

**Schedule Adjustment Manual for Main  
Passage under Dredging in Osaka Area**  
(Appendix to Port of Osaka Entrance and Departure Manual)



**June 2015**

Kinki Regional Development Bureau Ministry of Land, Infrastructure and Transport  
Port & Harbor Bureau, City of Osaka  
Osaka Harbor Information Center for Security of Ship Navigation

## About This Manual

This manual provides instructions on schedule adjustments to vessels during the dredging of the main passage in the Osaka Area, which all vessels should follow in addition to conventional instructions on schedule adjustments applicable around Daikanmon (the main breakwater) and the merging area of the main passage.

The manual is prepared as an appendix to the Port of Osaka Entrance and Departure Manual. For the conventional instructions on schedule adjustments, refer to *Section 3. Schedule adjustment* and *Section 4. Communication and reporting* of the Port of Osaka Entrance and Departure Manual.

### Revision history

Month and year	Content
Original production March 2012	—
Revised June 2015	Added a schedule adjustment range according to the area of dredging work.

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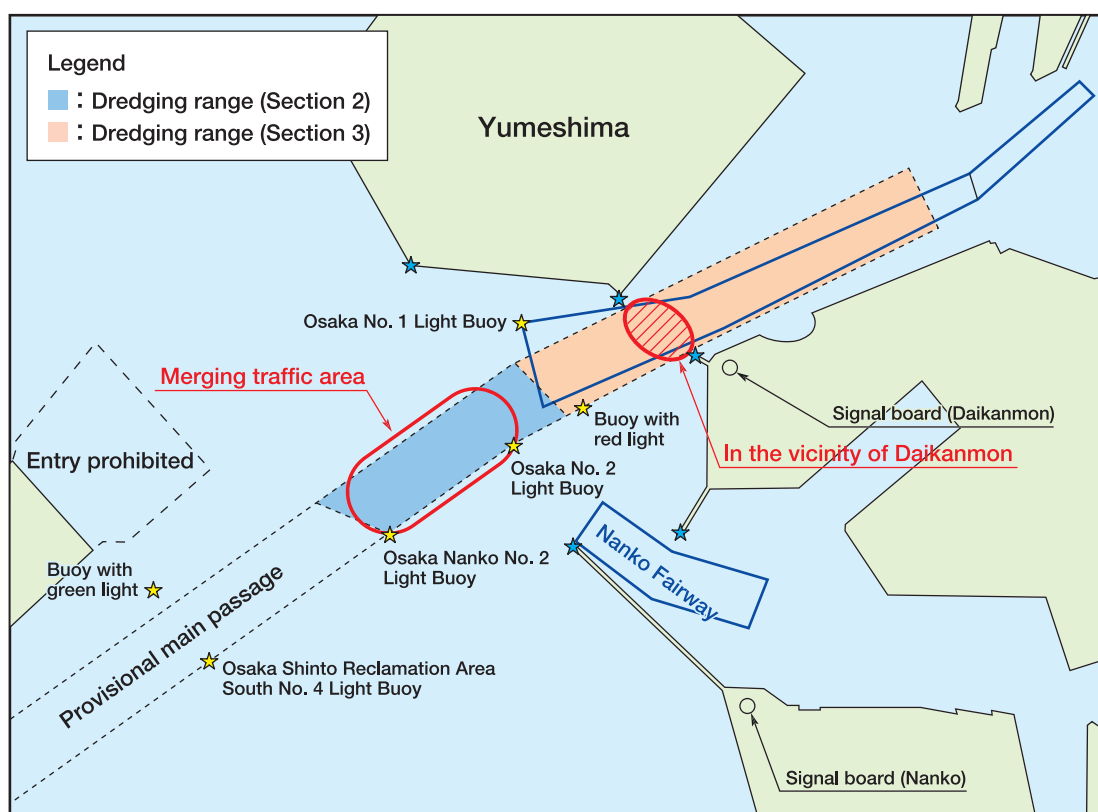
# 1. Schedule Adjustments during Dredging Work

Dredging work is making progress in the main passage from the merging traffic area to the east end. During the dredging work, all vessels should follow the instructions provided in this manual so that no vessels will pass by one another, overtake other vessels, or navigate side by side around the dredging area in order to ensure that every vessel can pass the dredging area safely. These instructions are as essential as the conventional instructions to vessels not to pass by other vessels around Daikanmon and the merging traffic area of the main passage.

Vessels over 500 gross tons are provided with information on the dredging work and the movements of other vessels around the dredging area, along with the instructions not to pass by or overtake other vessels or navigate side by side around the dredging area and navigational time adjustments, which all applicable vessels should follow.

The conventional instructions to vessels not to pass by other vessels around Daikanmon and the merging traffic area of the main passage remain unchanged.

※ For the conventional schedule adjustments, refer to the Port of Osaka Entrance and Departure Manual.



Dredging Area

## 2. Contents of Schedule Adjustments during Dredging Work

The following schedule adjustments are required in addition to the conventional operational adjustments.

※ For the conventional schedule adjustments, refer to *Section 3. Schedule adjustment* (on and after page 11) of the Port of Osaka Entrance and Departure Manual.

### (1) Schedule Adjustment Range during Dredging Work

All vessels should follow the instructions on the schedule adjustment range around the dredging area in addition to the conventional instructions on schedule adjustments applicable around Daikanmon and the merging traffic area of the main passage.

### (2) Prevention of Vessels from Passing by Other Vessels

#### 1) Prevention of Vessels from Passing by Other Vessels in Schedule Adjustment Range during Dredging Work

- (i) Prevention of vessels over 500 gross tons from passing by other vessels with 10,000 gross tons or over
- (ii) Prevention of vessels over 500 gross tons (departing through Daikanmon) from passing by other vessels over 5,000 gross tons (entering Nanko) in the case of the schedule adjustment range in Section 2 (from the west end to a distance of approximately 500 m to the east). This applies in addition to (i).

#### 2) Prevention of Vessels from Passing by Other Vessels around Merging Traffic Area and Daikanmon

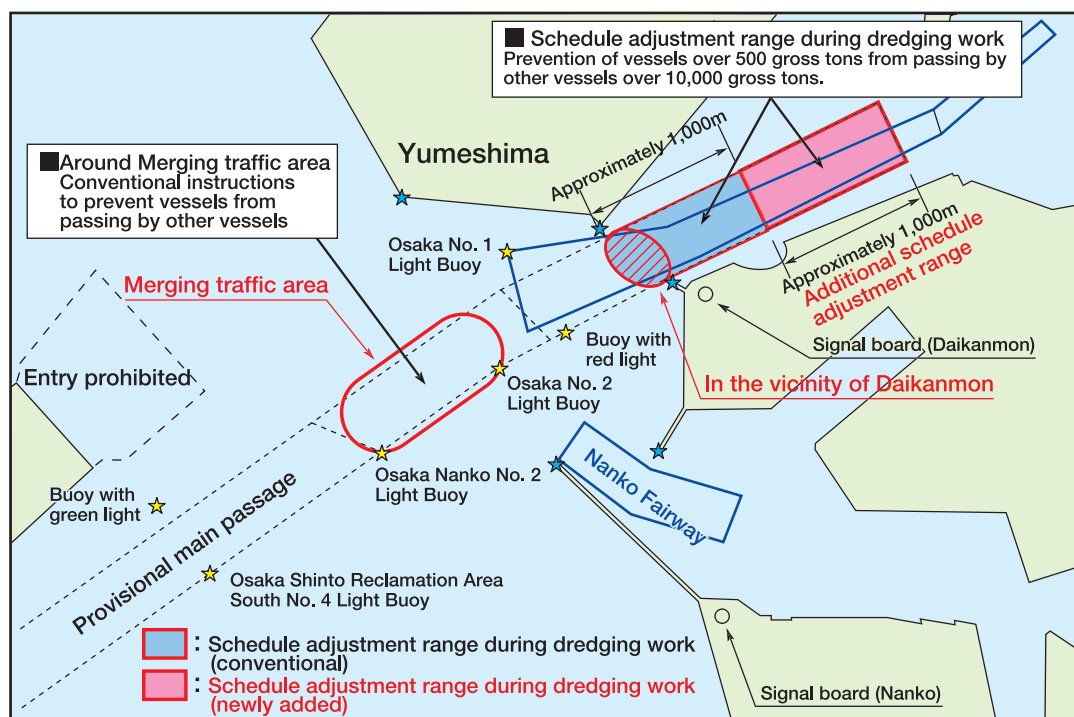
Vessels should follow the conventional instructions applicable around the merging traffic area and Daikanmon.

※ For the contents of the instructions preventing vessels from passing by other vessels, refer to the Port of Osaka Entrance and Departure Manual.

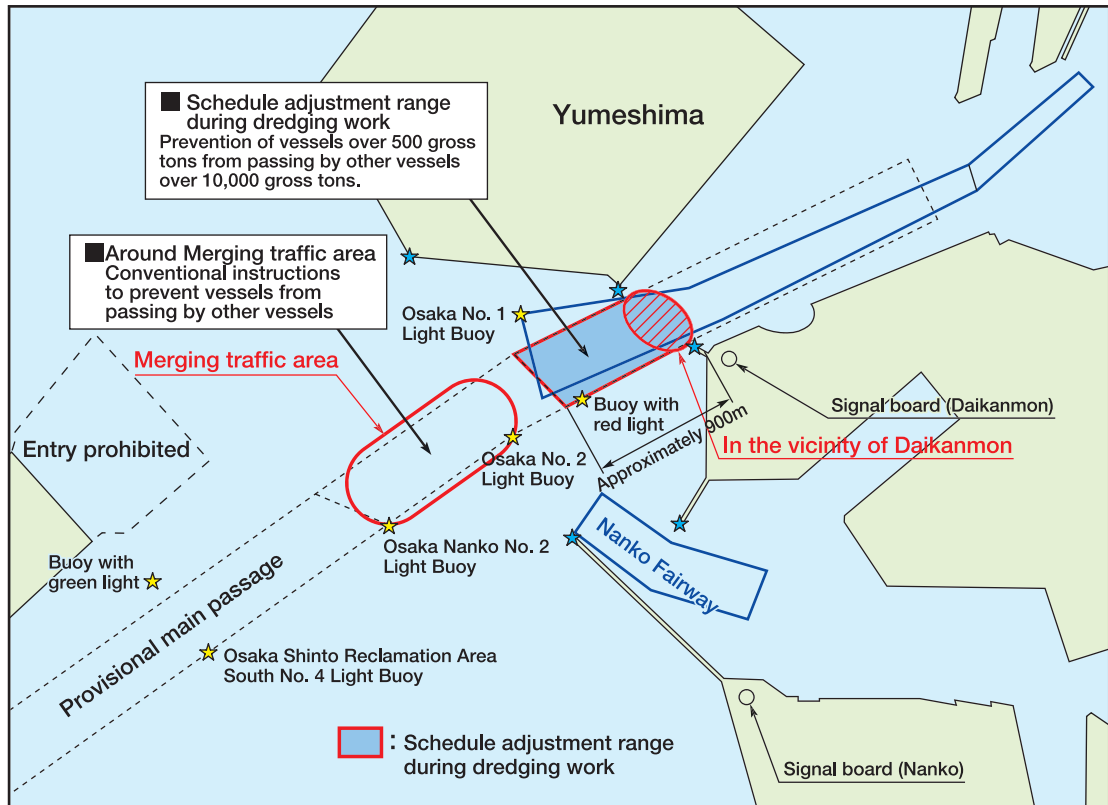
#### 3) Schedule Adjustment Range for Dredging Area

- (i) When the dredging is conducted in Section 3 (ranging from Daikanmon to a distance of approximately 2,000 m to the east end of Section 3)

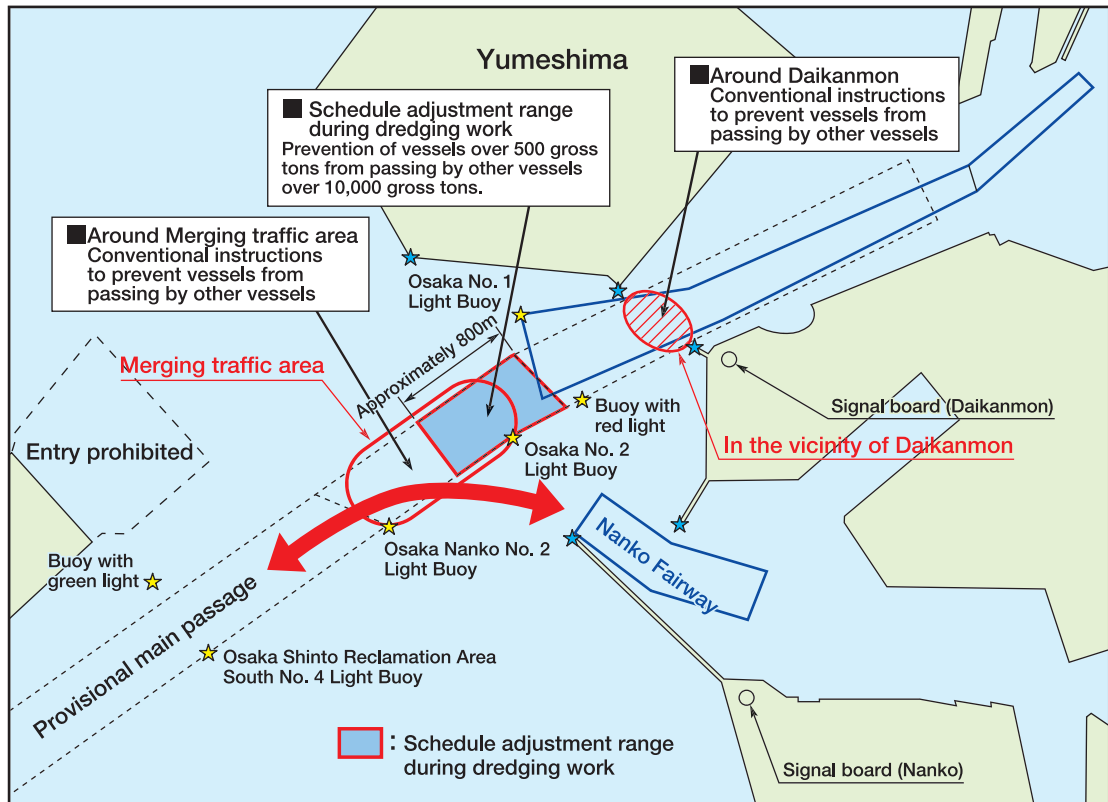
A range from the east end of Section 3 to the west for approximately 1,000 m is newly added.



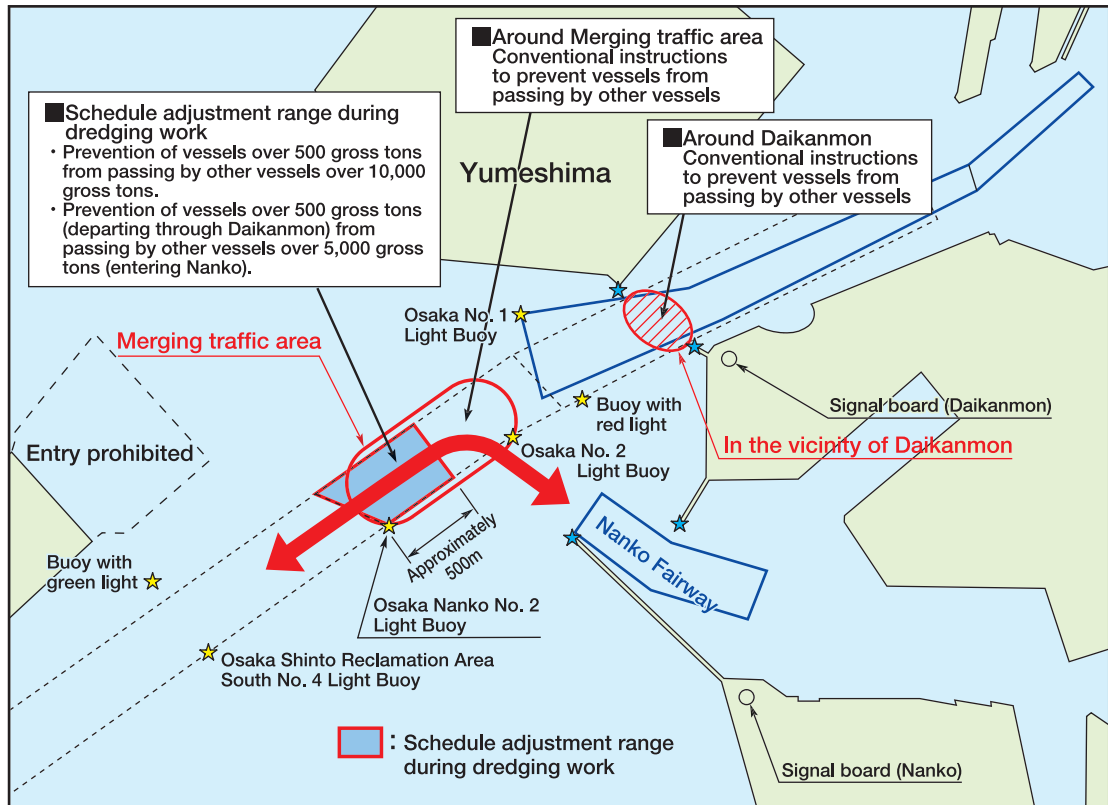
(ii) When the dredging is conducted in Section 3 (ranging from Daikanmon to a distance of approximately 900 m to the west)



(iii) When the dredging is conducted in Section 2 (ranging from the east end of Section 2 to a distance of approximately 800 m to the west)



(iv) When the dredging is conducted in Section 2 (ranging from the west end of Section 2 to a distance of approximately 500 m to the east)



### (3) Navigational Instructions

Navigational instructions for the Daikanmon and the waterway between Shinto and Yumeshima remain unchanged during the dredging work.

※ The Port of Osaka Entrance and Departure Manual specify the following navigational instructions for the Daikanmon and the waterway between Shinto and Yumeshima.

- (i) Vessels over 500 gross tons departing through the inner harbor passage cannot navigate near Daikanmon from 07:00 to 08:00.
- (ii) Only vessels with 500 gross tons or under (i.e., small boats and barges), outbound vessels with a maximum draft of 9.9 m (in order to maintain a minimum safety margin of 10% for a depth of 11 m), and workboats engaged in the construction of Shinto may pass the waterway between Shinto and Yumeshima. Other vessels cannot pass through the waterway.

[Refer to the Port of Osaka Entrance and Departure Manual]

### (4) Adjustments

#### 1) Principles of Schedule Adjustment Range during Dredging Work

In principle, each vessel marked with ✓ below must make schedule adjustments during the dredging work if the vessel is likely to pass by another vessel listed in the table.

Outgoing ship	Incoming ship
Ship over 10,000 gross tons	Ship over 10,000 gross tons ✓
✓ Ship over 500 gross tons and less than 10,000 gross tons	Ship over 10,000 gross tons
Ship over 10,000 gross tons	Ship over 500 gross tons and less than 10,000 gross tons ✓

In the schedule adjustment range from *the west end of Section 2 to a distance of approximately 500 m to the east*, however, if an outbound vessel over 500 gross tons passes by an inbound vessel over 5,000 gross tons that is arriving at Nanko under the control of the Nanko Signal Station and Second Nanko Signal Station, the outbound vessel will be subject to schedule adjustments.

The vessel under control is required to make navigational time adjustments so that the vessel will not pass over the other vessel in the schedule adjustment range that the dredging work involves.

#### 2) Principles of Time Adjustments around Merging Traffic Area and Daikanmon

The conventional instructions to vessels not to pass by other vessels around Daikanmon and the merging traffic area of the main passage remain unchanged.

※ For the principles of time adjustments, refer to the Port of Osaka Entrance and Departure Manual.



**(5) Contents of Instructions Preventing Vessels from Overtaking Other Vessels or Navigating Side by Side in Schedule Adjustment Range**

Your cooperation is requested for the prevention of vessels over 500 tons from passing by or overtaking other vessels with 10,000 gross tons or over or navigating side by side.

**(6) Arrangements if Vessels Cannot Avoid Passing by or Overtaking Other Vessels or Navigating Side by Side**

All vessels are provided with necessary information along with instructions in order to prevent vessels from passing by or overtaking other vessels or navigating side by side in the schedule adjustment range that the dredging work involves. If it is judged that vessels cannot avoid passing by or overtaking other vessels or navigating side by side, a watch boats will draw the vessels' attention while the dredgers will move out of the passage.

**(7) Notes on Navigation in Schedule Adjustment Range Dredging Work Involves**

Each vessel passing the schedule adjustment range should pay attention to the following items.

- (i) The vessel should navigate at safe speeds with a sufficient distance (at least 30 m) kept from the dredgers so that no waves generated by the vessel will present a physical threat to the dredgers.
- (ii) The vessel should keep the starboard side of the passage as much as possible. This is particularly important when the vessel navigates near Daikanmon.
- (iii) The vessel should avoid passing by or overtaking any other vessel or navigate side by side even if both vessels are less than 10,000 gross tons.
- (iv) The vessel should not sail obliquely to the passage.
- (v) If the vessel is a car carrier, the vessel may keep its course on the condition that the vessel predicts the wind direction, wind speed, water depth, vessel's draft, and vessel's drift angle with consideration of the vessel's speed.
- (vi) If the vessel is a large-scale container carrier, keep in mind that the front blind spot is great depending on the containers on board and allocate crewmembers as lookouts on the bow side.

## (8) Notes on Navigation around Merging Traffic Area and Daikanmon

The conventional instructions to vessels not to pass by other vessels around Daikanmon and the merging traffic area of the main passage remain unchanged

※ The Port of Osaka Entrance and Departure Manual specify the following navigational instructions for Daikanmon and the merging traffic area of the main passage.

Each vessel passing the applicable area should pay attention to the following items.

- (i) The vessel should contact the vessel's agent and obtain information on other vessels sailing in the same period of time. Furthermore, the vessel should check with the agent about the vessel's time adjustments, if any, applicable.
- (ii) The vessel should check with the signal board (electroluminescence panel) the existence of any vessel (over 500 gross tons) passing by each other and contact the Osaka Port Radio, if needed, to confirm the movements of such vessels.
- (iii) If the vessel is likely to pass by other vessels, the vessel should contact them by appropriate means of communication, such as international VHF radio, and directly check their movements. Vessels subject to schedule adjustments and counterpart vessels should confirm the method of adjustments for the merging traffic area and Daikanmon area.
- (iv) The vessel should keep the starboard side of the main passage if the vessel is berthing at Nanko.
- (v) Shifting between a Nanko breakwater and Daikanmon
  - (a) Nanko Breakwater to Daikanmon  
Arrange with the official in charge of schedule adjustments at the Osaka Harbor Information Center for Security of Ship Navigation and select a time zone that does not require schedule adjustments as much as possible in order to prevent traffic congestion between Daikanmon and the merging traffic area.
  - (b) Daikanmon to Nanko Breakwater  
The vessel should arrange with the official in charge of schedule adjustments at the Osaka Harbor Information Center for Security of Ship Navigation in advance if the vessel falls under the category of applicable vessels entering the Nanko waterway, because difficulty in schedule adjustments around Daikanmon may be expected.

[Refer to the Port of Osaka Entrance and Departure Manual]

## **(9) Notes on Navigation around Control Area**

Conventional instructions to vessels passing around a control area, which has been set apart from the dredging area, remain unchanged

※ The Port of Osaka Entrance and Departure Manual specify the following navigational instructions for vessels passing around the control area.

Bulkhead construction work in Shinto Section 2-1 will be suspended and the work area will be maintained as entry-prohibited area until March 31, 2014. Each vessel navigating the waterway between Shinto and the Yumeshima should pay attention to the following items.

- (i) The vessel cannot pass the entry-prohibited area.
- (ii) A light buoy is installed to indicate the entry prohibited area.
- (iii) Figures are provided to indicate the situation of the entry prohibited area.
- (iv) The vessel will be alerted by international VHF or maritime telephone or audible sound from the alarm on the top of the light buoy.
- (v) This entry to this area is prohibited by the Captain of Hanshin Port as well (see the Port of Osaka Entrance and Departure Manual).

[Refer to the Port of Osaka Entrance and Departure Manual]

## **(10) Instructions to Each Agent and Party Concerned**

### **1) Instructions on Schedule Adjustments Dredging Work Involves**

- (i) The Osaka Harbor Information Center for Security of Ship Navigation distributes leaflets containing information on dredging work for the next month, which please distribute to each vessel that you handle.
- (ii) The website of the Osaka Harbor Information Center for Security of Ship Navigation provides information on dredging work for the day and the next day, which please distribute to each vessel that you handle.
- (iii) The website of the Osaka Harbor Information Center for Security of Ship Navigation provides information for the day and the next day on vessels that may pass by other vessels in the schedule adjustment range, which please distribute to each vessel that you handle.

### **2) Other Instructions**

Instructions for each agent in charge of handling the arrival and departure of vessels remain unchanged, i.e., each agent should report the expected time of arrival and departure along with other necessary information to the Osaka Port and Harbor Bureau and distribute the schedule of inbound and outbound vessels from the Osaka Port and Harbor Bureau to each vessel handled. For details, refer to the Port of Osaka Entrance and Departure Manual.

### 3. Communication and Reporting

In addition to conventional information, the following information is provided on schedule adjustments that the dredging work involves. \* For details of the conventional information to be provided, refer to 4. *Communication and reporting* of the Port of Osaka Entrance and Departure Manual.

Furthermore, the Osaka Harbor Information Center for Security of Ship Navigation and the Osaka Port Radio actively provide necessary information on schedule adjustments that the dredging work involves, and request the prevention of vessels from passing by or overtaking other vessels or navigating side by side. In order to sail safely in the schedule adjustment range that the dredging work involves, each vessel should attach importance to the information and instructions provided.

#### (1) Communication with Osaka Port Radio

Conventional instructions to domestic vessels over 500 gross tons and ocean-going vessels to communicate with the Osaka Port Radio during their arrival at and departure from the Osaka Area of Hanshin Port remain unchanged during the dredging work, and the Osaka Port Radio will provide each vessel with necessary information. \* For the contents of reports to the Osaka Port Radio and details of information provided by the Osaka Port Radio, refer to the Port of Osaka Entrance and Departure Manual.

If there is a possibility that a vessel over 500 gross tons passes by or overtakes another vessel with 10,000 gross tons or over or navigates side by side in the schedule adjustment range, the Osaka Port Radio will provide necessary information over the international VHF telephone. The Osaka Port Radio will request the prevention of the vessels from passing by, overtaking, or navigating side by side. The vessels should contact and provide the Osaka Port Radio with necessary information.

Calls and responses: Channel 16  
 Communication: Channels (20), (19), 11,12, and 18  
 · Mainly use the channels specified in the parentheses.

B/W: Breakwater

#### [Entering]

##### ● Ships with a harbor pilot on board

Reporting time	Information sent from the ship	Information sent from Port Radio
1. at 2 hours before port entrance.	<ul style="list-style-type: none"> <li>· Estimated time of arrival off Osaka.</li> <li>· Estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>· Information on dredging work</li> <li>· Information on other vessels in port passing by.</li> <li>· Request for prevention of vessel passing by other vessels.</li> </ul>
2. at 1 hour before port entrance if there are any changes.	<ul style="list-style-type: none"> <li>· Change in estimated time of arrival off Osaka.</li> <li>· Change in estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>· Information on dredging work</li> <li>· Information on other vessels in port passing by.</li> <li>· Request for prevention of vessel passing by other vessels.</li> </ul>
3. On arrival off Osaka	<ul style="list-style-type: none"> <li>· Estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>· Information on dredging work</li> <li>· Information on other vessels in port passing by.</li> <li>· Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>· Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>
4. If the vessel is likely to pass by or overtake other vessels or navigate side by side after arrival off Osaka.		<ul style="list-style-type: none"> <li>· Information on dredging work</li> <li>· Information on other vessels in port passing by.</li> <li>· Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>· Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>

● Ships without a harbor pilot

Reporting time	Information sent from the ship	Information sent from Port Radio
1. at 2 hours before port entrance.	<ul style="list-style-type: none"> <li>Estimated time of arrival off Osaka.</li> <li>Estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Berthing schedule.</li> <li>Information on other vessels in port passing by.</li> <li>Request for prevention of vessel passing by other vessels.</li> </ul>
2. at 1 hour before port entrance if there are any changes.	<ul style="list-style-type: none"> <li>Change in estimated time of arrival off Osaka.</li> <li>Change in estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Berthing schedule.</li> <li>Information on other vessels in port passing by.</li> <li>Request for prevention of vessel passing by other vessels.</li> </ul>
3. On arrival off Osaka	<ul style="list-style-type: none"> <li>Estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>
4. If the vessel is likely to pass by or overtake other vessels or navigate side by side after arrival off Osaka.		<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>

[When departing from the harbor or shifting to another berth in the harbor]

Reporting time	Information sent from the ship	Information sent from Port Radio
1. Before leaving berth (30 minutes before and at singling up time).	<ul style="list-style-type: none"> <li>Estimated time of leaving the pier.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels.</li> </ul>
2. If there are any changes after reporting above.	<ul style="list-style-type: none"> <li>Estimated time of leaving the pier.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels.</li> </ul>
3. If the vessel is likely to pass by or overtake other vessels or navigate side by side after leaving berth.		<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>

[When anchoring]

Reporting time	Information sent from the ship	Information sent from Port Radio
1. When passing Tomogashima Channel/Akashi Strait.	<ul style="list-style-type: none"> <li>Estimated time of anchoring.</li> </ul>	
2. After anchoring.	<ul style="list-style-type: none"> <li>Anchoring time and position.</li> </ul>	<ul style="list-style-type: none"> <li>Port entrance schedule.</li> </ul>
3. Up and down anchor.	<ul style="list-style-type: none"> <li>Time of departure from anchor position.</li> <li>Estimated time of passing B/W.</li> </ul>	<ul style="list-style-type: none"> <li>Information on dredging work</li> <li>Information on other vessels in port passing by.</li> <li>Information on other vessels in port overtaking other vessels or navigating side by side.</li> <li>Request for prevention of vessel passing by other vessels, overtaking other vessels, or navigating side by side.</li> </ul>

- Watch channel 16 so that the Osaka Port Radio can contact each vessel for any changes or additional information immediately.

## (2) Information provided by Osaka Harbor Information Center for Security of Ship Navigation

The Osaka Harbor Information Center for Security of Ship Navigation provides information 24 hours a day.

Information on the dredging work and navigational adjustments that the dredging work involves

- Information provided through the website of the Osaka Harbor Information Center for Security of Ship Navigation.
  - Information on dredging work
  - Information for the day and the next day on vessels that may pass by other vessels in the navigational adjustment range.  
URL <http://osakaharbor-info.com/top.html>
- Information provided over the phone.
  - Information on dredging work  
TEL 06-6612-4363
- Information provided by facsimile
  - Information on dredging work  
FAX 06-6612-4366

### Others

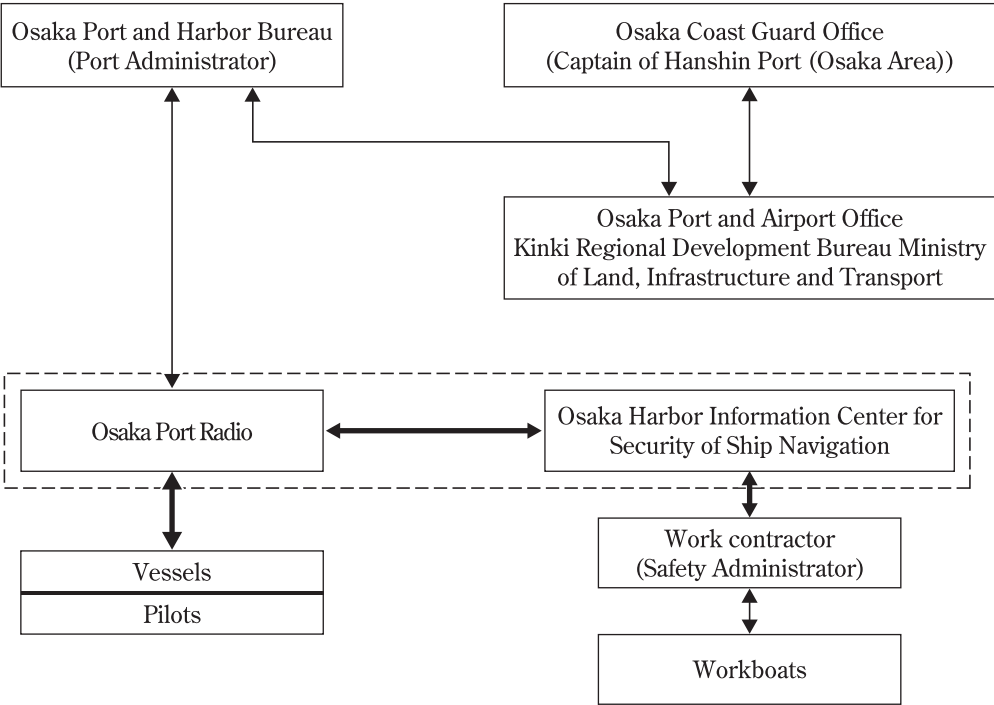
Conventional information is provided as well. For details, refer to the Port of Osaka Entrance and Departure Manual.

- Information through the Internet
- Information over the phone on the dredging work.
- Information provided by polling fax.
- Information on the transportation of waste materials.
- Information on inbound and outbound vessels on a signal board (electroluminescence panel).

# 4. Emergency Communication during Dredging Work

In an emergency situation should result from navigational adjustments or dredging work, where vessels can be endangered, the Osaka Port Radio may provide each vessel with necessary instructions, which the vessels should follow.

Furthermore, if an emergency case should result from other causes, where vessels can be endangered, the Osaka Port Radio may provide each vessel with necessary instructions, which the vessels should follow.



Emergency Contact Network

## List of Port Authorities for Checking Information

Information to check	Authorities for contact
Information on dredging work on main passage	Osaka Port and Airport Construction Office, Kinki Regional Development Bureau Ministry of Land, Infrastructure and Transport Phone : 06-6574-8562 <a href="http://www.pa.kkr.mlit.go.jp/osakaport/index.shtml">http://www.pa.kkr.mlit.go.jp/osakaport/index.shtml</a>
Information on Osaka's port facilities	Osaka Port and Harbor Bureau, City of Osaka Phone : 06-6571-1966 <a href="http://www.city.osaka.lg.jp/port/index.html">http://www.city.osaka.lg.jp/port/index.html</a>
Information on dredging work on main passage, offshore construction, and vessel's arrival and departure to and from Osaka	The Osaka Harbor Information Center for Security of Ship Navigation Phone : 06-6612-4363 <a href="http://osakaharbor-info.com/top.html">http://osakaharbor-info.com/top.html</a>
Information on the positions of workboats for dredging work on main passage and vessels' movements around dredging area	Osakawan Unkou Support Kyogikai (Osaka Bay Operation Support Association) <a href="http://www.unkousupport.com/main.php">http://www.unkousupport.com/main.php</a>
Osaka Port Radio Information, Navigational coordination and liaison, Information on ships' entrance and departure	TST Corporation Phone : 06-6612-4363 <a href="http://www.toyoshingo.co.jp/site/portal/index.html">http://www.toyoshingo.co.jp/site/portal/index.html</a>
Procedures with the Captain of the port, Hanshin Port Regulation Law related	Osaka Coast Guard Office Phone : 06-6571-0223 <a href="http://www.kaiho.mlit.go.jp/05kanku/osaka/">http://www.kaiho.mlit.go.jp/05kanku/osaka/</a>
Coast guard information of Osaka Bay ISPS related	5th Regional Coast Guard Headquarters Phone : 078-391-6551 <a href="http://www.kaiho.mlit.go.jp/05kanku">http://www.kaiho.mlit.go.jp/05kanku</a>
Marine traffic information of Osaka Bay	Osaka Martis Phone : 0799-82-3050 <a href="http://www6.kaiho.mlit.go.jp/osakawan/index.htm">http://www6.kaiho.mlit.go.jp/osakawan/index.htm</a>
Bay Pilot	Osakawan Pilots' Association Phone : 078-321-2200 <a href="http://www.osakawanpilot.jp/">http://www.osakawanpilot.jp/</a>
Weather Information of Osaka	Osaka District Meteorological Observatory Phone : 06-6949-6304 <a href="http://www.osaka-jma.go.jp/">http://www.osaka-jma.go.jp/</a>
Fisheries in Osaka Bay	Fisheries Division, Osaka Prefectural Government Phone : 06-6941-0351 <a href="http://www.pref.osaka.jp/osaka-pref/suisan/">http://www.pref.osaka.jp/osaka-pref/suisan/</a>
PI insurance duties	Regulatory Department of Maritime Safety Environment Division, Kinki Transport Bureau Phone : 06-6949-6423 <a href="http://www.tb.mlit.go.jp/kinki/koutsu/hune/index.htm">http://www.tb.mlit.go.jp/kinki/koutsu/hune/index.htm</a>