PORTS of OSAKA PREFECTURE

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Produced in cooperation with: Osaka Prefecture Port and Harbor Association, Sakai-Semboku Port Promotion Council,
Hannan Port Promotion Council
Osaka Prefectural Port Promotion Website: http://www.osakaprefports.jp/english/
The sea is our gateway to the world. The sea teaches us that we are part of the world.

Osaka Bay – Japan’s marine gateway to the world – is now undergoing numerous leading projects that will contribute to the future development of Japan, including Kansai International Airport Expansion and the Phoenix Project.

Eight prefectural ports of various sizes, including the Port of Sakai-Semboku (specially designated major port) and the Port of Hannan (major port), are located along the 70 kilometers of coastline extending from the Yamato River in the north to the Osaka-Wakayama prefectural border in the south.

From the World to Osaka, from Osaka to the Future

Starting from Osaka Bay,
Exchange for the 21st Century

Japan’s Gateway to the World.
With the tremendous potential and vitality that befit the truly international city of Osaka,
Seeking to become a new hub for the international exchange of people, goods and information.
Easy Access to Metropolitan Areas, Airports, the Entire Nation and the World

Along with Tokyo, the Osaka metropolitan area is a hub of the economic and industrial activities of Japan. In Osaka, the world’s most advanced technologies and traditional cultures flourish harmoniously. Prefectural ports, including Sakai-Semboku and Hannan, are linked to the vast Osaka metropolitan area by a superb traffic network, comprising such elements as the Hanshin Expressway Wangan Route and Sakai-Semboku Toll Road, thereby ensuring smooth and efficient cargo transportation to the Kansai area and other parts of Japan.
Attractive Ports with Numerous Functions and Features

Eight prefectural ports are located along the 70-kilometers of coastline extending from the Yamato River in the north to the Osaka-Wakayama prefectural border in the south. The eight prefectural ports are: Port of Sakai-Semboku (specially designated major port); Port of Hannan (major port); Ports of Nishiki, Izumisano, Ozaki, Tanonawa, Fuku and Shinsu (local ports). Each port has unique characteristic functions and serves as a commercial, industrial or recreational port.

Characteristics of Prefectural Ports

- Port of Ando-Osakada-Ishibishibara: 15% of the cargo incoming and outgoing to/from Osaka Bay.
- Port of Sakai-Semboku: A major port for the import of goods.
- Port of Kure: 31% of the cargo handled at this prefectural port.

Statistics

Port of Sakai-Semboku

Changes in Number of Vessels Called

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<tr>
<th>Year</th>
<th>Domestic</th>
<th>Total</th>
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<td>74,329</td>
<td>73,650</td>
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<td>2001</td>
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<td>73,450</td>
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<td>2002</td>
<td>68,405</td>
<td>70,030</td>
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Volume of Cargo Handled

<table>
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<th>Domestic</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>2000</td>
<td>65,076</td>
<td>63,840</td>
</tr>
<tr>
<td>2001</td>
<td>68,940</td>
<td>67,540</td>
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<td>2002</td>
<td>66,480</td>
<td>64,310</td>
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</table>

Top 5 Import Items

1. Finished goods: 1,207
2. Chemicals: 515
3. Steel scrap: 266

Top 5 Export Items

1. Finished goods: 1,207
2. Chemicals: 515
3. Steel scrap: 266

Domestic Trade: Top 5 Incoming-Exporting Items

1. Finished goods: 1,207
2. Chemicals: 515
3. Steel scrap: 266

Main Trading Partners

1. China: 102,477
2. Republic of Korea: 19,211

Main Import Export Items

1. Crops: 102,477
2. Chemicals: 19,211
3. Steel scrap: 19,211

Main Trading Partners

1. China: 102,477
2. Republic of Korea: 19,211

Future-oriented Port Development

Long-Term Development Plan for Osaka Prefectural Ports
— ASU PORT 21 —

Amenity Port
Create amenity-rich waterfront environment valued by residents.

Safety Port
Ensure land and maritime safety.

User Friendly Port
Develop future-oriented ports to meet the needs of the 21st century.

On the basis of social and economic situations and the needs and expectations of prefectural residents, port and harbor users and local municipalities, Osaka Prefecture has developed a Long-Term Development Plan for Osaka Prefectural Ports. The Plan presents a vision of the future - around 2025 - of eight prefectural ports including the Port of Sakai-Semboku and the Port of Hannan, as well as basic measures and steps toward achieving that future vision, developed from various perspectives such as facility improvement, management, promotion and operation.

Creating an attractive waterfront area where people can relax and enjoy marine leisure activities
- To create an attractive waterfront area where local people can relax, enjoy themselves and get close to the water, we will develop green space and a seaside leisure zone, as well as commercial and residential facilities in the hinterland areas. We will also promote and encourage alternative uses of port and harbor facilities that are seldom used, and seek ways to make effective use of underused or unused land, as well as the former final waste disposal site, so as to enhance residents’ opportunities to appreciate the waterfront and marine leisure activities. We will develop green space and develop/attract residential, commercial and other urban facilities to enhance the environment and improve the convenience of visitors and those who work at the port.

Improving marine and coastal environment
- To improve the port area environment, we will develop a green zone and artificial seashore and introduce an “eco-revetment” that is designed to improve water quality and to form a suitable habitat for wildlife. We will also encourage private port facility operators to introduce environmentally friendly facilities and operations.
- We will improve the natural coastal environment by protecting and managing valuable, natural and semi-natural coastlines, including sandy beaches and rocky shores.
- We will improve water and bottom sediment quality by dredging sludge accumulated on the seabottoms, covering the bottom with sand and backfilling the deeply drilled site. We also plan to construct canals, as well as permeable breakwaters and other advanced breakwaters, to facilitate the smooth exchange of sea water and reduce the amount of garbage flowing into the harbor, thereby improving the marine and coastal environment.

Constructing quake-proof port facilities
- To improve port disaster response functions and enable the ports to maintain maritime transportation function for emergency supplies and evacuees in the event of a large-scale disaster, we will pursue various measures for coping with large-scale earthquakes. Such measures include the construction of quake-resistant, reinforced quay walls and harbor roads and securing the space for use as a heliport.
- To transport relief workers and supplies by sea from all over the country and abroad, we will promote the development and use of Senshu Port in conjunction with Kansai International Airport.
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- To transport relief workers and supplies by sea from all over the country and abroad, we will promote the development and use of Senshu Port in conjunction with Kansai International Airport.
- To maintain the security and safety of the ports against criminal activities such as illegal entry, illegal dumping and car abandonment, by reinforcing patrols and surveillance in cooperation with the police and the Japan Coast Guard.

Ensuring the security and safety of the ports
- In accordance with the Law for the Security of Ships and of Port Facilities, we will do our utmost to optimize the protection of ships and ports against acts of terrorism and hostility. We will also strive to increase the security and safety of the ports against criminal activities such as illegal entry, illegal dumping and car abandonment, by reinforcing patrols and surveillance in cooperation with the police and the Japan Coast Guard.

Improving and maximizing functions as a physical distribution base in Southern Osaka
- We will promote the development and effective use of port and harbor facilities so as to enable each port to serve as a marine transportation base for specific cargoes such as automobiles, fruits and vegetables, plywood and building materials, thereby increasing the efficiency of port distribution in Osaka Bay and ensuring appropriate role-sharing among ports.
- To enable the prefectural ports to continue functioning as physical distribution bases in Southern Osaka, we will develop and upgrade port facilities to accommodate increased numbers of regular container, ferry and RORO services, in conjunction with improvement of the road transport network.
- We will also make efforts to maintain/ increase existing shipping lines and attract new shipping lines and distribution-related facilities. Regarding container transportation, we will promote the development and effective use of port facilities, primarily to accommodate container trade between Southern Osaka Area and Asian countries, including China, from the perspective of role-sharing between Super Core Ports and prefectural ports.

Vibrant, international harbor and industrial area that will accelerate the revitalization of Osaka
- We will promote the development and effective use of port and harbor facilities so as to enable each port to serve as a marine transportation base for specific cargoes such as automobiles, fruits and vegetables, plywood and building materials, thereby increasing the efficiency of port distribution in Osaka Bay and ensuring appropriate role-sharing among ports.
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Port of Sakai-Semboku

*Specially designated major port*

Port of Sakai-Semboku

Sakai Port and Semboku Port, now considered one of the world's significant growth as modern industrial ports.

In 1969, the two ports were combined into the Port of Sakai-Semboku (specially designated major port). Since then, the Port has contributed substantially to the development of the Japanese economy by serving as a comprehensive facility for the Osaka Bay area, now considered one of the world's leading economic centers.
Sakai-Semboku Port Multipurpose International Terminal has been developed to accommodate large vessels and handle an increasing volume of containerized cargo. At Quay No. 8, two 12-meter-deep berths that can accommodate 30,000-ton vessels, are in operation. Three gantry cranes and other state-of-the-art facilities enable efficient loading and unloading. At adjacent Quay No. 9, an extra-deep container berth (earthquake-resistant quay wall, with a depth of 14 meters) is being constructed to accommodate large 50,000-ton vessels. In April 2006, the Terminal was put into provisional operation (-12m).

Sukematsu Wharf, which covers about 120 hectares, has been developed to function as an international comprehensive distribution center for marine, land and air freight. To create a comfortable natural environment around the wharf, various development programs currently underway include the development of green zones where wild birds will flourish.

Izumiotsu Offshore Phoenix Project involves the construction of final waste disposal sites to deal with large quantities of wastes generated within the Kinki region and to use the reclaimed land to construct port facilities. Under the Phoenix Plan, since 2004 reclamation work has been under way off the coast of Izumiotsu. The reclaimed land will comprise approximately 205 hectares. The zone in which reclamation is thus far completed has been used as an auto auction venue and cargo yards. Development of this zone will continue, so as to enable its service as a hub for the export of used cars. Moreover, the construction of wharves and berths is planned. It is expected that effective, integrated use of newly developed facilities will invigorate the port area. Development of a large green zone is also planned, to provide residents with open space for recreational and other purposes. Construction is due to commence in 2007.
Shiomi Wharf, with storage sheds, warehouses and other modern port facilities, functions as a large wharf for foreign trade, handling 4.25 million tons of cargo in 2005. Quay No.5, located at the end of the wharf, has been developed exclusively to handle heavy weight cargoes; the 720-meter-long, 12-meter-deep berth can accommodate three large 30,000 D.W.T. ships at the same time. Shiomi Wharf, which is constructed to be earthquake-resistant, will serve as a supply base for emergency goods in the event of earthquake or other disaster. The offshore area is currently being reclaimed as part of the Phoenix Project.

Shiohama Wharf, located at the north end of the Port of Sakai-Semboku, has been in operation since around 1944. The wharf has a 7-meter-deep berth and shallow draft berths.

Ohama Wharf has a 10-meter deep berth and a shallow draft berth for smaller boats. At the end of the wharf is located the Sakai Fruit and Vegetable Center, the largest fruit and vegetable wholesale market in western Japan. The Center handles imported fruits and vegetables, mainly grapefruits, lemons, oranges and bananas, and contributes to the stable supply of vegetables and fruits at low prices. Approximately 49% of import cargoes of citrus fruits (grapefruits, lemons and oranges) in western Japan are handled at the Ohama Wharf.

Hamadera Wharf, located at the inner end of the Hamadera Anchorage, functions as a tugboat base for the Port of Sakai-Semboku.

Matsunohama Wharf, located at the inner end of the Otsu Anchorage east of Komatsu Wharf, provides domestic cargo services. The wharf mainly handles steel materials.

Komatsu Wharf is close to the downtown area and has good road access with Izumiotsu Ramp on Hanshin Expressway Wangan Route. Various port facilities, including private and prefectural sheds, are being developed.
The Port of Hannan extends approximately 7 kilometers north to south, spanning three municipalities (Tadaoka-cho in Semboku-gun, Kishiwada City and Kaizuka City). The Port of Hannan was established by combining Tadaoka, Kishiwada and Kaizuka Ports. Each of these three ports has a unique characteristic history. During the Azuchi-Momoyama Era, Kaizuka Port, along with Sakai Port, was well known as a commercial port with many large ships, called Sengoku-bune, traveling to and from other parts of western Japan. Tadaoka, Kishiwada and Kaizuka Ports were the focus of attention in 1964, when development of a lumber industrial complex commenced. In 1968, the three ports were combined into the Port of Hannan (major port).

In response to economic and social changes associated with the construction of Kansai International Airport, various development projects are being undertaken at and around the Port of Hannan, to upgrade port facilities and provide improved environment for living, working and leisure.
Ports with Modern Facilities

- **Hannan Second District**
  As part of the plan to enhance distribution functions of prefectoral ports, wharves for foreign trade, equipped with three 12-meter deep berths, will be constructed at the Hannan Second District (approx. 142 hectares), and a quake resistant quay wall will be constructed to create a disaster resistant port. Moreover, to promote local industries and improve the environment of the surrounding cities, a site for the manufacturing industry has been secured. To create a healthy coastal environment, a seashore and tideland will be developed. A marina will also be constructed to meet the growing demand of marine leisure activities.

- **Lumber Port District**
  This district was developed in 1966 to cope with increasing lumber imports in response to rapidly increased housing demand during the high-economic growth period. Since then, the district has played a vital role as the leading industrial lumber center of Osaka Prefecture.

- **Old Port of Kaizuka District**
  This was the second to begin operation in the Port of Hannan, after the Lumber Port District. The main cargoes handled in this district are gravel, sand, stone and steel.

- **Izozuhama District**
  This district was built as a domestic trade wharf for the Port of Hannan. The main cargoes handled in this district are sand, gravel and stone.

- **Nishiki District**
  This district is being developed under the Nishikinohama Development Project. The 252 hectares of land has been zoned for industrial, housing, port facility and green space development. The project aims to develop a town that provides optimal living, working and recreation environments for its residents. At the new Kaizuka Wharf, located at the northern end of the area, a 12-meter deep berth has been constructed to further improve the wharf's functions as the central foreign trade wharf for the Port of Hannan. In April 2006, the berth (water depth — 10m) was put into provisional operation. Many firms have already moved into the distribution facility zone in the Nishiki district.

- **Kishiwada Kaizuka Clean Center**
  Kishiwada Kaizuka Clean Center is equipped with incineration facilities that can handle 531 tons of garbage a day, and recycling systems. The Center commenced operation in April 2007.

- **Artificial Tidal Flat**
  An artificial tidal flat has been developed to create a habitat for wild birds and seashells. It is a place where people can relax and enjoy nature.
Port of Fuke
Port of Fuke, Osaka Prefecture’s southernmost port, functions as a marine transport hub. In the Tanagawa District there is a calm anchorage, dredged to a depth of 3 meters. The port is used as a refuge during storms.

Port of Tannowa
Port of Tannowa is a recreational port with beautiful scenery and a grassy plateau close to the sea. Adjacent to the port is the Osaka Prefectural Marine Center for Youth. The port is always crowded with people who enjoy boating and yachting.

With the development of a bathing beach that will span some 2 kilometers and the shore on the northern side of this port, the area is expected to become a center of marine recreation.

Port of Ozaki
Port of Ozaki is located in Hannan City. With its calm, safe anchorage, this port plays an important role as a refuge port and calling port for coasting vessels.

Port of Izumisano
Port of Izumisano, developed as part of the Southern Osaka Bay Area Development Project, commenced operation in April 1996. Located in the northern part of Rinku Town, the port is very close to the Kansai International Airport. Due to its geographical location, the port is expected to serve as a hub port for domestic trade and to promote the exchange of people, goods and information from all over Japan and around the world. At the adjacent Sano Fishing Port, a food industry complex has been constructed that houses many food-related companies.

Port of Nishiki
Port of Nishiki, located at the mouth of the Mide River, which runs along the boundary between Kaizuka City and Izumisano City, is primarily used as a yacht harbor. Nishikinohama Beach, located north of the port, is known for its scenic beauty, with white sand and green pine trees. The beach is loved by tourists as well as local residents, and is visited year-round.

Port of Senshu
Port of Senshu, the marine gateway to Kansai International Airport, is the newest prefectural port. Domestic oil tankers carrying aircraft fuel use this port. Taking advantage of its proximity to the airport, the port is expected to provide a vital link between sea and air transportation, and to serve as a distribution hub.

Port of Senshu Area
Prefectural Ports in Senshu Area
The circle represents the world (Earth), and the letters “PORT of SAKAI-SEMBOKU” arranged around the circumference represent the fact that the port provides access to the seas of the world. The ship is a goshoen sen (trading ship) authorized by the shogunate, and the lighthouse is the Old Sakai Lighthouse, the oldest wooden Western-style lighthouse in Japan (designated a national historic monument on July 12, 1972 by the Agency for Cultural Affairs). Both are true symbols of the Port of Sakai-Semboku, its long and glorious history. Seven wavy lines symbolize the seven seas of the world, representing the status of the Port of Sakai-Semboku, which is developing remarkably as one of Japan’s leading international ports. A diagonal band with patterns of Osaka’s prefectoral tree (ginkgo) and with the prefectoral emblem at both ends represents a greenway, depicting the port with a beautiful environment surrounded by lush greenery and visted by residents. “PROGRESS & HARMONY” is the motto of the Port of Sakai-Semboku.

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**History**

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<th>Year</th>
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<td>1870</td>
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</tr>
<tr>
<td>1873</td>
<td>Port of Sakai was designated a local port and came under management of Osaka Prefectural Government.</td>
</tr>
<tr>
<td>1883</td>
<td>Port of Sakai was upgraded to a specially designated port.</td>
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<td>1896</td>
<td>Port of Sakai was designated a local port and came under management of Osaka Prefectural Government.</td>
</tr>
<tr>
<td>1918</td>
<td>Port of Sakai was combined into the Port of Hannan.</td>
</tr>
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<td>1929</td>
<td>Port of Sakai was designated a local port.</td>
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<tr>
<td>1936</td>
<td>Port of Sakai was designated a port of the Ministry of Transport.</td>
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<tr>
<td>1949</td>
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**Related Public Organizations**

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<tr>
<td>Osaka Port &amp; Airport Office</td>
<td>TEL: 078-331-6701</td>
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<tr>
<td>Kojima City</td>
<td>TEL: 06-6941-0771</td>
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<tr>
<td>Hannam Port Office</td>
<td>TEL: 079-971-1381</td>
</tr>
<tr>
<td>Kishiwada Port Office</td>
<td>TEL: 06-6571-0766</td>
</tr>
<tr>
<td>Osaka Port Branch Office</td>
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**Organization of the Osaka Port and Harbor Bureau (as of April 2007)**

- Department of General Affairs
- Department of Planning
- Construction Department
- Department of Project Management
- Port Office
- Fishing Port Office

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**Minor Events in the History of Osaka Prefectural Ports**

- Various events, such as the opening of the Port of Sakai-Semboku, were held.

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**Japanese English**

- Osaka Prefectural Government website
- Osaka Port & Airport website

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**Image**

- A diagram illustrating the historical development of the Port of Sakai-Semboku.

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**Related Data**

- Port development plans and statistics
- Historical documents and photographs

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**References**

- Osaka Prefectural Government
- Osaka Port & Airport
- Various academic sources on the history of Osaka Prefectural Ports

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**Assistance**

- Assistance from Osaka Prefectural Government and Osaka Port & Airport

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**Acknowledgments**

- Acknowledgments to the Osaka Prefectural Government and Osaka Port & Airport for their cooperation and support.

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**Conclusion**

- The history of Osaka Prefectural Ports is rich in events, with various important developments and milestones.

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**Figure**

- A figure showing the historical timeline of the Port of Sakai-Semboku.
PORTS of OSAKA PREFECTURE