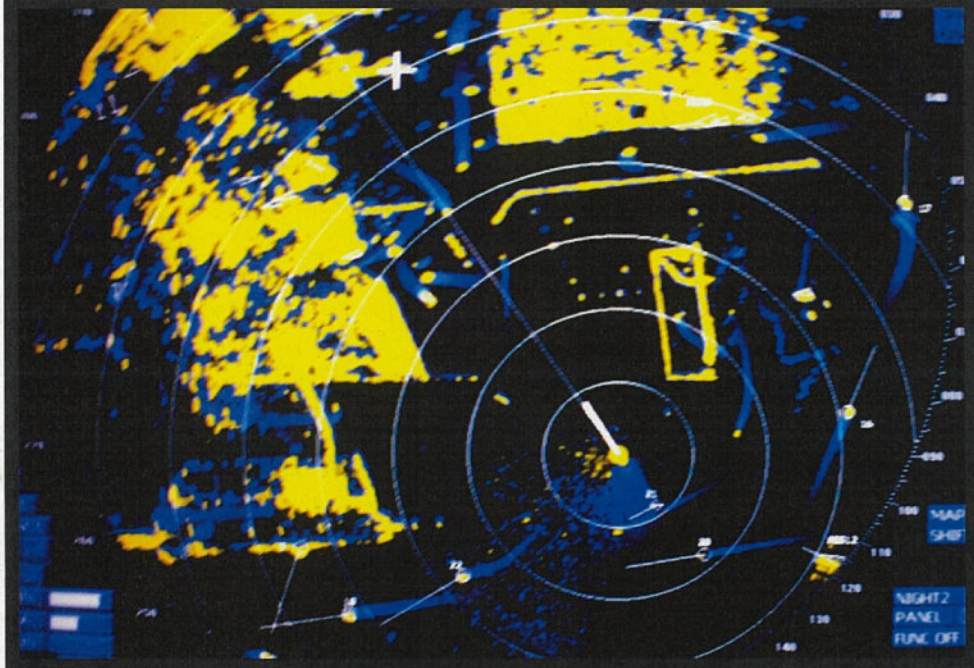
WORLDWIDE NETWORK SERVICE GATEWAY TO THE WORLD

ENTRY MANUAL

KOBE AREA
HANSHIN PORT



Please ensure that this manual is always readily available on the bridge of your vessel, that it is used when entering and leaving the Kobe area Hanshin Port

TUNE IN TO VHF CH. 16

2023

Kobe area Hanshin Port－Harbor Manager

This manual has been prepared to facilitate the safe entry to and departure fom Kobe Area, Hanshin Port.

At Kobe Area, due to the completion of the partial remobal of the west end of No.7 breakwater in Kobe Chuo passage, implementing rules of port regulations was revised as of April 1, 2006, and the tonnage of controlled vessels was changed to 40.000G/T and above, from 15.000G/T and above.

On the other hand, the enforcement ordinance of the Port Regulations was to be amended on December 1, 2007. Based on this amendment, Osaka port, Kobe port and amagasaki-nishinomiya-Ashiya port were unified into Hanshin port.

Furthermore, after carefully reviewing the safety measures associated with the shipping control of Chuo Passage with the Kobe Area personnel and other organizations involved in maritime affairs, additional revisions were made to this manual.

We would therefore request that you refer to this manual when entering and deparitng Kobe area, and that it be emploted to ensure safety in operations within the port.

TUNE IN TO VHF Ch.16

Contents

1 General Cautions

Piloting Requirements and Cautions When Entering and Leaving Port.....1

Points to be Observed When Entering Port at Night.....3

Safety Measures Associated with Chuo Passage Widening and Passage Control change.....4

2 Attachments

Port Regulations Law (Extracts).....5

Anchorage.....6

Safety Information Map in Kobe Area and Adjacent Waters.....7

Course Signals in Kobe Area,Hanshin Port.....8

Criteria for the use og Tugbort for Ships equipped with bow thresters.....9

Criteria for the use of Tugboat for.....10

Japanese Basic Language Guide-Lines for communication with TUG BOAT.....11

When and Where to Receive a Towingline (Tug's Line)

For ships entering the Port via Kobe Chuo Passage without pilots.....13

Outline of Operation Arrangements for Vessels Using Chuo Passage.....14

Traffic control signal of Kobe Chuo Passage.....15

Check list of entry and departure.....16

1. Introduction

Ships entering and departing Kobe Area, Hanshin Port shall strictly observe the port regulations and other related regulation, and shall possess a copy of the most recent Kobe Area, Hanshin Port Entry Manual. This manual shall be read thoroughly, and kept on the bridge of the vessel.

2. Piloting Requirements

(1) Captains of vessels of a total tonnage of 10,000G/T or larger are required to use a pilot on board the vessel.

(2) Oil tankers, chemical tankers, vessels carrying hazardous goods (excluding container vessels) of less than 10,000G/T and larger than 3,000G/T (primarily overseas vessels) are required to use a pilot on board the vessel.

(3) Vessels of less than 10,000G/T and larger than 3,000G/T steered by the captain and which have entered the port twice or less (i.e. four entries or departures) in the past year is required to use a pilot on board the vessel. Furthermore, a pilot is required if evidence is not available to show entry to the port twice (i.e. four entries or departures) in the past year.

(4) A captain improperly handling a vessel (*), or damaging quay facilities etc. while berthing, within the Kobe Area, shall be required to use a pilot on board the vessel when next entering the port, irrespective of the time of entry.

*When a report of an actual navigation violation is received from a pilot or captain of another vessel,and confirmed.

3. Cautions When Entering and Leaving Port

Port regulations (see Attachment 1) and other related regulations including those issued by the hardormaster shall be read thoroughly, and the points noted in this manual strictly observed. In particular, captains entering and leaving port without engaging a pilot shall strictly observe the points in 'Steering and Sailing Routes' in the port regulations.

(1) Charts

The most recent charts (upgraded charts) W101A (INT5312), W101B, W150A, and W1103 (INT5317) for Kobe Area shall be kept and employed.

(2) Monitoring of International VHF

International VHF (Channel 16) shall be monitored at all times, and a response given if called.

Contact	Call/response	Communications	Remarks
Kobe Coast Guard Radio	Channel 16	Channel 12	Safety communications with Japan Coast Guard (Captain of Hanshin Port)
Kobe Port Radio	Channel 16	Channels 11 & 12	Harbor Services communications with Kobe Port & Harbor Bureau

(3) Designated Anchorages (layout to be changed Septmber 1st 2005)

Vessels receiving a designated anchorage from the Captain of Hanshin Port shall anchor at the precise location.(see Attachment 2)

(4) Navigation Control (Kobe Chuo Passage)
Control signals shall be strictly obseved. Control signals and the pros and cons of departure through Kobe Port Radio shall be confirmed,particularly before departing the port. If signals cannot be directly confimed by visual means, the vessel shall depart the pier only after confirming with Kobe Port Radio. (see Attachment 9)

(5) Progress Indicators
Vessels entering the port or shifting in the port shall always display progress indicators (see Attachment 4)

(6) Use of Tugs
Criteria for the use of tugs (see Attachment 5-1 and 5-2) shall be strictly observed, and communications shall be with tug command terminology. (see Attachment 6) See Attachment 7 for tug standby locations.

(7) Appropriate AIS Operation
AIS-equipped vessels shall enter their correct AIS settings, and shall endeavor to enter the most recent navigational information such as draft and destination.

(8) Restricted Area in Vicinity of Kobe Airport Island
See 'SAFETY INFORMATION MAP IN KOBE AREA AND ADJACENT WATER' (provided separeately) for details.

(9) Communication with Kobe Port Radio

1) Requirements for communication of reports of navigation movements (reporting times, reported contents)

Type of report	Reporting time	Reported content	Information provided to vessels
Prior report	- After transiting Tomogashima Suido - Prior to entering Akashi Strait - After departing Osaka Area	- ETA at outer harbor (*1)	- Control signal information - Information related to marine works etc
Port entry report	- 30 minutes prior to reaching outer harbor	- Berthing schedule, and any reassignment	- Control signal information - Berth condition - Movements of other vessels
Port departure report	- Port departure standby time(30 minutes prior to departure) - At departure	- ETD from berth - Departing berth	- Control signal information - Movements of other vessels
Miscellaneous	- At any time	- Time of dropping anchor, location at which anchor dropped - Time of heaving up anchor, location at which anchor heaved up - Other necessary information	Information as necessary

As for reporting on shipping movements, refer to the checklist and follow the Instruction. Captains report navigation movements to agencies as previously.

*1 –Point of handover to Hanshin pilot when a vessel is boarded by an Osaka Bay pilot or an Inland Sea pilot.

–When vessels enter port without a pilot, or directly from the Osaka area with a Hanshin pilot on board, enter to the vicinity of the entrance of Kobe Nishi Passage for Section 1; to the vicinity of the entrance of Kobe Chuo Passage for Section 2; and to the East end of the No.7 Breakwater for Section 3.

–The location of anchorage when anchor is dropped at a designated anchorage.

2) Information Provided to Vessels

Kobe Port Radio Provides vessels with information as necessary on navigation movements in the route being transited and control time information, berth scheduled for the vessel, navigation movements in the vicinity, and information related to offshore constructions (*2) etc. when a movements report is received from the vessel.

*2 Information related to marine works includes the following.

–Information on vessels not under command.

–Information on hampered vessels (restricted in maneuver)

–Information on offshore constructions underway.

–Information on vessels involved in offshore constructions.

(10) Mooring Methods

1) Vessels shall generally be moored bow-first when docking, and in accordance with the instructions of a controller on the spot to ensure that bridge is facing at the specified location. (N flag)
2) When anchoring, care should be taken to ensure that the anchor is dropped at a location which does not interfere with other vessels entering and departing the port.
3) Port facilities shall not be damaged when vessels are docking or leaving. Compensation shall be payable in the case of such damage.

(11) Obligations While Berthed

All endeavors shall be made to obtain information on weather and oceanographic phenomena via TV ,radio, the Internet, etc., and when phenomena such as strong winds and tsunamis are expected the appropriate measures shall be taken promptly and preparations made to leave the mooring immediately when instructions to do so are received as a result of an evacuation notice or tsunami warning.

(12) Miscellaneous

Instructions from the Captain of Hanshin Port (including the Kobe Coast Guard Radio) and Kobe Port & Harbor Bureau (including Kobe Port Radio) shall be followed.

4. **Points to be Obseved When Entering Port at Night**

(1) Vessels shall generally not enter port at night if wind speed is 15m/s or greater, and visibility is less than one nautical mile.
(2) Tankers carrying hazardous goods shall generally not enter port at night.
(3) Vessels shall not enter port at night at quays not equipped with illumination for quay walls or yards. However, this restriction does not apply if equipment substituting for illumination for quay walls or yards.
(4) Even if equipment illuminating the quay walls or yards is installed, when a pilot is not used for docking, the captain of the vessel shall be confirmed (from records) as having entered port twice or more in the past year.

Operational criteria based on the above shall be prepared for night entry into port at private quays,and shall be applied in accordance with the operational criteria.

5. **Safety Measures Associated with Chuo Passage Widening and Passage Control Change**

Due to the widening of Chuo Passage to 500m, implementing rules port regulations was revised was revised as of April 2006, and the tonnage of controlled vessels was changed to 40,000G/T and above, from the current 15,000G/T and above.

Meanwhile, the tonnage of ships subject to control stays the same, which is 500G/T and above. Due to the change, when the control signal is at F-flashing, vessels of less than 40,000G/T will enter/exit without restriction, therefore, all vessels using Chuo passage must comply with the following except for navigation being enacted "PASSAGE" Port Regulations Law Chapter 3 (Refer to Attachment 1)

(1) Thorough Practice of shipping Movement Reports.
"Requirements for communication of reports of shipping movements" (described in 3.(9)) of this manual must be observed.

(2) Responding to Kobe Port Radio and Other Ships when Called
If you are called via VHF, make sure to respond, and the exact content must be communicated to the pilot, if on board, to receive his/her advice.

(3) Operation Arrangements by Harbor Manager for large Vessels of less Then 40,000G/T (Refer to attachment 9)
   1) In order to avoid large vessels to pass each other or enter simultaneously near the entrance of Chuo Passage, follow the port manager's operation arrangements. (Operation arrangements will be communicated to your ship via agent.)
   2) Regardless of operation arrangements, if large vessels are expected to pass each other or enter simultaneously near the passage entrance due to reasons such as schedule change, in addition to contacting Kobe Port Radio regarding the status of ship traffic, and paying close attention to Kobe Port Radio's shipping movement information, exchange communication with other ships via VHF, in order to avoid passing each other or simultaneous entry near the entrance.

(4) Caution for Entry/Exit in the Middle of the Passage
Entering to/exiting from PC-13 to 18 means entry/exit in the middle of Chuo Passage, therefore, in order to avoid interfering with other ships already in the passage, take precautionary actions such as confirming each other's movement status via VHF communication.

(5) Utilizing Kobe Chuo Passage Incoming/Outgoing Route Chart (Attachment 10)
In order to organize the traffic near the entrance (south side), refer to the approach route chart for the use of Chuo Passage.

Port Regulation Law

(Extracts)

(Anchorage)

Article 5 (Summary)

A vessel of 500G/T or more intending to berth in Kobe Area shall have her place for anchoring which shall be designated by the Captain of the Port, exclusive of the case where a she will be made fast to a mooring buoy, a pier, a quay or any other mooring facility.

(Restriction on shifting)

Article 6 (summary)

A vessel other than miscellaneous vessels (means launches, lights, small boats and any craft propelled wholly or primarily by oar,) shall not, without the permission of the Captain of the port,
Shift from the anchorage designated by the Captain of the Port.

(Passage)

Article 11 (Summary)

A vessel other than miscellaneous vessels which intends to enter or depart the Kobe Port shall navigate the passage (Kobe Nishi Passage, Kobe Chuo Passage, Shinko Passage) provided that this not apply to the cases where the vessel intends to avert an accident or where there exist unavoidable circumstances.

Article 12 (Summary)

A vessel shall not, expect in any of the following cases, cast anchor or release vessel towed within a passage;

(1) In a case where a vessel intends to avert an accident ;

(2) In a case where a vessel is a not under command ;

(3) In a case where a vessel is engaged in rescue of human life or a vessel in imminent danger.

(Steering and sailing rules)

Article 13. 1 (Summary)

Vessels entering into the Passage from outside or going out of the Passage shall keep out of the way of other vessels navigation the Passage.

Article 13. 2 (Summary)

Vessels shall not navigate in parallel in the Passage.

Article 13. 3 (Summary)

When two vessels are meeting on reciprocal courses within a Passage, each shall pass on the port side of the other.

Article 13. 4 (Summary)

Vessels shall not overtake other vessels in the Passage.

Article 15 (Summary)

In a case where a steam vessel is in danger of meeting any other steam vessel at or in the vicinity of the entrance of the breakwater of a port, the entering stream vessel shall keep out of the clearing steam vessel outside the breakwater.

Article 16. 1 (Summary)

Vessels shall navigate at such speed that would not cause a peril to other vessels in a port or in the vicinity of a boundary of a port.

Article 17 (Summary)

Navigation in vicinity of structures or berthing vessels (Omission)

Article 18. 1 (Summary)

Liability to keep out for Miscellaneous vessels (Omission)

Article 18. 2 (Summary)

Liability to keep out for small ships (Omission)

Article 18. 3 (Summary)

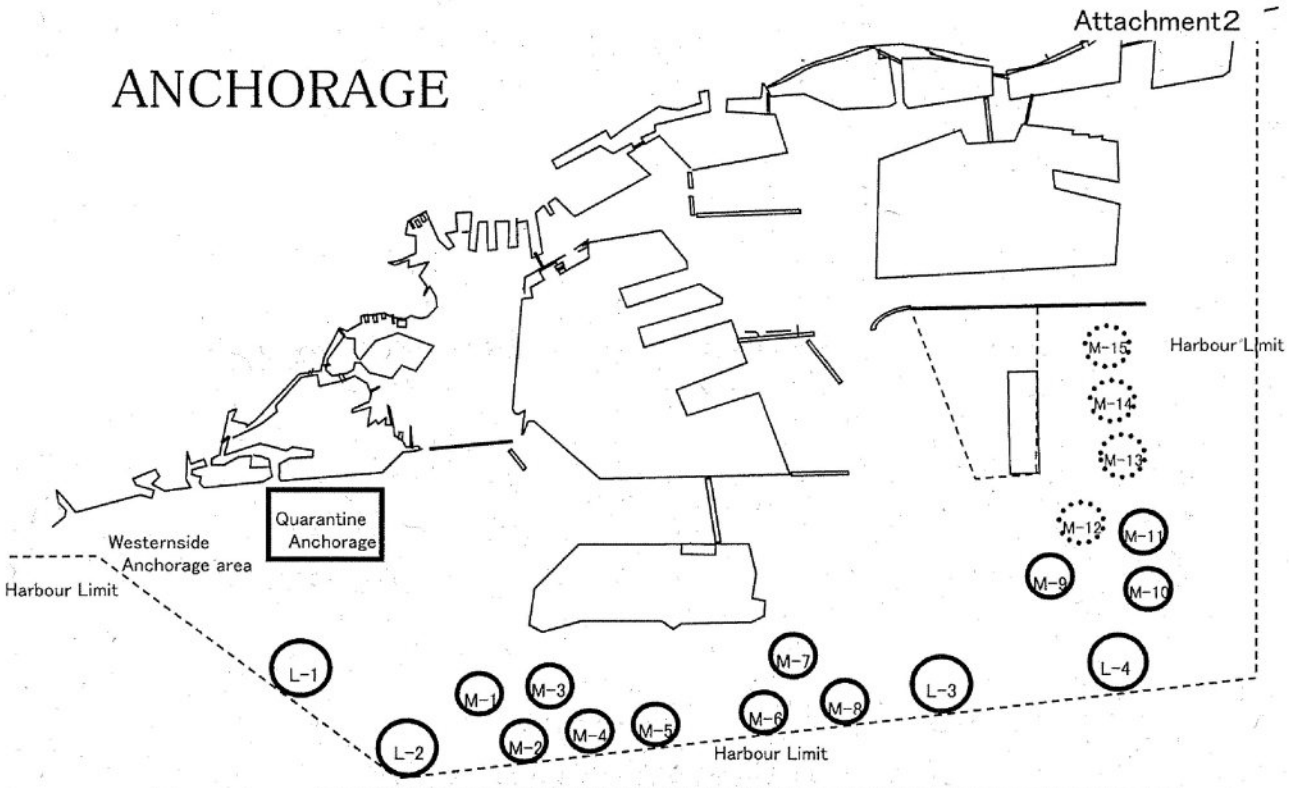
Signs of the style for vessels other than the Miscellaneous Vessels and the small Ships (Omission)

Article 39 (Related matter)

Announcement of the Captain of the Port (Omission)

Attachment2

ANCHORAGE



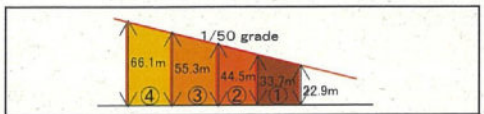
Anchorage for vessel loading & unloading dangerous goods

	Position (Decimal)	
Anchorage	Latitude	Longitude
L－1	34－37．30 N	135－10．28 E
L－2	34－36．83 N	135－11．23 E
L－3	34－37．58 N	135－15．98 E
L－4	34－37．83 N	135－17．50 E
M－1	34－37．25 N	135－11．85 E
M－2	34－36．90 N	135－12．25 E
M－3	34－37．37 N	135－12．43 E
M－4	34－36．98 N	135－12．82 E
M－5	34－37．08 N	135－13．40 E
M－6	34－37．25 N	135－14．33 E
M－7	34－37．62 N	135－14．72 E
M－8	34－37．38 N	135－15．23 E
M－9	34－38．43 N	135－16．92 E
M－10	34－38．25 N	135－18．05 E
M－11	34－38．73 N	135－17．95 E
M－12	34－38．77 N	135－17．37 E
M－13	34－39．22 N	135－17．72 E
M－14	34－39．70 N	135－17．62 E
M－15	34－40．18 N	135－17．52 E

M-Anchorage	Length over all less than 200m
L-Anchorage	Length over all more than 200m
Westernside Anchorage area	Length over all less than 150m

TUNE IN TO VHF Ch.16

SAFETY INFORMATION MAP IN KOBE AREA AND ADJACENT WATERS



Height of the mast	Navigation area	Approximate size of the vessel
under 22.9m	①,②,③,④	about 200GT
under 33.7m	②,③,④	about 500GT
under 44.5m	③,④	about 10000GT
under 55.3m	④	about 50000GT

For the aircraft's safe arrival & departure, necessary obstacle limitation surface is set for the peripheral sea areas.

Vessels must not project their mast from the obstacle limitation surfaces.

Please confirm by Chart.Exactly direction・distance and others on above information map.

Rokko Island

Harbor Limit

Kobe Portpia Hotel

Kobe Signal Station

No.7 Breakwater

No.7 Breakwater East Lighthouse

Kobe Chuo Passage

Port Island

Kobe Nishi Passage

Kobe Lighthouse

Kobe Signal Station No.2

Quarantine Anchorage

Transit Line (024°)

Harbor Limit

Kobe Air Port

1200m

④ 2950m ③ 2410m ② 1870m ① 1330m Approach Lighthouse 790m

Approach Lighthouse 630m ① 1170m ② 1710m ③ 2250m ④ 2780m

Transit Line (300°)

Rokko Island Higashi Waterway Central No.1Buoy

Pilot Take Over Point

Harbor Limit

From Osaka

Kobe Oki No.1 Light Buoy

From Tomogashima

To Akashi strait

Pilot Take Over Point

Inland Sea Pilot⇔Osaka Bay Pilot

Kobe Oki No.1 Light Buoy

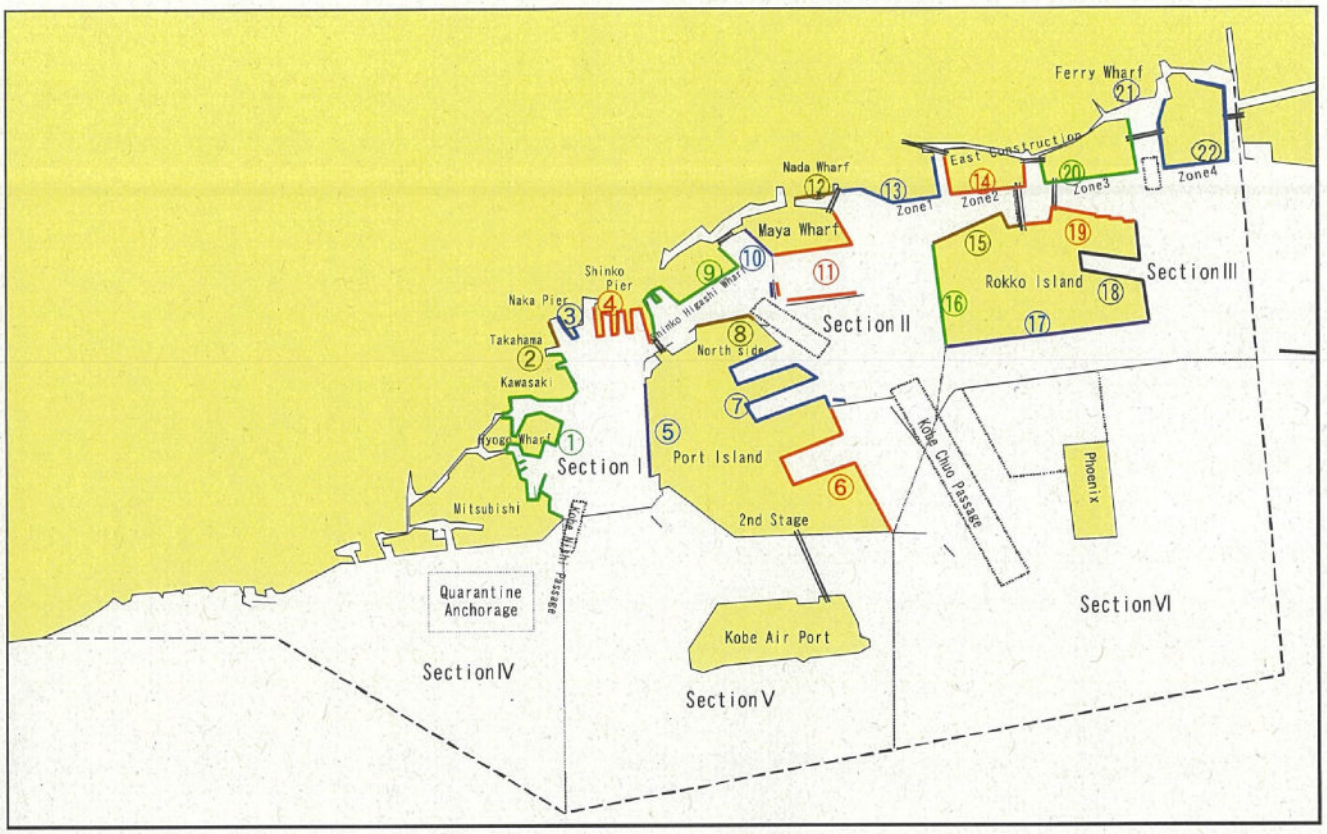
Pilot Take Over Point

TUNE IN TO VHF Ch.16

Attachment3

Course Signals in Kobe Area, Hanshin Port

Attachment 4



Remark	Flags to be displayed	Meaning of signal flag
①	2nd, K	Proceed to a berth between Mitsubishi Heavy Industries, Kobe Ltd. and Kawasaki Shipbuilding Corp. in Section I
②	2nd, T	Proceed to Takahama Quay in Section I
③	2nd, N	Proceed to Naka Pier in Section I
④	2nd, S, W	Proceed to a Berth between Shinko No.1 Pier west side and Shinko No.4 Pier west side in Section I
⑤	2nd, P, W	Proceed to a berth at Port Island west side in Section I
⑥	2nd, P, 2	Proceed to a berth at Port Island 2nd Stage east side in Section I

Remark	Flags to be displayed	Meaning of signal flag
⑦	2nd, P, E	Proceed to a berth at Port Island east side or Dolphin No. 9, in Section I
⑧	2nd, P, N	Proceed to a berth at Port Island north side in Section II
⑨	2nd, S, E	Proceed to a berth between Shinko No.4 Pier east side and Shinko East Wharf east side, in Section II
⑩	2nd, M, W	Proceed to a berth at Maya Wharf west side or Dolphin No.1, in Section II
⑪	2nd, M	Proceed to a berth at south or east side of Maya Wharf, or between Dolphins No.2 and No. 8, in Section II
⑫	2nd, A	Priceed ti a berth at Nada Wharf in Section II

Remark	Flags to be displayed	Meaning of signal flag
⑬	2nd, E, 1	Proceed to a berth at East Construction Zone 1 in Section II
⑭	2nd, E, 2	Proceed to a berth at East Construction Zone 2 in Sections II and III
⑮	2nd, R, N	Proceed to a berth at Rokko Island north side in Section II
⑯	2nd, R, W	Proceed to a berth at Rokko Island north side in Section II
⑰	2nd, R, S	Proceed to a berth at Rokko Island south side in Section III
⑱	2nd, R, E	Proceed to a berth at Rokko Island east side in Section III

Remark	Flags to be displayed	Meaning of signal flag
⑲	2nd, R	Proceed to a Berth at Rokko Island north side in Section III
⑳	2nd, E, 3	Proceed to a berth at East Construction Zonne 3 in Section III
㉑	2nd, F	Proceed to a berth at Higashi-Kobe Ferry Wharf in Section III
㉒	2nd, E, 4	Proceed to a berth at Construction Zone 4 in Section III

TUNE IN TO VHF Ch. 16

Criteria for the use of Tugboats for Ships equipped with bow thrusters

Applicable as of Sep 1st 2023

Ship (G/T)	B／T capacity		Tugboat type (& quantity)
	PS	KW	
Up to 2,999tons	NO RESTRICTION		TypeⅡ (1)
3,000 ～ 4,999	400 (Criterion)	294 (Criterion)	TypeⅡ (1)
5,000 ～ 6,999	600 (Criterion)	441 (Criterion)	TypeⅡ (1)
7,000 ～ 14,999	800 or more	588 or more	TypeⅡ (1)
	up to 800	up to 588	TypeⅡ (2)
15,000 ～ 24,999	1,000 or more	736 or more	TypeⅡ (1)
	up to 1,000	up to 736	TypeⅡ (2)
25,000 ～ 44,999	1,200 or more	883 or more	TypeⅢ (1)
	up to 1,200	up to 883	TypeⅢ (1) TypeⅡ (1)
45,000 ～ 74,999	1,400 or more	1,030 or more	TypeⅢ (1)
	up to 1,400	up to 1,030	TypeⅢ (1) TypeⅡ (1)
75,000 AND OVER	2,000 or more	1,471 or more	TypeⅢ (1)
	up to 2,000	up to 1,471	TypeⅢ (1) TypeⅡ (1)
14,000TEU class container ship (about 150,000)	NO RESTRICTION		TypeⅢ (2)

<NOTES>

Type Ⅱ : Tugboats with an output of 2,400PS or 2,600PS

Type Ⅲ : Tugboats with an output of 3,600PS

PS (KW) : Continuous maximum output B/T : Bow thruster S/T :Stern thruster

For ships exceeding 40,000G/T

With B/T of 1,200 PS or more and S/T of 1,000 PS or more : 1 TypeⅢ tugboat.

With B/T under 1,200 PS and S/T under 1,000 PS : 1 TypeⅢ tugboat and 1 TypeⅡ tugboat.

Deploy the necessity numbers of tugboat in case of the strong wind especially wind velocity 10m/s or more.

In addition, as for PCC and the container ship which is more than 80,000G/T, deploy the necessity numbers of tugboat in case of the wind velocity 6m/s or more.

Criteria for the use of Tugboats for Ships

Applicable as of Sep 1st 2023

Ship (G/T)	Type (& quantity)	Remark
Up to 2,999tons	TypeⅡ(1)	Use two TypeⅡ tugboats for mooring ships to private piers and multi-deck vessels using the Japanese gross tonnage system
3,000 ～ 9,999	TypeⅡ(2)	
10,000 ～ 39,999	TypeⅡ(2)	
40,000 AND OVER	TypeⅢ(2) or TypeⅡ(3)	

NOTE

The type and quantity of tugboats may vary depending on tugboat availability, weather, conditions, maneuverability, type of ship and berth situation, etc.

(Re: Kobe Municipal Ordinance for Port Facilities)

Article 23

Those wishing to moor or unmoor large ships (500G/T or more) at wharves, buoys or dolphins should use tugboats suitable for large ships, This rule, however, can be waived, with the Mayor's approval, in certain special cases.

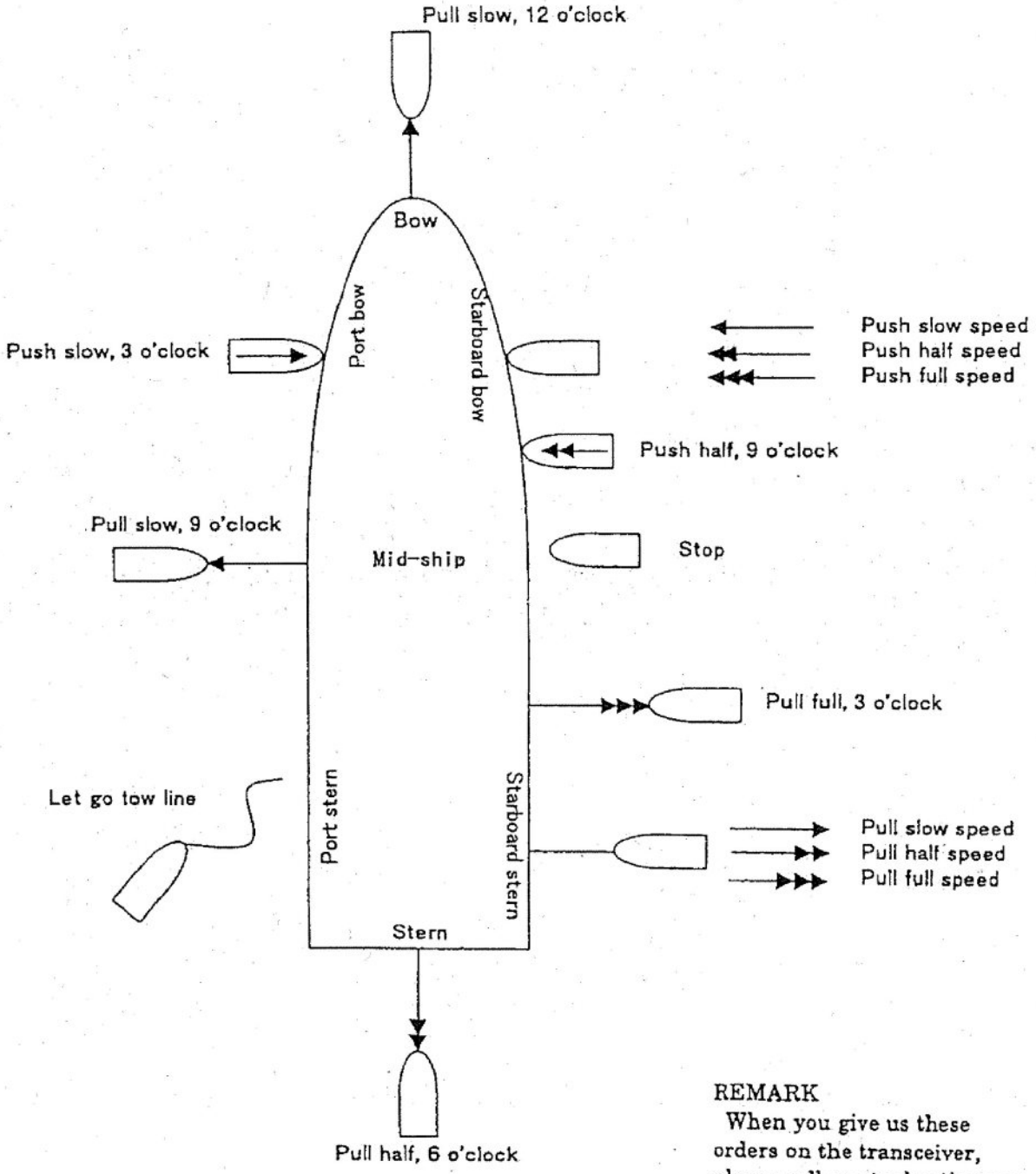
Japanese Basic Language Guide-Lines for communication with TUG BOAT

- Kobe's TUG BOAT takes their order on the "CLOCK WISE" system.
- When you give an order, you should call "TUG'S NAME" first, then, give you're an appropriate order.
- When the tugs have Let go, You should release " FWD TUG" at first, then , release "AFT TUG".
- When (docking) your vessel comes near your assigned berth about 5 meter, you should say "5 METER MORE" to the tug's skipper for safety wise.

ENGLISH	JAPANESE
STOP REPLAY	ストップ 応答せよ
PUSH PUSH SLOW(SPEED) PUSH HALF(SPEED) PUSH FULL(SPEED) KEEP PUSHING	押せ スロー (微速) で押せ ハーフ (半速) で押せ フル (全速) で押せ 押し続けよ
PULL PULL SLOW (SPEED) PULL HALF (SPEED) PULL FULL (SPEED) KEEP PULL	引け スロー (微速) で引け ハーフ (半速) で引け フル (全速) で引け 引き続けよ
(DIRECTION) PULL SLOW 3 O' CLOCK PULL HALF 6 O' CLOCK PULL FULL 9 O' CLOCK	(スローで) 3 時方向へ引け (ハーフで) 6 時方向へ引け (フル で) 9 時方向へ引け
PUSH SLOW 3 O' CLOCK PUSH HALF 6 O' CLOCK PUSH FULL 9 O' CLOCK	(スローで) 3 時方向へ押せ (ハーフで) 6 時方向へ押せ (フル で) 9 時方向へ押せ
KEEP THAT DIRECTION	その方向を保持せよ
DISMISS(COMPLETE)	(作業) 終了
BOW STERN	船首 船尾
PORT BOW STARBOAD BOW	左舷船首 右舷船首
PORT STARN STARBOAD STERN	左舷船尾 右舷船尾
MID-SHIP	船体中央
LET GO TOW LINE	タグライン離せ

THE SETTLED TERM OF MANEUVERRING ORDERS

FOR TOWAGE WORK



REMARK

When you give us these orders on the transceiver, please call our tugboat's name first.

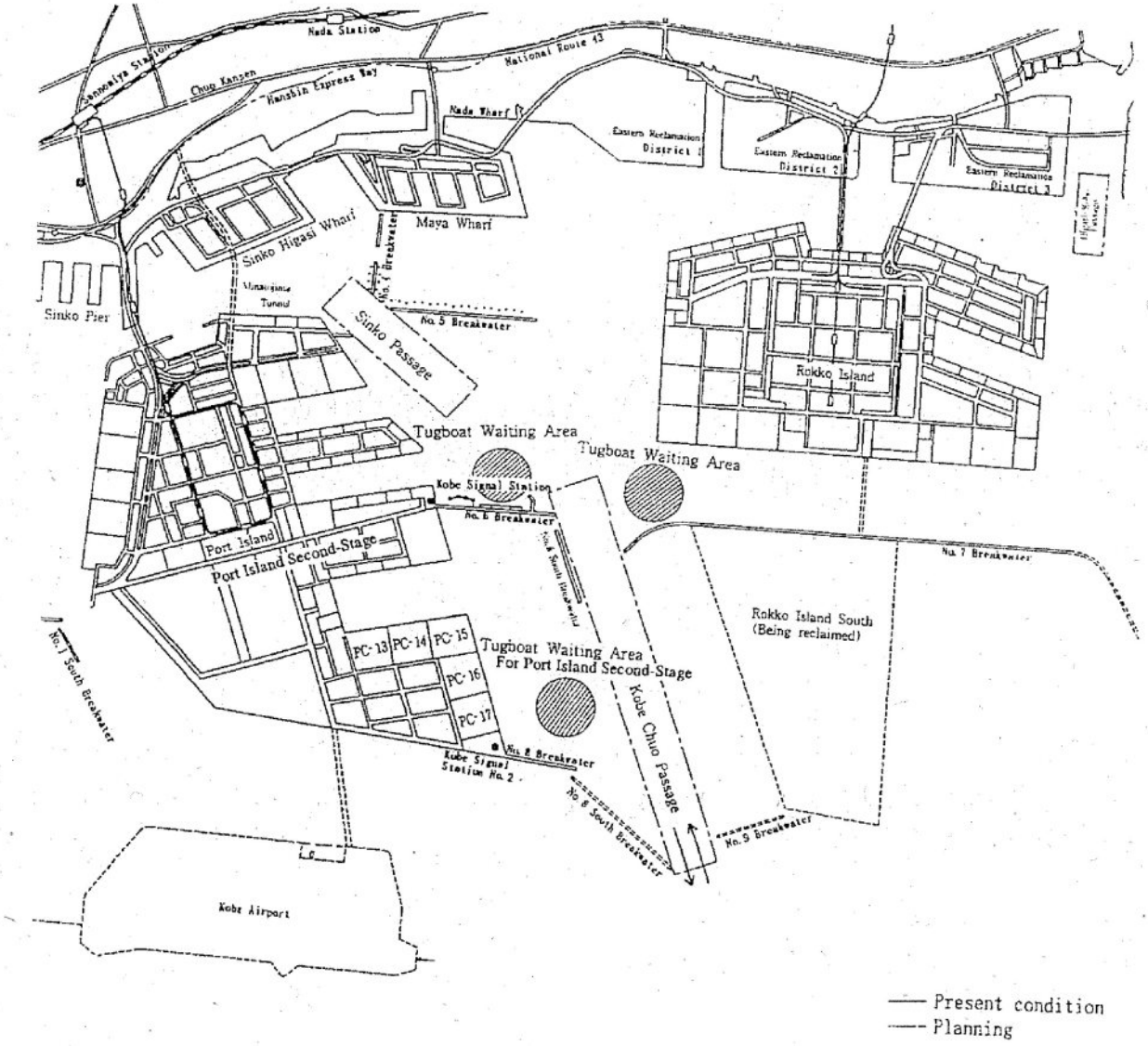
When and Where to Receive a Towingline (Tug's Line)

For ships entering the Port via Kobe Chuo passage without pilots

In principle, ships entering via Kobe Chuo Passage without pilots must receive a towingline and a transceiver in the following ways.

① Ships entering PC-13~PC18, PI-I~ K and PI-M on Port Island·Second-Stage
A tugboat will approach your ship, as soon as it leaves from Kobe Chuo Passage. When the tugboat comes close to your ship, receive a towingline and a transceiver from the tugboat. (See chart)

② Ships entering the zone inside breakwaters via Kobe Chuo Passage
A tugboat, waiting at the north side of either Breakwater NO. 6or NO. 7, will approach your ship, as soon as it reaches the end of the Kobe Chuo Passage. When the tugboat comes close to your ship, receive a towingline and a transceiver from the tugboat. (See chart)



Attachment 8

Outline of Operation Arrangements for Vessels Using Chuo Passage

1. Operation Arrangements for Incoming/Outgoing Vessels During Early Morning House (defined as 06:00-08:00)
   (1) Vessels unable to go OUT of the passage by 07:00 will bearranged no to leave shore.
   (2) If there are not no vessels requiring exit control, and 7 or more incoming vessels, the following pre-arrangements (one day prior to port entry) will be implemented:
      1) Vessels of less than 10,000G/T will go IN to the passage between 06:30 and 07:00 (up to 6 vessels (*1))
      2) Vessels of 10,000G/T or more will go IN to passage between 07:00 and 07:30.
      3) Vessels of less than 10,000G/T and unable to enter between 06:30 and 07:00 will follow the vessels of 10,000G/T or more if the latter finish going IN to the passage by 07:30.
      4) There will be no special operation arrangements for vessels 10,000G/T or more going IN to the passage after 07:30.
   (3) If there are no vessels requiring exit control and less than 7 entering vessels, there will be no special operation arrangement.
2. Operation Pre-arrangements for Expected Congestion at the Passage Entrance (North End)
   (1) When multiple out going vessels overlap at the same Passage-IN time on the Passage Transit Schedule (*2)
      1) Request will be made to the related vessels via respective agents to clear port and go IN to the passage, yielding to the berth ship(s) closer to the passage.
      2) If the port clearance timing gets organized as a result, the time on the Passage Transit Schedule will be changed.
   (2) When incoming and outgoing ships are overlapping on the Passage Transit Schedule (*3)
      1) Request will be made to both ships via respective agents so that after incoming ship goes OUT of Passage, out going ship is to go IN to the passage.
      2) If the port clearance timing gets organized as a result, the time on the Passage Transit Schedule will be changed.
3. Others (Real-time Information from Kobe Port Radio)
   (1) When the passage entrance is congested with incoming ships during early morning hours, port entry order will be advised according to the general rule of back berth priority based on the Passage Transit Schedule.
   (2) When a deep draft vessels (10m or more) makes port entry into East Construction Zone 1 or 2 after the deep draft vessel exits the passage and before it docks, if there is a ship blocking its course, the relevant ship will be cautioned via VHF.
   (3) When there are incoming/outgoing ships to/from Port Island Second Stage East Quay incoming/outgoing movements will be thoroughly informed to related ships, while providing real-time, precise information about other shipping movements such as passage transit status, to provide timely advise to avoid traffic overlap in the same quay area.

*1 Standard order:Anchoring ships, sailing from Osaka, sailing from Akashi Strait, sailing from Tomogashima.

*2 Posted in the shipping movement section of Port of Kobe EDI website (automatically renewed every 5 minutes)

*3 When an incoming ship's Passage-IN time plus 20 minutes on the Passage transit Schedule overlap with the Passage-IN time of an outgoing ship on the same schedule.

Attachment 9

Traffic control signal of Kobe Chuo Passage

Kind of signal	Letter system (day and night)	Meaning
Entry signal	Flashing of letter" I"	・Inbound vessels may enter. ・Outbound vessels of 500 G/T or more shall not leave. ・Outbound vessels less than 500 G/T may leave.
Departure signal	Flashing of letter" O"	・Outbound vessels may leave the port. ・Inbound vessels of 500 G/T or more shall not enter. ・Inbound vessels less than 500G/T may enter.
Waiting signal	Flashing of letter" F"	・Inbound and outbound vessels of 40,000G/T or more (oil tankers of 1,000 G/T or more) shall not pass through the passage. ・Other vessels may enter or leave.
Prohibition signal	Lighting of letter" X"	・Vessels other than those designated by the Captain of the Port shall not enter or leave.
Notice signal	Alternating Flashing of letter "X" and that (I. O. or F) which will be the next signal	・Vessels already in the passage may proceed through the passage. ・Vessels of 500G/T or more outside the passage shall avoid other vessels in the passage and wait. ・The signal will soon change to "I", "O", or "F".
	Flashing of letter "X"	・Vessels already in the passage may proceed through the passage. ・Vessels outside the passage shall avoid other vessels in the passage and wait. ・The signal will soon change to lighted letter "X".

Check list of entry and departure

Item	Content	Time	Check-mark
Reports of navigation movements	ETA at outer harbor (※)	After transiting Tomogashima Route	
		Prior to entering Akashi strait	
		After departing Osaka area	
	Scheduled quay, and any reassignment	30 minutes prior to reaching outer	
	ETD from quay Departing quay	Port departure standby time	
		At departure (at single up)	
	Location at which anchor dropped	Time of dropping anchor	
	Location at which anchor raised	Time of raising	
Miscellaneous	Kobe Chuo Passage Incoming/outgoing route Chart (Attachment 10)	1 hour prior to entering	
	Stand by lifting Signal Flag for Berth(Attachment 4-1,2)	30 minutes prior to entering	

※ 1. Embarkation point when Hanshin pilot

2. When vessels enter port without a pilot or directly from the Osaka area with a Hanshin pilot on board,
   - enter to the vicinity of the entrance of Kobe Nishi Passage for section 1
   - enter to the vicinity of the entrance of Kobe Chuo Passage for section 2
   - enter to the East end of the NO.7 Breakwater for section 3

3. The location of where vessel is going to anchoring at a designated anchorage.

TUNE IN TO VHF Ch.16

To All captains of vessels entering Kobe Area, Hanshin Port

Thank you for using Kobe Area, Hanshin Port, and for continuing to utilize Kobe Port Radio to receive information on ships entering and leaving the Port.

We know you usually contact each other in order to prevent an accident beforehand and to increase ship traffic safety awareness. To ensure this, Kobe area is conducting you to promote the following safety measures and the use of VHF communication system. As such, we ask for your cooperation with the following:

1. Tune in to VHF Ch.16.

2. Respond to Kobe Port Radio and communications from other ships.

3. When the passage entrance is congested with incoming ships, follow Kobe Port Radio's port entry order.
   (in particular, please notify Kobe Port Radio upon entering and leaving the port.)



Ships not in possession of the "Kobe Area, Hanshin Port Entry Manual" may obtain this through your agency.
Thank you for your cooperation.

WARNING TO MARINERS!!

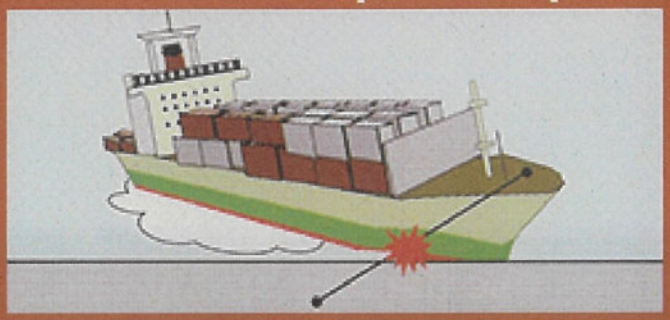
Burst ropes KILLED shore laborers!!

Vessel was also hit and damaged by broken ropes.

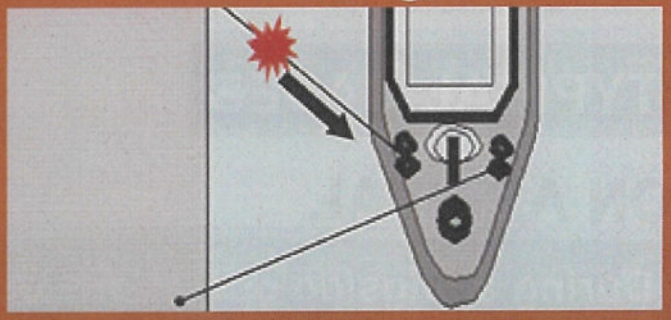




on arrival / departure port



while alongside





Mariners are in DANGER !!

How can we maintain our safety ?

RULE 1

CONFIRM that no one is around when tightening ropes.

RULE 2

NEVER use damaged/frayed ropes.

RULE 3

NEVER overload ropes.

RULE 4

KEEP good contact between bridge and all stations.

ROPE ACCIDENTS ARE HAPPENING

At Kobe,two laborers at the wharf were killed by burst mooring ropes while vessel's alongside operation on Mar 20,2009. After the tragedy,there have been over 70 cases of same incidents only in Kobe,fortunately with no death/ injury.These are typical incidents and are preventable with additional care by mariners.

WE NEED YOUR EXTRA CAUTION !!

TYPICAL CASES

ON ARRIVAL

During alongside operations,captains use the fore spring-line to reduce headway but give too much tension and break the line.

Using damaged mooring hawser,those burst when mariners heave it up.

Ropes break because too much tension is put on the spring-line while pulling the vessel alongside to the pier.

ON DEPARTURE

When leaving from the wharf,captains tighten the fore spring line to kick out the stern,but put too much tension on the fore spring-line and it breaks.

Safety Council for Line Handling at Port of Kobe	TEL +81-78-321-0152
Kobe Coast Guard Office (Captain of the Port,Hanshin)	TEL +81-78-322-2027
Kobe District Transport Bureau (Port State Control)	TEL +81-78-321-7061
Kobe Port Authority (Port & Harbor administrator)	TEL +81-78-272-1612