TO: Users of Port of Kushiro
釧路港利用者の皆様へ

FROM:
President of the Kushiro Port safety Countermeasures Council
釧路港安全対策協会　会長

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Message:
内容：
The following is an agreement reached by the Kushiro Port Safety Countermeasures Council.
以下は、釧路港安全対策協議会による合意事項です。

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.
同協議会は１９６５年７月８日、釧路港及びその付近水域における船舶及び港内の安全と犯罪の予防促進を目的に設立されました。

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.
同協議会は、荷主、傭船者、船主、船舶運航者、水先人、船舶代理店ほか５３の釧路港の利用者と１１の顧問から構成され、うち顧問である釧路市は釧路港港湾管理者であり、また、釧路海上保安部は同協議会で事務局を務めており、同保安部長は釧路港長です。

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.
同協議会のもとには、商船事故防止部会、台風・津波対策委員会といった５つの部会と１つの委員会が置かれ、必要に応じて、案件はその都度各部会等で検討され、釧路港を安全に利用するためのルールが作られてきました。

All users of Kushiro Port are consequently advised to follow the rules in good faith described in the agreement accordingly.
したがって、釧路港のすべての利用者は、本協議会における合意事項を誠実に履行することが求められています。

Revised June 25, 2025
Revised March 24, 2023
Revised July 1, 2022
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
釧路港安全対策協議会合意事項

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.
旅客船及び全長１５０ｍ以上の船舶に係る安全対策は、原則として、次のとおりとする。

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）当該船舶の船長が初めて釧路港に入出港する場合は、水先人を乗船させる。
1-2 The vessel should use a tugboat. However, vessels equipped with thrusters are not subject to this rule.
（２）曳船を使用する。ただし、スラスター等装備船舶は、この限りではない。
1-3 In case of low visibility, a forward lookout boat should be arranged as need.
（３）視界不良時においては、必要に応じ前路警戒船を配備する。

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 (minus10 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.
東港区中央埠頭東側－９ｍ岸壁（耐震旅客船岸壁）及び西港区第４埠頭東側－１０、－１２ｍ岸壁における対象船舶の安全対策については、上記１項目にかかわらず、別紙１のとおりとする。

3. With regard to South Side Quays of Wharf 2 (minus12 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.
西港区第２埠頭南側－１２ｍ岸壁及び西港区第２埠頭南側バルク１号桟橋における対象船舶の安全対策については、上記１項目にかかわらず、別紙２のとおりとする。

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.
釧路港外（外港区含む）に錨泊中の船舶に対する走錨対策は、原則として、次のとおりとする。
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.
（１）釧路港長から「走錨注意情報」が発表されたときは、常時自船の位置を確認するとともに走錨

のおそれがある場合は錨泊を自粛するものとする。

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.

（２）気象庁より暴風警報又は暴風雪警報が発表され、風向予報が西又は南寄りの場合は、速やかに抜錨し港外の安全な海域において 漂泊避難するものとする。

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.

釧路港西港区（西港船溜物揚場を除く）に係留中（又は係留予定）の船舶に対する荒天対策は、原則として次のとおりとする。釧路市が船舶避難情報を発出した場合は、協議会事務局から各会員に対して周知するものとし、各会員は関係船舶に当該情報の発出及び遵守について伝達するものとする。

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.

（１）船舶避難情報発出基準

釧路市が、荒天候により西港区内の係留船舶等に危険が及ぶおそれがあると判断する基準は、以下のとおりとし、基準を超えると判断した場合は、船舶避難情報を発出する。

<table>
<tr><td rowspan="7">Condition</td><td>Wave Height
波高</td><td>≧3.0m
3.0m以上</td><td>Wave Height
波高</td><td>≧3.0m
3.0m以上</td><td rowspan="7">Any other condition judged by Kushiro city to pose danger to moored vessels
その他釧路市が危険と判断した場合</td></tr>
<tr><td colspan="2">And
かつ</td><td colspan="2">And
かつ</td></tr>
<tr><td>Wave period
周期</td><td>≧12.0s
12.0s以上</td><td>Wave period
周期</td><td>≧15.0s
15.0s以上</td></tr>
<tr><td colspan="2">And
かつ</td><td colspan="2">And
かつ</td></tr>
<tr><td>Wave direction
波向き</td><td>WSW, SW, SSW, S, SSE, SE, or ESE</td><td>Wave direction
波向き</td><td>WSW, SW, SSW, S, SSE, SE, or ESE</td></tr>
<tr><td>Target</td><td colspan="2">All Vessels except Ro-Ro ships
RORO船を除く全ての船舶</td><td colspan="2">All vessels
全ての船舶</td><td>All vessels
全ての船舶</td></tr>
</table>

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.

（２）船舶避難情報発出時期

船舶避難情報発出のタイミングは荒天候日時に達する前日の正午までを原則とし、前日の正午以降に上記基準を超えると判断した場合はその時点で発出する。また、釧路市は船舶避難情報発出時、係留可能となる予定日時も同時に発出する。

5-3 Measures to Be Taken by Vessels

（３）係留船舶等の対応

5-3-1 Vessels shall evacuate early without delay, by the time of forecasted stormy weather.

① 船舶は時機を逸することなく、荒天候日時までに早期避難を行うものとする。

5-3-2 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.

② 船舶は避難解除の予定日時以降の係留について、※リアルタイムナウファスを確認するとともに今後の気象海象等を勘案のうえ、安全と判断したのち係留するものとする。

5-3-3 The above measures shall be based on the standards established by the relevant parties (pilot, tugboats, etc.).

③ 上記の対応については、関係者（水先人、タグボート等）が定める基準等によるものとする。

* Real-time NOWPHAS: Nationwide Ocean Wave information network for Ports and Harbors.

（注）※は、国土交通省港湾局 リアルタイムナウファス 釧路港 有義波実況
https://nowphas.mlit.go.jp/yugiha_graph/613/7/

Annex 1-1
別紙１－１

Berth 対象岸壁	East Side Quays of Central Wharf (minus 9 meters) (Quake-resistant Cruise Ship Terminal), East Area 東港区中央埠頭東側－９ｍ岸壁（耐震旅客船岸壁）	
Depth of berth バース水深	9.0 meters ９．０ｍ	
Length of berth バース長さ	310.0 meters ３１０．０ｍ	
Vessels 対象船舶	Passenger vessels of 50,000 GT class 旅客船　５万ＧＴ級	Cargo vessels of 10,000 DWT class 貨物船１万ＤＷＴ級
Maximum draft of the vessel 対象船舶の最大喫水	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.) ８．１８ｍ以下（利用水域の最浅部に対して、常時、喫水１０％以上の余裕水深を確保する。）	
Safety countermeasures of arrival and departure 入出港時の安全対策		
Evasion of encounters and competition of the other vessels 行会い・競合の回避	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) 釧路港東港区に入出港する船舶の入出港予定時刻を調整する。	Coordinate ETA or ETD of the vessel with other vessels that will use berthing facilities in the estuary of the Kushiro River 釧路川河口の係留施設を利用する他の船舶と入出港予定時刻を調整する。
Pilotage 水先人	Necessary 要	
Tugboat タグボート	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). スラスター若しくは２軸２舵を有する場合、3,200馬力級以上１隻以上配備（風速の状況により適宜増強） 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. 上記装備を保有していない船舶又は岸壁法線に対して横方向からの風が強い場合、3, 200馬力級以上２隻以上配備	
Designation of boundary of the berth 埠頭境界等の明示	1. Designate a marking signal on both sides of the berth (light marking signal is necessary at night) 当該岸壁の両端に標識灯（夜間については灯火付き）を明示 2. Install an international signal flag N abeam of the bridge of the vessel when the vessel arrived 着岸時における船橋正横位置に国際信号旗Ｎ旗を設置	

Vessel's arrival and departure at night or under low visibility 夜間及び狭視界時の入出港	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. 港内における入出港船舶及び錨泊船等の状況や気象・海象情報入手に努める。 2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout, if necessary. 必要に応じタグボートで前路警戒を実施する。（視界１，０００m以下）
Wind velocity on arrival and departure 入出港時の風速	Average velocity is less than 10 m/s. 平均風速１０m/ｓ未満
Visibility 視界	500 meters or more ５００m以上
Velocity of a vessel approaching the berth, to or from a vertical direction 接岸速度	14 cm/s or less １４ｃm/ｓ以下
Safety countermeasures while the vessel is moored alongside the berth 係留時の安全対策	
Safety countermeasures against strong winds 強風対策	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: 1) vessels should install more mooring ropes 2) vessels should have its side thruster ready and make use of it accordingly or at discretion 係留中に岸壁側から吹く風の平均風速が１３m/ｓを超えることが予想される場合は、次の安全対策をとるものとする。 ⑴係留索の増取りを行う。 ⑵サイドスラスターを準備し、適宜使用する。 2. Also, in the case when average wind velocity is anticipated to exceed 15 m/s, the vessel should evacuate the port. Ref. Durability of bitts and mooring post 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. また、平均風速が１５m/ｓを超えると予想される場合は、港外避泊するものとする。 ※ビット強度 直柱及び曲柱使用時２０m/ｓまで、曲柱のみ使用時１６m/ｓまで
Safety countermeasures against abnormal weather 異常気象時の対策	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. When evacuating the port, the vessel should do with plenty of time to spare. 台風等異常気象が予想される場合、対象船舶は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-2 台風等に対する対応表参照）、又は本船船長の判断により離岸、避泊するものとし、避泊にあたっては時間的余裕をもって行動する。
Safety countermeasures against earthquake and tsunami 地震・津波対策	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. 対象船舶が係留中、地震が発生し津波の来襲が予想される場合は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-3 津波に対する対応表参照）、又は本船船長の判断により対応するものとし、避泊にあたっては津波来襲までに時間的余裕がある場合において行うものとする。

Annex 1-2
別紙１－２

Berth 対象岸壁	East Side Quays of Wharf 4 (minus10 meters and minus 12 meters), West Area 西港区第４埠頭東側－１０m、－１２m岸壁	
Depth of berth バース水深	10.0 meters (Quay 21) １０．０m（２１号バース）	12.0 meters (Quay 22) １２．０m（２２号バース）
Length of berth バース長さ	190 meters (Quay 21) １９０m（２１号バース）	240 meters (Quay 22) ２４０m（２２号バース）
Vessels 対象船舶	Passenger vessels of 140,000 GT class 旅客船１４万ＧＴ級	
Maximum draft of the vessel 対象船舶の最大喫水	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. 利用水域の最浅部に対して、常時、喫水１０%以上の余裕水深を確保する。	
Safety countermeasures of arrival and departure 入出港時の安全対策		
Evasion of encounter and competition of the other vessels 行会い・競合の回避	Coordinate ETA of vessels inward and ETD of vessel outward to and from the West Area 西港区に入出港する船舶の入出港予定時刻を調整する。	
Pilotage 水先人	Necessary 要	
Tugboat タグボート	One or more tugboats of 3,200 HP class or more should be arranged. ３，２００馬力級以上１隻配備	
Designation of boundary of the berth 埠頭境界等の明示	Install an international signal flag N abeam of the bridge when the vessel arrived 着岸時における船橋正横位置に国際信号旗Ｎ旗を設置	
Vessel's arrival and departure at night or under low visibility 夜間及び狭視界時の入出港	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. 港内における入出港船舶及び錨泊船等の状況や気象・海象情報入手に努める。 2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout. 視界不良時においては前路警戒船を配備する。（視界1,000m以下）	
Wind velocity on arrival and departure 入出港時の風速	Average velocity is 10 m/s or less. 平均風速１０m/ｓ以下	
Visibility	500 meters or more	

視界	５００ｍ以上
Velocity of a vessel approaching the berth, to or from a vertical direction 接岸速度	6 cm/s or less ６ｃｍ/ｓ以下
Safety countermeasures while the vessel is moored alongside the berth 係留時の安全対策	
Safety countermeasures against strong wind 強風対策	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. 係留中に岸壁側から吹く係留限界風速１４ｍ/ｓを超えることが予想される場合は、入出港の運用基準の範囲内で余裕を持って離岸する。 2. Also, in the case when the situation may be affected largely by the wind, the following should be considered: 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. また、風の影響が大きい場合は、以下の点に留意する。 ①係留索はできるだけ船首尾にバランス良く配置するとともに、必要に応じて係留索を増し取りする。 ②曲柱の強度を踏まえて係留索を適切に配置する。 ③係留中は定期的に係留索の状況をチェックし、できる限り係留索を均等に張り合わせる。
Safety countermeasures against abnormal weather 異常気象時の対策	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. When evacuating the port, the vessel should do with plenty of time to spare. 台風等異常気象が予想される場合、対象船舶は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-2 台風等に対する対応表参照）、又は本船船長の判断により、離岸､避泊するものとし、避泊にあたっては時間的余裕をもって行動する。
Safety countermeasures against earthquake and tsunami	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 (3-3 How to respond to a tsunami tidal wave) decided by

地震・津波対策	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. 対象船舶が係留中、地震が発生し津波の来襲が予想される場合は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-3 津波に対する対応表参照）、又は本船船長の判断により対応するものとし、避泊にあたっては津波来襲までに時間的余裕がある場合において行うものとする。

Annex 2-1

別紙２－１

Berth 対象岸壁	South Side Quays of Wharf 2 (minus 12 meters), West Area 西港区第２埠頭南側－１２ｍ岸壁
Depth of berth バース水深	12.0 meters １２．０ｍ
Length of berth バース長さ	480 meters ４８０ｍ
Vessels 対象船舶	Cargo vessels of between 30,000 DWT and 50,000 DWT class 貨物船３万～５万ＤＷＴ級
Maximum draft of the vessel 対象船舶の最大喫水	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.) １０．５ｍ以下（利用水域の最浅部に対して常時喫水１０％以上の余裕水深を確保する。）
Safety countermeasures of arrival and departure 入出港時の安全対策	
Evasion of encounters and competition of the other vessels 行会い・競合の回避	Coordinate ETA of vessels inward and ETD of vessels outward to and from the West Area 西港区に入出港する船舶の入出港予定時刻を調整する。
Pilotage 水先人	Necessary 要
Tugboat タグボート	Two or more tugboats of 3,200 HP class or more 3,200馬力級以上２隻配備
Berth arrangement on arrival and departure 入出港時のバース調整	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. 入出港時に着岸岸壁の西側に着岸船舶の無いよう調整する。 2. On arrival, coordinate the port traffic that there are no vessels alongside South Side Bulk Quay 2 of Wharf 2, West Area. 入港時に西港区第２埠頭南側バルク２号桟橋に着桟船舶の無いよう調整する。
Vessel's arrival and departure at night or under low visibility 夜間及び狭視界時の入出港	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. 港内における入出港船舶及び錨泊船等の状況や気象・海象情報入手に努める。 2. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout. 視界不良時においては前路警戒船を配備する。（視界1,000m以下）
Wind velocity on arrival and departure 入出港時の風速	Average velocity is less than 12 m/s. 平均風速１２m/ｓ未満

Visibility 視界	500 meters or more ５００ｍ以上
Velocity of a vessel approaching the berth, to or from a vertical direction 接岸速度	10 cm/s or less １０ｃｍ/ｓ以下
Safety countermeasures while the vessel is moored alongside the berth 係留時の安全対策	
Safety countermeasures against strong wind 強風対策	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. 係留中に岸壁側から吹く係留限界風速２３ｍ/ｓを超えることが予想される場合は、平均風速１２ｍ/ｓ以下で余裕をもって離岸する。 2. Also, if the situation may be affected largely by the wind, the following should be considered: 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. また、風の影響が大きい場合は以下の点に留意する。 ① 係留索はできるだけ船首尾にバランス良く配置するとともに、必要に応じて係留索を増し取りする。 ② 係留中は定期的に係留索の状況をチェックし、できる限り係留索を均等に張り合わせる。 ③ 船体動揺が大きくなることが予想される場合は、早めに荒天避難を検討するとともに、必要最小限の要員確保、機関の整備等の態勢を整える。
Safety countermeasures against abnormal weather 異常気象時の対策	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. When evacuating the port, the vessel should do with plenty of time to spare. 台風等異常気象が予想される場合、対象船舶は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-3 津波に対する対応表参照）、又は本船船長の判断により離岸、避泊するものとし、避泊にあたっては時間的余裕をもって行動する。

Safety countermeasures against earthquake and tsunami 地震・津波対策	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. 対象船舶が係留中、地震が発生し津波の来襲が予想される場合は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-3 津波に対する対応表参照）、又は本船船長の判断により対応するものとし、避泊にあたっては津波来襲までに時間的余裕がある場合において行うものとする。

Annex 2-2
別紙２－２

Berth 対象岸壁	South Side Bulk Quay 1 of Wharf 2, West Area 西港区第２埠頭南側バルク１号桟橋
Depth of berth バース水深	14.0 meters １４．０ｍ
Length of berth バース長さ	300 meters ３００ｍ
Vessels 対象船舶	Cargo vessels of between 60,000 DWT and 85,000 DWT class 貨物船６万～８万５千ＤＷＴ級
Maximum draft of the vessel 対象船舶の最大喫水	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. 港湾管理者が示す利用水域の最浅部に対して、常時、喫水１０%以上の余裕水深を確保する。
Safety countermeasures of arrival and departure 入出港時の安全対策	
Evasion of encounters and competition of the other vessels 行会い・競合の回避	Coordinate ETA of vessels inward and ETD of vessels outward to and from the West Area 西港区に入出港する船舶の入出港予定時刻を調整する。
Pilotage 水先人	Necessary 要
Tugboat タグボート	Two or more tugboats of 3,200 HP class or more 3,200馬力級以上２隻配備
Berth arrangement on arrival and departure 入出港時のバース調整	Unnecessary なし
Vessel's arrival and departure at night or under low visibility 夜間及び狭視界時の入出港	1. Make the center line of the berth obvious, using lighting facilities of berth and cargo handling facilities. 岸壁照明及び荷役設備等の照明を利用して岸壁法線を明らかにする。 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. 港内における入出港船舶及び錨泊船等の状況や気象・海象情報入手に努める。 3. In case of low visibility of 1,000 meters or less, a tugboat should be arranged for a forward lookout. 視界不良時においては前路警戒船を配備する。（視界1,000m以下）
Wind velocity on arrival and departure 入出港時の風速	Average velocity is less than 12 m/s. 平均風速１２m/ｓ未満

Visibility 視界	500 meters or more ５００ｍ以上
Velocity of a vessel approaching the berth, to or from a vertical direction 接岸速度	10 cm/s or less １０ｃｍ/ｓ以下
Safety countermeasures while the vessel is moored alongside the berth 係留時の安全対策	
Safety countermeasures against strong wind 強風対策	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. 係留中に岸壁側から吹く係留限界風速２５m/ｓを超えることが予想される場合は、平均風速１２m/ｓ以下で余裕をもって離岸する。 2. Also, if the situation may be affected largely by the wind, the following should be considered: 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. また、風の影響が大きい場合は以下の点に留意する。 ① 係留索はできるだけ船首尾にバランス良く配置するとともに、必要に応じて係留索を増し取りする。 ② 係留中は定期的に係留索の状況をチェックし、できる限り係留索を均等に張り合わせる。 ③ 船体動揺が大きくなることが予想される場合は、早めに荒天避難を検討するとともに、必要最小限の要員確保、機関の整備等の態勢を整える。
Safety countermeasures against abnormal weather 異常気象時の対策	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. When evacuating the port, the vessel should do with plenty of time to spare. 台風等異常気象が予想される場合、対象船舶は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-2 台風等に対する対応表参照）、又は本船船長の判断により離岸､避泊するものとし、避泊にあたっては時間的余裕をもって行動する。

Safety countermeasures against earthquake and tsunami 地震・津波対策	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. 対象船舶が係留中、地震が発生し津波の来襲が予想される場合は、釧路港安全対策協議会における釧路港台風等・津波対策要綱（3-3 津波に対する対応表参照）、又は本船船長の判断により対応するものとし、避泊にあたっては津波来襲までに時間的余裕がある場合において行うものとする。

Attachment 1
別添１

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)
釧路港台風等・津波対策要綱
釧路港安全対策協議会会則に基づく、台風・津波対策委員会において策定
（令和３年７月１日改正）

How to respond to typhoon and low-pressure system
台風等に対する対応表

Stages 体制区分	Criteria 発出基準	Actions to be taken by vessels and people concerned 船舶等の執るべき対応
Attention 注意喚起	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 釧路地方に台風等に関する気象情報が発表され、台風・津波対策委員長が必要と認める場合	1. Vessels should gather the latest information on the typhoon or low-pressure system. 台風等に関する最新の情報の入手に務めること。 2. Vessels should prepare for stormy weather, if necessary. 必要に応じて、荒天準備を行うこと。
Level 1 第一体制	In the case when a storm warning or blizzard warning is issued for Kushiro City 釧路市に暴風警報又は暴風雪警報が発表された場合	1. Vessels in the port should prepare for stormy weather, and remain operational if necessary. 在港船舶は、荒天準備を行い、必要に応じて直ちに運航できるよう準備すること。 2. Loading and unloading of dangerous goods and heavy oil should be suspended. 危険物荷役及び重油荷役は中止すること。 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. 工事、作業現場においては、荒天準備を行い、作業船（無動力）、資機材等の流出防止措置を実施すること。

Level 2-1 第二体制-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 気象庁から、釧路市に『暴風警報』又は『暴風雪警報』が発表され、かつ波浪警報（波向予想が南寄り）が発表された場合	1. The following vessels should evacuate to outside the harbor limit of Kushiro Port. - Vessels of 100 gross tonnage or more carrying dangerous goods - Vessels of 5,000 gross tonnage or more in West Area of Kushiro Port 次の船舶は港外へ避難すること。 （１） 総トン数１００トン以上の危険物積載船 （２） 西区の総トン数５，０００トン以上の船舶 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. 上記１以外の船舶は、安全な場所に避難、又は保船に万全を期すこと。 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. 工事、作業現場においては、資機材等の流出防止措置を実施し、厳重な管理体制を執ること。
Level 2-2 第二体制−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. 気象庁から、釧路市に陸上部で最大風速２５m/s 以上の予報が発表された場合 ※釧路市が暴風となる概ね２４時間前に発出	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 次の船舶は、台風、発達した低気圧等による影響の少ない他の海域に避難すること。 （１）総トン数１００トン以上の危険物積載船 （２）総トン数５，０００トン以上の船舶 2. Vessels other than the above-mentioned provision 1 should evacuate, or take countermeasures against storm. 上記１以外の船舶は、安全な場所に避難、又は保船に万全を期すこと 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. 工事、作業現場においては、作業船（無動力）、資器材の流出防止措置を実施し、厳重な管理体制を執ること。
Rescission 解除	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. 勧告の条件となる暴風警報又は暴風雪警報が解除される等、港内の安全が確認されたとき

*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.

※気象庁から、釧路市に『暴風警報』又は『暴風雪警報』が発表された時点で、陸上部で最大風速２５m/s 以上の予報が発表された場合は、第二体制−２の勧告内容とする。

How to respond to a tsunami tidal wave

津波に対する対応表

Stages 体制区分	Criteria 発出基準	Actions to be taken by vessels and people concerned 船舶等の執るべき対応
Level 1 precautions 第１体制	A tsunami advisory is issued for the eastern part of Hokkaido's Pacific Coast 北海道太平洋沿岸東部に津波注意報が発表された場合	Vessels should suspend loading, unloading and related work, and then harbor or evacuate Kushiro Port depending on the situation. 荷役・作業を中止し、状況に応じて港内避泊又は港外避難とする。
Level 2 precautions 第２体制	A major tsunami warning or a tsunami warning is issued for the eastern part of Hokkaido's Pacific Coast 北海道太平洋沿岸東部に大津波警報又は津波警報が発表された場合	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. 荷役・作業を中止し、原則として港外避難とする。ただし、時間的余裕がない場合は、港内避泊又は陸上避難とする。
Rescind 解除	In case that a major tsunami warning, tsunami warning or tsunami advisory is rescinded 大津波警報、津波警報又は津波注意報が解除された場合	

Remarks

備考

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

「港内避泊」とは、次のいずれかの場合をいう。

1-1Reinforce mooring by installing more mooring ropes or tightening the ropes

（１）係留索の増し取り又は増し締めにより係留強化すること。

1-2 Cope with tsunami, making use of engines, etc., keeping mooring alongside the berth

（２）機関の併用等により係留状態のまま津波に対抗すること。

1-3 Cope with tsunami, making use of anchors, engines, and thrusters, staying at anchorage in the port

（３）港内の泊地で錨・機関・スラスターにより津波に対抗すること。

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.
「港外避難」とは、船舶が港外に避難する十分な時間的余裕がある場合において、港外の水深が深く（水深約５０ｍ以上）、十分広い海域に避難することをいう。

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.
津波に対する船舶の執るべき対応は、上記対応表によるが、時間的余裕がなく、人命を優先とする避難行動を執る場合はこの限りでない。

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.
作業員等が陸上の安全な場所へ避難する時間的余裕がない場合は、港内避泊又は港外避難する船舶を緊急避難場所として乗船させることも避難方法として考慮しておく。