pressure system) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel.</p> <p>When evacuating the port, the vessel should do with plenty of time to spare.</p>
<p style="text-align: center;">Safety countermeasures against earthquake and tsunami</p>	<p>In the case when tsunami is anticipated due to an earthquake during staying alongside the berth, vessels should act based on the outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port (see 3-3 How to respond to a tsunami tidal wave) decided by the Kushiro Port Safety Countermeasures Council, or at the discretion of the master of the vessel. When the vessel harbors in the port, it should only be when the vessel has enough time to spare to do so.</p>

V. Reference

5-1 Rules and regulations

5-1-1 When vessels (20 gross tons or more in the case of Japanese-flagged vessels) enter into, or intend to leave Kushiro Port, they must report general declaration of arrival or departure to the Captain of the Port of Kushiro. (Article 4 of Act on Port Regulations, Article 1 and 2 of Enforcement Regulations of Act on Port Regulations)

5-1-2 Any person who intends to repair* (see *1) or moor* (see *2) vessels other than steam launch or other miscellaneous vessels in Kushiro Port, must report it to the Captain of the Port of Kushiro. (Article 7, paragraph (1) of Act on Port Regulations)

Also, a vessel being repaired or moored in Kushiro Port must berth at a place designated by the Captain of the Port of Kushiro. (Article 7, paragraph (2) of Act on Port Regulations)

*1: Repair means that repairs of hull, engine or auxiliary machinery may interfere with the operational functions of the vessel directly so that the vessel is not able to operate easily, or it is unsure if things will return to normal when trying to be operational.

*2: to moor a vessel means that the vessel is to be moored in the case when a certificate of the vessel's inspection is returned to maritime authority, or in the case when the vessel is not in operation for a relatively long period, not under direct care of its owner, etc. and necessary to be under a special administration situation.

5-1-3 A vessel loaded with dangerous goods must not berth or stay at a place other than the place designated by the Captain of the Port of Kushiro. (Article 21 of Act on Port Regulations)

5-1-4 A vessel intending to load, transship, unload or transport dangerous goods in Kushiro Port must obtain permission of the Captain of the Port of Kushiro. (Article 22, paragraph (1), paragraph (4) of Act on Port Regulations)

5-1-5 A person who intends to cause a vessel of 60 meters or more to launch or to enter into or leave a dock in Section 3 of the East Area in Kushiro Port, must report it to the Captain of the Port of Kushiro. (Article 33 of Act on Port Regulations, Article 20 of Enforcement Regulations of Act on Port Regulations)

5-1-6 When a vessel intends to tow another vessel or another object in Kushiro Port, distance between the bow of the towing vessel and aft of the towed object must not exceed 200 meters in length.

Also, when a vessel intends to tow another vessel or another object in Section 1 of the East Area in Kushiro Port, distance between the bow of the towing vessel and aft of the towed object must not exceed 100 meters, and breadth of the towed object must not exceed 15 meters in length.

(Article 9, paragraph (1) and Article 21, paragraph (4) of Enforcement Regulations of Act on Port Regulations)

5-1-7 In the case when extraordinary weather and sea conditions such as big typhoons or tsunami, or marine accidents occur in Kushiro Port, the Captain of the Port of Kushiro may order such vessels to leave Kushiro Port or recommend to evacuate Kushiro Port. (Article 39, paragraph (3), Article 39, paragraph (4) of Act on Port Regulations)

5-1-8 In the case when a vessel comes alongside a tanker that is berthed loaded with inflammable dangerous goods, or a vessel approaches surface water within 30 meters of the above-mentioned tanker, permission of the Captain of the Port of Kushiro is required. (No. 2 Announcement of Captain of the Port of Kushiro (dated January 31, 2018))

5-2 List of mooring facilities (as of August 2023)

East Area

Name of facilities	Berth code	Water depth (meters)	Length of berth (meters)	Remarks
Coal Loader Quay, South Wharf	ES01C	-7.5	217	Two water supply inlets
General Cargo Quay, South Wharf	ES02C	-5.4	91	One water supply inlet
South Side Dolphin, South New (Minamishin) Wharf	ES03C	-7.5	24	One water supply inlet
General Cargo Quay, South New (Minamishin) Wharf	ES04C	-7.5	130	
West Side Dolphin, South New (Minamishin) Wharf	ES05C	-5.0	30	One water supply inlet
Lighter's Wharf, South New (Minamishin) Wharf	ES06C	-2.0	158	
Shiritocho Town Slipway	ES07C	-3.0	155	
Shiritocho Lighter's Wharf (minus 3.0 meters)	EM01C	-3.0	180	
Shiritocho Town Quay (minus 6.0 meters)	EM02C	-6.0	195	One water supply inlet
Shiritocho Town Quay (minus 5.0 meters)	EM03C	-5.0	90	
West Side Lighter's Wharf, Chikkou Basin	EM04C	-3.0	95	
North Side Lighter's Wharf, Chikkou Basin	EM05C	-3.0	107	
Minatomachi Town Lighter's Wharf	EM06C	-4.0	50	
Irifune Quay (minus 7.5 meters)	EK01C	-7.5	130	One water supply inlet
Irifune Quay (A) (minus 6.0 meters)	EK02C	-6.0	260	
Irifune Quay	EK03C	-3.0	280	
Irifune Quay (B) (minus 6.0 meters)	EK04C	-6.0	165	
Omachi Town Quay	EK05C	-6.0	250	
Okawacho Town Lighter's Wharf	EK06C	-3.0	406	
Shiroyama Lighter's Wharf	EK07C	-2.0	720	

Asahimachi Town, Kamikawacho Town Lighter's Wharf	EK09C	-2.0	440	
Suehirocho Town, Sakaemachi Town Lighter's Wharf	EK10C	-3.0	393	
Nishikicho Town Quay	EK11C	-6.0	201	
Saiwaicho Town Quay	EK12C	-6.0	120	
East Side Quay 7, Central Wharf	EC08C	-9.0	310	Five water supply inlets
East Side Quay 6, Central Wharf	EC06C	-7.5	391	Six water supply inlets
East Side Quay 5, Central Wharf	EC05C			
East Side Quay 4, Central Wharf	EC04C			
West Side Quay 3, Central Wharf	EC03C	-10.0	180	Nine water supply inlets
West Side Quay 2, Central Wharf	EC02C	-9.0	339	
West Side Quay 1, Central Wharf	EC01C			
Kaiuncho Town Lighter's Wharf, North Wharf	EN07C	-2.8	107	
East Side Quay 5, North Wharf	EN05C	-8.1	155	
East Side Quay 6, North Wharf	EN06C			
South Side Quay 4, North Wharf	EN04C		126	
West Side Quay 3, North Wharf	EN03C	-9.0	396	Four water supply inlets
West Side Quay 2, North Wharf	EN02C			
West Side Quay 1, North Wharf	EN01C			
Straight Quay, North Wharf (minus 9.0 meters)	EN09C	-9.0	150	One water supply inlet
Straight Quay, North Wharf (minus 8.1 meters)	EN10C	-8.1	157	One water supply inlet
Straight Quay, North Wharf (minus 5.0 meters)	EN11C	-5.0	56	One water supply inlet
East Side Quay 1, Fishing Port (Gyoko) Wharf	EG01C	-7.0	424	Five water supply inlets
East Side Quay 2, Fishing Port (Gyoko) Wharf	EG02C			
East Side Quay 3, Fishing Port (Gyoko) Wharf	EG03C			
East Side Quay 4, Fishing Port (Gyoko) Wharf	EG04C			
South Side Quay 1, Fishing Port (Gyoko) Wharf	EG05C	-7.5	203	Three water supply inlets
South Side Quay 2, Fishing Port (Gyoko) Wharf	EG06C			

West Side Quay 1, Fishing Port (Gyoko) Wharf	EG07C			
West Side Quay 2, Fishing Port (Gyoko) Wharf	EG08C	-7.0	342	Four water supply inlets
West Side Quay 3, Fishing Port (Gyoko) Wharf	EG09C			
North Side Quay, Fishing Port (Gyoko) Wharf (minus 6.0 meters)	EG10C			
North Side Quay, Fishing Port (Gyoko) Wharf (minus 5.0 meters)	EG11C	-5.0	172	One water supply inlet
Quay A, Sub-Port	EF01C	-5.0	300	Three water supply inlets
Quay B, Sub-Port	EF02C	-5.0	250	
Lighter's Wharf A, Sub-Port	EF03C	-4.0	120	Four water supply inlets
Lighter's Wharf B, Sub-Port	EF04C			
Hamacho Town Lighter's Wharf (minus 2.0 meters)	EF05C	-2.0	47	
Hamacho Town Lighter's Wharf (minus 3.0 meters)	EF06C	-3.0	80	
Hamacho Town Lighter's Wharf (minus 2.5 meters)	EF07C	-2.5	69	Owner is Kawasaki zosen, Ltd.
Toshoku Lighter's Wharf, Sub-Port Area	EF08C	3.0	171	Administrated by Nippon Suisan Kaisha, Ltd.
Slipway 1, Sub-Port area	EF09C	-2.5	144	
Slipway 2, Sub-Port area	EF10C	-2.5	136	

West Area

Name of facilities	Berth code	Water depth (meters)	Length of berth (meters)	Remarks
Lighter's Wharf, West Area Basin	WM01C	-3.0	415	
No 1 Oil Pier 1, Wharf 1	WO01C	-7.5	520	
No 1 Oil Pier 2, Wharf 1	WO02C			
No 1 Oil Pier 3, Wharf 1	WO03C			
No 1 Oil Pier 4, Wharf 1	WO04C			
East Side Quay 1, Wharf 1	WA01C	-5.5	90	One water supply inlet
East Side Quay 2, Wharf 1	WA02C	-9.0	165	Two water supply

				inlets
East Side Quay 3, Wharf 1	WA03C	-9.0	165	Three water supply inlets
South Side Quay 4, Wharf 1	WA04C	-12.0	240	Four water supply inlets
West Side Quay 5, Wharf 1	WA05C	-10.0	185	Three water supply inlets
West Side Quay 6, Wharf 1	WA06C	-9.0	165	Five water supply inlets
West Side Quay 7, Wharf 1	WA07C	-9.0	165	
Lighter's Wharf, Wharf 1	WM03C	-4.0	316	
East Side Quay 8, Wharf 2	WB08C	-5.5	90	One water supply inlet
East Side Quay 9, Wharf 2	WB09C	-7.5	130	Three water supply inlets
East Side Quay 10, Wharf 2	WB10C	-10.0	185	Three water supply inlets
South Side Quay 11, Wharf 2	WB11C	-12.0	180	Seven water supply inlets
South Side Quay 12, Wharf 2	WB12C	-12.0	280	
South Side Bulk Quay 1, Wharf 2	WB01C	-14.0	300	
South Side Bulk Quay 2, Wharf 2	WB02C	-5.5	170	
West Side Quay 13, Wharf 2	WB13C	-9.0	165	Three water supply inlets
West Side Quay 14, Wharf 2	WB14C	-7.5	130	Three water supply inlets
Lighter's Wharf, Wharf 2	WM04C	-4.0	125	
Straight Lighter's Wharf, Wharf 2	WM05C	-4.0	205	
East Side Lighter's Wharf, Wharf 3	WM06C	-4.0	100	
East Side Quay 15, Wharf 3	WC15C	-5.5	90	Two water supply inlets
East Side Quay 16, Wharf 3	WC16C	-7.5	130	Four water supply inlets
East Side Quay 17, Wharf 3	WC17C	-7.5	130	
South Side Quay 18, Wharf 3	WC18C	-12.0	240	Four water supply inlets
West Side Quay 19, Wharf 3	WC19C	-12.0	240	Four supplied water inlets
West Side Quay 20, Wharf 3	WC20C	-10.0	185	NOT in service
East Side Quay 21, Wharf 4	WD21C	-10.0	170	Three water supply inlets
East Side Quay 22, Wharf 4	WD22C	-12.0	240	Four water supply inlets

South Side Quay 23, Wharf 4	WD23C	-14.0	282	Five water supply inlets
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(Reference) List of mooring facilities is made in accordance with berth code of Nippon Automated Cargo and the Port Consolidated System (NACCS)

5-3 Towage

Available tugboats in Kushiro Port are as follows.

(Contact) Kushiro Tugboat Co., Ltd. Tel: +81-154-53-1041

Name	Gross Tonnage	Engine Power	Remarks
Chitose-Marui	166 G/T	1,600PS x 2	Z type Max. towing power: 45 tons One water-cannon: 4,000 liters per minute Water curtain: 65 liters per minute
Suehiro-Marui	168 G/T	1,600PS x 2	Z type Maximum towing power: 45 tons
Sachi-Marui	198 G/T	2,250 x 2	Z type Maximum towing power: 60 tons

5-4 Social welfare facilities

Name	Address	Telephone	Remarks
Stevedore Rest House	1-100-17 Nishiko, Kushiro City	0154-53-3078	Located at 1 st Floor of Marine Government Office Complex
Port Social Welfare Center	1-8 Minamihamacho Town, Kushiro City	0154-23-9862	
Omachi Town Area Port Rest House	2-1-12 Omachi Town, Kushiro City	0154-42-5584	Located at Kushiro Kobunkan Museum

5-5 Medical care facilities designated by the Mariners Act

Name	Address	Telephone	Remarks
Kushiro City General Hospital	1-12 Shunkodai, Kushiro City	0154-41-6121	☆
Kushiro Red Cross Hospital	21 Shineicho Town, Kushiro City	0154-22-7171	☆
Ise Internal Medicine Clinic	7-2 Naniwacho Town, Kushiro City	0154-22-2788	
Kushiroshi Ishikai Health Center	2-4 Nishikicho Town, Kushiro City	0154-25-4774	

Taiheiyo Memorial Minami Hospital	7-9-9 Harutori, Kushiro City	0154-46-3162	
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5-6 Other medical care facilities

Name	Address	Telephone	Remarks
Kushiro Rosai Hospital	13-23 Nakazonocho Town, Kushiro City	0154-22-7191	☆
Kushiro Sanjikai Hospital	4-30 Nusamaicho Town, Kushiro City	0154-41-2299	
Kushiro City Night Time Emergency Medical Center	2-12-37 Sumiyoshi, Kushiro City	0154-44-6776	Night-medical service available
Kushiro Kojinkai Memorial Hospital	191-212 Aikoku, Kushiro City	0154-39-1222	

Attention: In the case when foreign crew members obtain emergency permission by an immigration officer due to illness or injury, the crew members are required to have diagnosis by the designated doctors who are stationed at the above-mentioned hospitals marked by a star sign.

5-7 Government and other public offices concerned (as of September 2024)

Name	Address	Telephone
Kushiro Coast Guard Office, 1 st Regional Coast Guard Headquarters, Japan Coast Guard, Ministry of Land, Infrastructure, Transport and Tourism (MLIT)	5-9 Minamiamacho Town, Kushiro City	0154-23-3284
Fishery, Port and Airport Department, City of Kushiro	1-100-17 Nishiko, Kushiro City	0154-53-3371
Port and Harbor Construction Division, Kushiro Development and Construction Department, Hokkaido Regional Development Bureau, MLIT	10-3 Saiwaicho Town, Kushiro City	0154-24-7326
Kushiro Port Office, Kushiro Development and Construction Department, Hokkaido Regional Development Bureau, MLIT	1-1 Nishiko, Kushiro City	0154-51-4381
Kushiro General Subprefecture Bureau, Hokkaido Prefectural Government	2-2-54 Urami, Kushiro City	0154-43-9100
Kushiro Department of Public Works Management, Kushiro General Subprefecture Bureau, Hokkaido Prefectural Government	6-10 Futabacho Town, Kushiro City	0154-23-6111
Kushiro Fire Headquarters, City of Kushiro	4-8 Minamiamacho Town, Kushiro City	0154-22-2156

Kushiro Police Station, Hokkaido Prefectural Police	10-5 Kuroganecho Town, Kushiro City	0154-23-0110
Kushiro Transport Branch Office, Hokkaido District Transport Bureau, MLIT	6-2-13 Tottori-Odori Boulevard, Kushiro City	0154-51-0057
Kushiro Branch Customs, Hokkaido Customs, Ministry of Finance	5-9 Minamihamacho Town, Kushiro City	0154-22-3730
Kushiro Detached Office, Otaru Quarantine Station, Ministry of Health, Labor and Welfare	5-9 Minamihamacho Town, Kushiro City	0154-23-3340
Kushiro Port Branch Office, Sapporo Regional Immigration Bureau, Ministry of Justice	5-9 Minamihamacho Town, Kushiro City	0154-22-2430
Kushiro Detached Office, Yokohama Plant Quarantine Station, Ministry of Agriculture, Forestry and Fisheries	5-9 Minamihamacho Town, Kushiro City	0154-22-4291
Kushiro Meteorological Office, Japan Meteorological Agency, MLIT	10-3 Saiwaicho Town, Kushiro City	0154-31-5145
Licensed Pilot of Kushiro Harbour	K&M building 9-1-1074 Kyoei odori, Kushiro City	0154-64-9250
Kushiro Shipowner's Association (c/o Shipping Agencies Section, Mitsuwa Transportation Co., Ltd.)	2-101-4 Nishiko, Kushiro City	0154-54-3030
Kushiro Port and Harbor Promotion Association (c/o Administration Section, Mitsuwa Transportation Co., Ltd.)	2-101-4 Nishiko, Kushiro City	0154-54-3501
Kushiro Port and Harbor Association (c/o Corporate Planning Division, Mitsuwa Transportation Co., Ltd.)	2-101-4 Nishiko, Kushiro City	0154-54-3103

5-8 Port facilities charges (as of October 2024)

Category	Contents	Fee
Port dues	Every gross ton, every port call, for foreign trade ship of 700 G/T or more 1) Foreign trade vessels described in Article 2, paragraph (1), item (v) of Customs Act (Act No. 61 of 1954)	1) 2.16 yen
	2) Vessels other than foreign trade vessels	2) 1.18 yen
Berthing fees	Every one gross ton, every one mooring - Foreign trade vessels Up to 12 hours	8.40 yen
	Over 12 hours and up to 24 hours - Vessels other than foreign trade vessels Up to 12 hours	11.20 yen 9.24 yen

	<p>Over 12 hours and up to 24 hours In the case when berthing period is over 24 hours, additional time over 24 hours is charged every 12 hours (in the case of less than 12 hours, counted as 12 hours)</p> <p>- Foreign trade vessels - Vessels other than foreign trade vessels</p>	<p>12.32 yen</p> <p>5.60 yen 6.16 yen</p>
<p>Revetment of Lighter's Wharf/landing stage (i.e. a berth for vessels of 500GT or less and its water depth is minus 4.5 meters or less)</p>	<p>1) Fee per year, per ship</p> <p>Less than 10 Gross Tonnage (GT) Less than 20 GT Less than 30 GT Less than 50 GT Less than 100 GT Less than 200 GT 200 GT or more</p> <p>2) Fee per month, per ship</p> <p>Less than 10 GT Less than 20 GT Less than 30 GT Less than 50 GT Less than 100 GT Less than 200 GT 200 GT or more</p> <p>3) Fee per day, per ship</p> <p>Less than 10 GT Less than 20 GT Less than 30 GT Less than 50 GT Less than 100 GT Less than 200 GT 200 GT or more</p>	<p>9,000 yen 15,000 yen 20,000 yen 30,000 yen 60,000 yen 80,000 yen 110,000 yen</p> <p>900 yen 1,500 yen 2,000 yen 3,000 yen 6,000 yen 8,000 yen 11,000 yen</p> <p>450 yen 750 yen 1,000 yen 1,500 yen 3,000 yen 4,000 yen 5,500 yen</p>
<p>Water supplying facilities</p>	<p>Every one cubic meter</p> <p>Summer season (from April to November) Winter season (from December to March) (In the case when total amount of water supplied is less than 15 cubic meters, counted as 15 square meters.)</p>	<p>575 yen 863 yen</p>
<p>Site (grounds)</p>	<p>General fee per one square meter</p> <p>Up to 15th day After 16th day</p> <p>Fee for exclusive use per one square meter 1st grade</p>	<p>One yen per day No more than two yen</p> <p>No more than 150</p>

	2 nd grade	yen per month No more than 50 yen per month
Warehouse	Cargo warehouse Fee per one square meter	570 yen per month
Open Yard	For one square meter	75 yen per month
Loading and unloading machines	1) One coast loading and unloading machine including incidental facilities 2) One gantry crane including incidental facilities	1) 9,447,000 yen per month 2) 46,500 yen per hour

(Attention 1) Total fee of revetment of Lighter's Wharf, supplied water inlet (only for vessels other than foreign vessels), site (only applied to less than a one-month period of its usage), warehouse, open yard, loading and unloading machines is each of above-mentioned figure times 1.10.

(Attention 2) A port facility that is designated as in Article 54, paragraph (2) of Port and Harbor Act, according to Article 54-3, paragraph (7) of the Act, is not applicable for the fee mentioned above.

5-9 Enforcement Regulations of Kushiro City Port Facility Administration Ordinance (extract)

Duties of mooring vessels (Article 19)

In the case when mooring at berths or engaging in loading or unloading, the vessel must adhere the following items.

- 1) Vessels should adjust ropes in accordance with the tides.
- 2) Vessels should secure the safety of the companion facility all the time.
- 3) Vessels should use fenders for its hull if necessary.
- 4) In the case of fire or accident that may cause damage to the port facility, vessels should immediately leave the berth or take proper steps to meet the situation.

In the case when stormy weather is anticipated, vessels should immediately take proper steps, and prepare for leaving the berth anytime, and in the case when vessels received instructions from the Mayor, vessels must follow them immediately.

- 5) In these cases, when the vessels may be damaged, or damage fenders or other berthing facilities, the vessels should immediately take proper steps to meet the situation.
- 6) In the case when loading, unloading or transportation of goods are conducted by bulk carrier, etc., vessels should take proper measures to prevent dispersion, and clean up the facilities immediately after its operations are over.
- 7) In the case when engaged in loading, unloading or other related operations, vessels should take necessary measures to prevent damage to mooring berth facilities.
- 8) In addition to the above-mentioned items, instructions especially issued by the Mayor in accordance with the circumstances

5-10 Historical development of Kushiro Port

Year		Main events
Christian Era	Japanese Imperial Era	
1632	Kanei 9	The Matsumae domain that was exclusively delegated to trade with the Ainu, one of ethnic minorities in Hokkaido by Tokugawa Military Government, established a trading station with the Ainu. Later, the clan let the Ainu people who lived in Kuccharo, upstream of the Kushiro River move to present Kushiro area and established a fishing base, which was named "Kusuri Place".
1887	Meiji 20	Mr. Charles Scott Meik, a British civil engineer, Harbor Engineer employed by Hokkaido Prefectural Government drafted to renovate Kushiro Port.
1890	Meiji 23	Kushiro Port was designated as special export port.
1891	Meiji 24	Kushirosaki Lighthouse was installed at Cape Shirito.
1897	Meiji 30	Detailed research of Kushiro Port was conducted by Mr. Isami Hiroi, Doctor of Engineering. The NYK company opened a liner between Hakodate, Kushiro and Nemuro.
1898	Meiji 31	The port area of Kushiro Port was demarcated.
1899	Meiji 32	Kushiro Port was designated as an ordinary trade port and opened on August 4.
1900	Meiji 33	The British ship Loyalist entered Kushiro Port as the first foreign trade ship.
1909	Meiji 42	The Kushiro Port Construction Office was established and construction and restoration work started.
1922	Taisho 11	The South Breakwater was completed.
1925	Taisho 14	The fog signal station was installed on Kushirosaki Lighthouse.
1930	Showa 5	Direct export of cereals to San Francisco, New York and London started.
1938	Showa 13	Reclamation work of the North Wharf started.
1951	Showa 26	Kushiro Port was designated as a major port described in the Port and Harbor Act (September 22). Construction of the Sub-port started (completed in 1961).
1953	Showa 28	Kushiro City became the Port Authority of Kushiro Port. (April 15)
1958	Showa 33	Construction of the Central Wharf started (completed in 1968). Construction of Coal Wharf (later named the South New (Minamishin) Wharf) of Taiheiyo Coal Mining Co., Ltd. started.
1961	Showa 36	Planning of the Kushiro Port West Area was announced (construction started in 1969).

1963	Showa 38	Construction of timber yard and pond started in upstream of the Kushiro River, which area is about 1,000,000 square meters)
1969	Showa 44	Reclamation work of Wharf 1 of West Area started.
1971	Showa 46	Construction site of fishing port of 77,000 square meters completed.
1973	Showa 48	Cargo volumes handled in Kushiro Port first exceeded 10 million tons. Kushiro Port was designated as a feeder port of the Japan-Europe Freight Conference (May 4).
1974	Showa 49	Oil tanker Sensho-Maru went into service (December 14) after completion of No. 1 Dolphin of the West Area.
1975	Showa 50	Wharf 1 of the West Area was completed. Construction work of Wharf 2, West Area started.
1976	Showa 51	Reclamation work of the Fishing Port (Gyoko) Wharf started (completed in 1980).
1977	Showa 52	Container yard was completed in a space for unpacking and sorting goods at Wharf 1 in the West Area.
1978	Showa 53	26 grain silos accommodating 13,000 tons were completed at Wharf 2 in the West Area.
1981	Showa 56	Reclamation work of Wharf 2 in the West Area was completed.
1982	Showa 57	Tie-up with Seward, US as a sister-port affiliation was made.
1983	Showa 58	First grain unloader machinery i.e. pneumatic unloader was installed at Wharf 2 in the West Area. 39 grain silos which accommodate 30,120 tons were established at Wharf 2, in total 85 silos, accommodating 59,000 tons.
1984	Showa 59	Construction of Wharf 3 in the West Area started. 2 nd grain unloader machinery was installed at Wharf 2 in the West Area. Tie-up with New Orleans, US as a sister ports affiliation was made. Annual amount of trade volume exceeded 100 billion yen. Kushiro Port joined the International Association of Ports and Harbors (withdrew in 2008).
1986	Showa 61	West port bridge was completed. Coal unloader was completed at Wharf 2 in the West Area.
1987	Showa 62	10,000 th foreign trade ship entered Kushiro Port. (The British ship Starworld entered in December)
1989	Heisei 1	Green belt (Ever Green Garden) and the Passenger Terminal (MOO) went into service.
1990	Heisei 2	Cargo volume handled in Kushiro Port reached 20 million tons and imported grain achieved one million tons.
1991	Heisei 3	Grain silos were established at Wharf 2 in the West Area, and there are 215 silos and 21 warehouses in total, which marked the number one capacity in Hokkaido.

1992	Heisei 4	3 rd grain unloader was installed at Wharf 2 in the West Area. Coal unloader was relocated to Wharf 3 in the West Area.
1993	Heisei 5	Earthquake Off Kushiro (Magnitude 7.8, January 15)
1994	Heisei 6	Earthquake Off East Hokkaido (Magnitude 8.1, October 4)
1995	Heisei 7	Reclamation work of Wharf 3 in the West Area was completed.
1996	Heisei 8	The Port and Harbor Development Plan of Kushiro Port was revised.
1998	Heisei 10	2 nd phase construction work started in the West Area of Kushiro Port.
1999	Heisei 11	Kushiro Port marked the centennial anniversary of its establishment.
2002	Heisei 14	Wharf 4 in the West Area went into service (first minus 14-meter berth in East Hokkaido). Grain silos were established at Wharf 2 in the West Area. Total amount of grain storage capacity achieved 257,800 tons (265 silos and 22 warehouses). Tire-mount type, double-link style jib crane was installed at Wharf 4 in the West Area. Foreign trade container liners entered into service between Busan, Korea and Kushiro.
2003	Heisei 15	24-hour operation started, which was the 2 nd system in Hokkaido. Kushiro Port was designated as an animal quarantine port.
2004	Heisei 16	A coal unloader was installed at Wharf 4 in the West Area. On January 1, 2005, it went into service. In 2006, the coal unloader of Wharf 3 went out of service. The ISPS code of the SOLAS convention came into effect (July 1). SOLAS convention-related security port facilities were enhanced.
2005	Heisei 17	A panamax-type coal bulk carrier first entered Wharf 4 in the West Area of Kushiro Port.
2006	Heisei 18	Construction of the Quake-resistant Cruise Ship Terminal started in the East Area.
2007	Heisei 19	The Counter-Tsunami Floating Debris Facility (i.e. Tsunami Screen) was installed.
2009	Heisei 21	A gantry crane for foreign-trade containers was installed at Wharf 3 in the West Area.
2011	Heisei 23	The Quake-resistant Cruise Ship Terminal went into service (March 25). Kushiro Port was selected as one of the International Strategic Bulk Ports (May 31). The Port and Harbor Development Plan of Kushiro Port was revised. Six wheat silos which accommodate 3,000 tons were installed in Wharf 3 of the West Area.
2014	Heisei 26	Construction work of facilities, etc. for the international strategic bulk port started.

2015	Heisei 27	Kushiro Port was designated as a Promotion Port of Waterfront Industry Area (March 18).
2016	Heisei 28	Kushiro Port was designated as a Specific Cargo Import Hub Port (grain). (February 24).
2018	Heisei 30	Completion ceremony of Kushiro Port International Logistics Terminal as an International Strategic Bulk Port was held (November 23).
2019	Heisei 31	Private wharf operation was started in the International Strategic Bulk Port. (March 29)
	Reiwa 1	The Quake-resistant Cruise Ship Terminal including peripheral facilities was registered as Kushiro-minato-oasis (May 1).
2020	Reiwa 2	Omachi Harbor rest area was registered as an additional facility of Kushiro-minato-oasis (July 31)
2022	Reiwa 4	3 rd grain unloader machinery at Wharf 2 in the West Area has been upgraded from a continuous mechanical type to pneumatic type(December 1).
2024	Reiwa 6	A domestic regular container shipping route has been launched: Keihin → Tokachi → Kushiro(May 18).

Source: Handbook of Kushiro Port 2024/2025

Kushiro Port Entry Guide

As of August 2025

Secretariat of the Kushiro Port Safety Countermeasures Council

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