

**TO:** Users of Port of Kushiro

**FROM:**

President of the Kushiro Port Safety Countermeasures Council

**Date:** Thursday, August 12, 2021

**Pages:** 17 pages

**Message:**

The following is an agreement reached by the Kushiro Port Safety Countermeasures Council.

The Council was established on July 8, 1965, 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.

The Council consists of 53 stakeholders of the port, including shippers, ship charterers, ship owners, ship operators, pilots, ship agents, and 11 advisors that include City of Kushiro as Kushiro Port Authority and Kushiro Coast Guard Office assigned as a Secretariat of the Council and which the chief is the Captain of the Port of Kushiro. (see attachment: Members' List of the Kushiro Port Safety Countermeasures Council)

Under the Council, there are five working groups and one committee that include Merchant Ship Accidents Prevention Working Group and Typhoon and Tsunami Countermeasures Committee. According to need, issues raised have been discussed at appropriate working groups, etc., on all such occasions, and in that way, rules on how to use Kushiro Port safely have been made.

All users of Kushiro Port are consequently advised to follow the rules in good faith described in the agreement accordingly.

Revised July 1, 2021  
Revised and effect November 20, 2018  
Revised June 17, 2014  
Revised February 21, 2011  
Revised June 23, 2010  
Revised June 4, 2008  
Agreed January 16, 2003

## Kushiro Port Safety Countermeasures Council Agreement

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.

1-1 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.

1-2 The vessel should use a tugboat. However, vessels equipped with thrusters, etc. are not subject to this rule.

1-3 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 East Area, namely Quake-resistant Cruise Ship Terminal, and East Side Quays of Wharf 4 (minus 10 meters and minus 12 meters) in West Area, safety countermeasures are described in Annex 1, notwithstanding the above-mentioned provision 1.

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

4-1 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.

4-2 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.

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, etc. 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 attachment 2) 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 attachment 2) 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	<p>1. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, etc. 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.</p>	
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		

<p style="text-align: center;">Safety countermeasures against strong wind</p>	<p>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 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"> <li>1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary.</li> <li>2) Taking into account the bitts strength, tighten berthing ropes suitably.</li> </ol> <p>Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible.</p>
<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 attachment 2) 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 attachment 2) 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"> <li>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.</li> <li>2. On arrival, coordinate the port traffic that there are no vessels alongside South Side Bulk Quay 2 of Wharf 2, West Area.</li> </ol>
Vessel's arrival and departure at night or under low visibility	<ol style="list-style-type: none"> <li>1. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, etc. and weather and sea condition information.</li> <li>2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout.</li> </ol>
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> <p>1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary.</p> <p>2) Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible.</p> <p>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, etc.</p>
<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 attachment 2) 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 attachment 2) 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"> <li>1. Make the center line of the berth obvious, using lighting facilities of berth and cargo handling facilities, etc.</li> <li>2. Vessels should make efforts to gather port traffic information of vessels inward and outward and vessels at anchor in the port, etc. and weather and sea condition information.</li> <li>3. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout.</li> </ol>
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"> <li>1) Balance mooring ropes to bow and aft as much as possible, and install more ropes if necessary.</li> <li>2) Check the tension of the berthing ropes periodically while berthing, and tighten the berthing ropes equally as much as possible.</li> <li>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, etc.</li> </ol>
<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 attachment 2) 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 attachment 2) 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>

“Standards of Pier-Docking with No. 1 Oil Pier of Wharf 1 in West Area of Kushiro Port, etc.”

(As one of the models)

An excerpt of “Approval Request of Designated Berthing Facility for Dangerous Goods Handling” of the above-mentioned pier

1. Berthing tanker of 1,000 GT or more should use a tugboat as a rule. However, the tanker equipped with thrusters is not subject to this provision.
2. A tanker that is to berth this pier for the very first time should arrange pilotage. However, in case that the master of the tanker has ever berthed the same pier as a master of the other vessel, this case is not subject to this provision.
3. Berthing is not allowed at night.
4. While staying alongside the berth, vessels should be ready for departure.
5. Vessels should secure under-keel clearance of 10 percent of water depth as a rule.
6. In the case when the visibility is less than the breadth of the passage, vessels are not allowed to enter or leave the port.
- 7-1 In the case when the wind velocity is 15 m/s or more around the berthing pier, berthing is to be suspended.
- 7-2 In the case when the wind velocity reaches 15 m/s or more, or pitching and rolling of the tanker is heavy due to the swell, the tanker should suspend loading and then disconnect loading arms.
8. In the case when an earthquake and tsunami warning is issued, or tsunami is anticipated by the master of the vessel, the vessel should suspend berthing or leave the berth.

Outline of safety countermeasures against typhoon and tsunami tidal wave in Kushiro Port  
formulated at Typhoon and Tsunami Countermeasures Committee  
based on the Regulations of the Kushiro Port Safety Countermeasures Council  
(Revised July 1, 2021)

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"> <li>1. Vessels should gather the latest information on the typhoon or low-pressure system.</li> <li>2. Vessels should prepare for stormy weather, if necessary.</li> </ol>
Level 1	In the case when a storm warning or blizzard warning is issued for Kushiro City	<ol style="list-style-type: none"> <li>1. Vessels in the port should prepare for stormy weather, and remain operational if necessary.</li> <li>2. Loading and unloading of dangerous goods and heavy oil should be suspended.</li> <li>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.</li> </ol>
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"> <li>1. The following vessels should evacuate to outside the harbor limit of Kushiro Port. <ul style="list-style-type: none"> <li>- Vessels of 100 gross tonnage or more carrying dangerous goods</li> <li>- Vessels of 5,000 gross tonnage or more in West Area of Kushiro Port</li> </ul> </li> <li>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.</li> </ol>

		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.	1. The following vessels should evacuate to other areas which are less affected by typhoon, low pressure, etc. - 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.
Rescission	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.

#### 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 part of Hokkaido's Pacific Coast	Vessels should suspend loading, unloading and related work, then harbor or evacuate Kushiro Port depending on the situation.
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
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#### 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, etc. 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.

Members' List of the Kushiro Port Safety Countermeasures Council  
(As of July 1, 2021)

No.	Name of the entity	Remarks
1	Mitsuwa Transportation Co., Ltd.	Chairperson
2	Kushiro Trawl Fisheries Cooperative Association	Vice Chairperson
3	Kushiro Branch, Kuribayashi Steamship Co., Ltd.	Vice Chairperson
4	Kushiro LNG Terminal, Kushiro LNG Corporation	Permanent member Head of Dangerous Goods Accident Prevention Working Group
5	Doto Branch, Hokkaido Energy Co., Ltd.	Permanent member Head of Pollution Prevention Working Group
6	Kushiro Branch, Nippon Express Co., Ltd.	Permanent member Head of Merchant Ship Accidents Prevention Working Group
7	Kushiroshi Fisheries Cooperative Association	Permanent member Head of Fisheries Vessels Accident Prevention Working Group
8	Hamaya Construction Co., Ltd.	Permanent member Head of Port and Harbor Construction Working Group
9	Licensed Pilot of Kushiro Harbour	Permanent member Head of Typhoon and Tsunami Countermeasures Committee
10	Kushiro Branch, Hokuryo Sangyo Futo Co., Ltd.	Permanent member
11	Senseki Kogyo Co., Ltd.	Permanent member
12	Hokkai Shell Sekiyu Co., Ltd.	Permanent member
13	Kushiro Heavy Industries Co., Ltd.	Permanent member
14	Kushiro Branch, Hokkai Transportation Co., Ltd.	Auditor
15	Kyoritsu Marine Service Co., Ltd.	Auditor
16	Shin Taiheiyo Co., Ltd.	
17	Kushiro Apollo Oil Co., Ltd.	

18	Kushiro Oil Terminal, Tozai Oil Terminal Co., Ltd.	
19	Kushiro Office, Iwakura Construction Co., Ltd.	
20	Hokkaido Branch, Ube-Mitsubishi Cement Corporation	
21	Kushiro Office, Sapporo Branch, Kamei Corporation	
22	Kanai Fisheries Co., Ltd.	
23	Kanai Oil Co., Ltd.	
24	Kushiro Branch, Kawasaki Kinkai Kisen Co., Ltd.	
25	Kushiro Services Branch, Kitanihon-Oil Co., Ltd.	
26	Kushiroshi Toubu Fisheries Cooperative Association	
27	Hokuryo Transportation Co., Ltd.	
28	Kushiro Tugboat Co., Ltd.	
29	Kushiro Koun Operations Co., Ltd.	
30	Sapporo Branch, Penta-Ocean Construction Co., Ltd.	
31	Kushiro Nishikou Depot, Idemitsu Kosan Co., Ltd.	
32	Shirasaki Construction Co., Ltd.	
33	Mitsuwa Shoukai Co., Ltd.	
34	Hokuren Kushiro Oil Storage Facility	
35	Kushiro Oil Terminal, Japan Fisheries Cooperative Association	
36	Kushiro Chemical Center, Soda Nikka Co., Ltd.	
37	Kushiro Oil Terminal, Idemitsu Kosan Co., Ltd.	
38	Aoi Construction Co., Ltd.	
39	Hokkaido Branch, Toyo Construction Co., Ltd.	
40	Nakano Tsusen Co., Ltd.	
41	Kushiro Branch, Hagiwara Construction Industry Co., Ltd.	
42	Kushiro Fish Wholesale Market Co., Ltd.	
43	Hokkaido Purse Seine Fisheries Association	
44	Murai Kensetsu Co., Ltd.	
45	Yamauchi Aquatech Co., Ltd.	
46	Kushiro Office, Watanabe Construction Industry Co., Ltd.	
47	Eiko Industry Co., Ltd.	
48	Kawasaki Zosen Co., Ltd.	
49	Hokkaido Branch, Toa Corporation	
50	Kushiro Nishiko Oil Terminal, ENEOS Co., Ltd.	
51	I. COM Co., Ltd.	



52	Kushiro Nishiko Kaihatsu Futo Inc.	
53	Kushiro Branch, Zennoh Silo Co., Ltd.	

#### Advisors

No.	Name of the entity	Remarks
1	Kushiro Coast Guard Office, 1 <sup>st</sup> Regional Coast Guard Headquarters, Japan Coast Guard, Ministry of Land, Infrastructure, Transport and Tourism (MLIT)	Secretariat of the Council Attention: Maritime Traffic Division
2	Kushiro Transport Branch Office, Hokkaido District Transport Bureau, MLIT	
3	Kushiro Meteorological Office, Japan Meteorological Agency, MLIT	
4	Kushiro Port Office, Kushiro Development and Construction Department, Hokkaido Regional Development Bureau, MLIT	
5	Fishery, Port and Airport Department, City of Kushiro	Kushiro Port Authority
6	Kushiro Fire Headquarters, City of Kushiro	
7	Kushiro Police Station, Hokkaido Prefectural Police	
8	Kushiro Detached Office, Otaru Quarantine Station, Ministry of Health, Labor and Welfare	
9	Kushiro Branch Customs, Hakodate Customs, Ministry of Finance	
10	Kushiro Port Branch Office, Sapporo Regional Immigration Bureau, Ministry of Justice	
11	Kushiro Air Station, 1 <sup>st</sup> Regional Coast Guard Headquarters, Japan Coast Guard, MLIT	

#### Observers

No.	Name of the entity	Remarks
1	Kombumori Fisheries Cooperative Association	