

***OSAKAWAN
VESSEL TRAFFIC SERVICE CENTER
“OSAKA MARTIS”
USER MANUAL***



JAPAN COAST GUARD

OSAKAWAN VESSEL TRAFFIC SERVICE CENTER

“OSAKA MARTIS”

USER MANUAL

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OSAKAWAN VESSEL TRAFFIC SERVICE CENTER

“OSAKA MARTIS”

USER MANUAL

I INTRODUCTION

Osakawan Vessel Traffic Service Center, "Osaka MARTIS", whose mission is to maintain and improve safety and efficiency of vessel traffic in the Akashi strait and its vicinity, has been established and operated by Japan Coast Guard. This User manual aims at contributing to safe navigation of vessels by explaining about services provided by "Osaka MARTIS" and essential information while navigating in the Akashi strait and its vicinity.

A vessel navigating in the Akashi strait is highly recommended to carry this manual in the bridge and utilize as a reference book.

Osaka MARTIS is operated in accordance with acts, cabinet orders, ministerial ordinance and public notices listed below. Exact application of rules should be referred to these regulations.

- Act on Aids to Navigation
- Act on Maritime Traffic Safety
- Cabinet Order for Enforcement of the Act on Maritime Traffic Safety
- Ordinance for Enforcement of the Act on Maritime Traffic Safety
- "Designation of the Routes, referred in paragraph 2, article 25 of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 92, in 2010)
- "Codes to indicate necessary information to inform other vessels of the destination information and the way, referred in paragraph 4, article 6 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety" (Japan Coast Guard Public Notice No. 95, in 2010)
- "Public Notice on the Procedure of the Report related to the Navigation of a very large vessel, etc." (Japan Coast Guard Public Notice No. 109, in 1973)
- "Public Notice on the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Fire Fighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976)
- "Public Notice on the Designation of the Forward Lookout Boat, the Boat with Fire Fighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)
- "Public Notice on the Procedure of instruction referred in article 8-2 of the Ordinance for Enforcement of the Act on Port Regulations and etc." (Japan Coast Guard Public Notice No. 163, in 2010)
- "Public Notice on the Procedure of Provision of Information, etc. conducted by the Osakawan Vessel Traffic Service Center and the Esaki Vessel Traffic Signal Station which is operated by the Osakawan Vessel Traffic Service Center" (Japan Coast Guard Public Notice No. 167, in 2010)

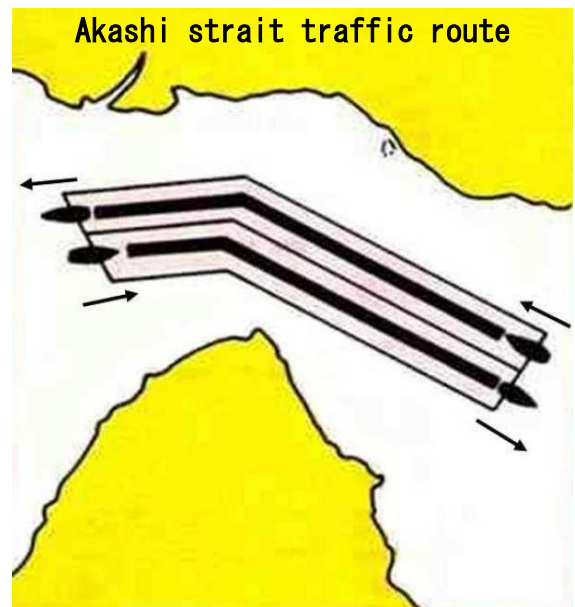
II OPERATIONAL CONCEPT OF "OSAKA MARTIS"

Osaka MARTIS maintains and improves vessel traffic safety of the Osaka Bay by

- ① Collecting, verifying and monitoring vessel traffic information by sensors such as RADAR, ITV, AIS and VHF radiotelephone,
- ② Providing information which is necessary for safety of vessels,
- ③ Providing navigational advice to vessels when it is considered necessary to avoid imminent danger or possibility of violation of traffic rules,
- ④ Instructing vessels to standby outside the traffic routes if visibility is restricted, and instructing the permission or arrange the time of entry into the traffic route. In addition to VHF radio communication, Osaka MARTIS provides navigational assistance information by radio broadcast, phone and Internet Homepage.

III IMPORTANT NAVIGATIONAL RULES

Establishment of the traffic routes and navigational rules of the Akashi strait and its vicinity are regulated by the Act on Maritime Traffic Safety and relating regulations and public notices as local rules. Other than specifically regulated by these regulations, the Act for Preventing Collision at Sea, which is Japanese Law for the International Regulation for Preventing Collision at Sea, is applied. The traffic route in the Akashi strait is shown in the figure on the right.



Important navigational rules, which are regulated by the Act on Maritime Traffic Safety and applied in the Akashi strait and its vicinity,

are explained below. As these explanations cover only major rules, it is recommended to refer to the Act and related regulations for exact application of these rules.

① Compulsory Usage of the Traffic Route

When a vessel of 50 meters and upwards in length, goes through the area in which traffic routes are established, she shall use those traffic route(s); provided, however, that this shall not apply to the cases in which compelling reasons exist such as keeping away from a marine accident or engaging in the rescue of human lives or other vessel.

② Keeping out of the way of the other vessel

- i When a vessel is entering into a traffic route, going out of a traffic route, crossing a traffic route or not navigating along a traffic route (except a vessel engaging in fishing, construction work or any other work (hereinafter referred to as "a fishing vessel, etc.")), so as to involve risk of collision with a vessel navigating along the traffic route, the former vessel shall keep out of the way of the latter.

In this case, the provisions of paragraph 2 of article 9, paragraph 1 of article 12, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 4) of article 18 of the Act on Preventing

Collisions at Sea are not applied to that latter vessel.

- ii When a fishing vessel, etc. is entering into a traffic route, going out of a traffic route, crossing a traffic route or not navigating along a traffic route or a vessel is drifting in a traffic route, so as to involve risk of collision with a very large vessel ("a very large vessel" means a vessel of 200 meters and upwards in length. The same shall apply hereinafter.) which is navigating along the traffic route, that fishing vessel, etc. or that drifting vessel shall keep out of the way of that very large vessel.

In this case, the provisions of paragraph 2 and 3 of article 9, paragraph 1 of article 13, paragraph 1 of article 14, the first sentence of paragraph 1 of article 15 and paragraph 1 (limited to item 3 and 4) of article 18 of the Act on Preventing Collisions at Sea are not applied to that very large vessel.

③ Essential navigation rule of the Akashi Strait Traffic Route

A vessel shall keep right of the center line.

④ Designated tracks in the vicinity of entrances of the Akashi Strait Traffic Route

Pursuant to the Act on Maritime Traffic Safety, a vessel shall take any applicable track(s) explained below in the vicinity of entrances of the Akashi Strait Traffic Route.

- i Vicinity of the west entrance of the Akashi Strait Traffic Route (See the attached figure 1)
 - a) A vessel of 5,000 tons gross tonnage and upwards which goes out the Akashi Strait Traffic Route and navigates westbound shall navigate the north side of the line "A".
 - b) A vessel of 5,000 tons gross tonnage and upwards which intends to enter the Akashi Strait Traffic Route from the west shall navigate the south side of the line "A".
- ii Vicinity of the east entrance of the Akashi Strait Traffic Route (See the attached figure 2)
 - a) A vessel of 50 meters and upwards in length which intends to enter the Akashi Strait Traffic Route from the east shall navigate the north side of the line "A" and cross the line "B".
 - b) A vessel of 50 meters and upwards in length which goes out the Akashi Strait Traffic Route and navigates eastbound shall;
 - Navigate in the area to the south of Line A,
 - Navigate the area 200 meters or over apart from the Akashi Strait Traffic Route east light buoy.

⑤ Transmitting destination information by AIS

When a vessel which is equipped with AIS navigates in the Akashi strait and its vicinity, that vessel shall transmit the code of the destination port as the destination information of the AIS in order to inform other vessels of the route of that vessel.

The destination codes are shown in attached [Table of Input Codes to AIS](#)

⑥ Route signal

When a vessel of 100 tons gross tonnage and upwards is entering into a traffic route or going out a traffic route, that vessel shall inform her route to other neighboring vessels by designated international signal flags in the day time and signals on her whistle in the night time. (See attached reference 2)

⑦ Lights, shapes and flags for a very large vessel and a dangerous goods carrying vessel

A very large vessel or a dangerous goods carrying vessel shall each exhibit following light, shapes or flags while navigating, drifting or anchoring.

- i A very large vessel
 - a) A light to be exhibited in the night time
A green all-round flashing light which flashes at regular intervals of a frequency of 180 and upwards but not more than 200 flashes per minute with 2 miles of minimum range of visibility
 - b) Shapes to be exhibited in the day time
2 cylinders apart 1.5 meters and upwards in a vertical line (A cylinder shall be black and have a diameter of 0.6 meters and upwards and height of twice the diameter.)
- ii A dangerous goods carrying vessel
 - a) A light to be exhibited in the night time
A red all-round flashing light which flashes at regular intervals of a frequency of 120 and upwards but not more than 140 flashes per minute with 2 miles of minimum range of visibility
 - b) Flags to be exhibited in the day time
The international signal flags "No. 1 substitute" and alphabetical flag "B" from upper in sequence

IV COMMUNICATION

1 VHF Channels

VHF channels to communicate with Osaka MARTIS are as follows.

Osaka MARTIS monitors channels 16 and 13 all the time. Vessels equipped with VHF radiotelephone are strongly recommended to monitor channels 16 and 13 while navigating within the information service area of Osaka MARTIS.

Channel 16: calling and response

Channel 13: calling and communication

Channel 14 and 66: communication

2 Communication Languages

Japanese and English

V PRE-ENTRY REPORT AND POSITION REPORT

1 Pre-Entry Report of one day advance

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when each of following vessels intends to navigate the Akashi Strait Traffic Route, the master of that vessel shall submit the pre-entry report of one day advance to Osaka MARTIS by the noon of the day before the day of arrival at the traffic route entrance.

When any changes occur in the report, they shall be reported 3 hours before the time of entering the traffic route. If any other changes occur after that, they shall be reported as soon as possible.

- a) A very large vessel
- b) A vessel of 160 meters and upwards in length (except a very large vessel)
- c) A vessel of 25,000 tons gross tonnage and upwards carrying liquefied gas

d) A vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 160 meters and upwards (hereinafter referred to as "an object towing vessel, etc.")

② Items to be reported

A vessel with report obligation shall report applicable items among following items.

a) Vessel's name, gross tonnage and length

b) Section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route

c) Signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)

d) Means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)

e) Destination port

f) Draft (applied to a very large vessel)

g) Dangerous goods being carried (applied to the vessel prescribed in section V ① c) of this user manual)

h) Length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object, outline of the object (applied to the vessel prescribed in section V ① d) of this user manual)

③ Addressee and means of report

i Addressee

Osakawan Vessel Traffic Service Center ("Osaka MARTIS")

ii Means of report

When a master submits the pre-entry report, one of following means may be chosen.

a) Submitted in writing

Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to the Osaka MARTIS.

914-2 Nojimaesaki, Awaji-City, Hyogo Prefecture 656-1725 JAPAN

b) Phone

+81(0)799-82-3030

+81(0)799-82-3032

c) Fax

+81(0)799-82-3033

d) Radio communication

Please contact with a Japan Coast Guard radio station ("Kobe Coast Guard Radio")

Frequencies: 156.8 MHz, 2189.5 KHz

2 Pre-Entry Report of three-hour advance

① Vessels with obligation to report

Pursuant to the Act on Maritime Traffic Safety, when a dangerous goods carrying vessel (except vessels prescribed in V. 1. of this user manual) intends to navigate the Akashi Strait Traffic Route, the master of that vessel shall submit the pre-entry report of 3-hour advance to Osaka MARTIS by the time 3 hours before the time of arrival at the traffic

route entrance.

When any changes occur in the report, they shall be reported as soon as possible.

The term "dangerous goods carrying vessel" means any of following vessels.

- a) A vessel of 300 tons and upwards gross tonnage carrying certain amount of powder
(Please refer to item 1, paragraph 1 of article 11 of the Ordinance for Enforcement of the Act on Maritime Traffic Safety for the exact amount.)
- b) A vessel of 1,000 tons gross tonnage and upwards carrying inflammable high-pressure gas in bulk
- c) A vessel of 1,000 tons gross tonnage and upwards carrying inflammable liquid in bulk
- d) A vessel of 300 tons gross tonnage and upwards carrying organic peroxide of 200 tons and upwards

② Items to be reported

- a) Vessel's name, gross tonnage and length
- b) Section of the traffic route where the vessel is going to navigate, ETA at the entrance of the traffic route, ETD from the traffic route
- c) Signal letters or call sign of the vessel (applied to a vessel equipped with radio apparatus)
- d) Means of communication with Japan Coast Guard (applied to a vessel without radio apparatus)
- e) Destination port
- f) Dangerous goods being carried

③ Addressee and means of report

i Addressee

Osakawan Vessel Traffic Service Center ("Osaka MARTIS")

ii Means of report

When a master submits the pre-entry report, one of following means may be chosen.

a) Submitted in writing

Please fill in the report form and bring it to any of the Japan Coast Guard offices or mail it to the Osaka MARTIS.

914-2 Nojimaesaki, Awaji-City, Hyogo Prefecture 656-1725 JAPAN

b) Phone

+81(0)799-82-3030

+81(0)799-82-3032

c) Fax

+81(0)799-82-3033

d) Radio communication

Please contact with a Japan Coast Guard radio station ("Kobe Coast Guard Radio")

Frequencies: 156.8 MHz, 2189.5 KHz

3 Instructions to a very large vessel, etc.

① Items instructed to a very large vessel, etc.

Pursuant to the Act on Maritime Traffic Safety, Osaka MARTIS may instruct a master of a vessel, which has submitted a pre-entry report according to the provisions prescribed in sections V 1 and 2 of this user manual (hereinafter referred to as "a very large vessel

and etc."), about following matters when Osaka MARTIS finds necessary to avoid dangerous situations against vessel traffic which may be caused by passage of that very large vessel and etc. in the traffic route.

- a) Change of ETA at the traffic route entrance
- b) Navigation speed
- c) Keeping of communication with Osaka MARTIS by continuous listening watch on VHF channel16 during the period from the time 3 hours before entry into the traffic route until the time of going out the traffic route
- d) Keeping of under keel clearance (in case of a very large vessel)
- e) Disposition of a forward lookout boat in case of a very large vessel of 250 meters and upwards in length or a very large vessel carrying dangerous goods
- f) Disposition of a navigation assistance boat in case of a very large vessel or a dangerous goods carrying vessel
- g) Disposition of a boat equipped with firefighting facilities in case of a dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (in case of a liquefied gas carrying vessel of 25,000 tons gross tonnage and upwards)
- h) Disposition of a side lookout boat in case of a vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards.
- i) Other items considered necessary regarding operation of a very large vessel and etc.

② Means of instruction

Radio communication, telephone, fax, NACCS or delivery of paper

③ Standards on a forward lookout boat and etc.

Concerning the standards of a forward lookout boat and etc. which are mentioned in V 3

① e), g) and h) of this user manual, please refer to "Public Notice of the Standards of Details of the Instruction Related to Arrangement of the Forward Lookout Boat, the Boat with Firefighting Equipment or the Side Lookout Boat" (Japan Coast Guard Public Notice No. 29, in 1976) and "Public Notice of the Designation of the Forward Lookout Boat, the Boat with Firefighting Equipment and the Side Lookout Boat" (Japan Coast Guard Public Notice No. 76, in 1976)

4 Position Report

According to the Administrative guidance of the Commander of the 5th Regional Headquarters of Japan Coast Guard,

- a) A vessel of 50 meters and upwards in length (except a vessel which is equipped with AIS and is transmitting accurate information by AIS) or
- b) A vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 100 meters and upwards (except a vessel which is equipped with AIS and is transmitting accurate information by AIS) is requested to send position report to Osaka MARTIS in accordance to the following procedures.

- ① When to report
Immediately after the vessel crossed any reporting line (see attached figure 3)
- ② Items to be reported
 - a) Vessel's name and call sign
 - b) Time when the vessel crossed the reporting line and the code of the line or the present position
- ③ Means of report
 - i VHF radiotelephone
 - a) Call sign: "Osaka MARTIS"
 - b) Calling channel: channel 16 or channel 13
 - ii Phone +81(0)799-82-3032

5 Information Service Area and Monitoring of Vessel Traffic

The information service area of Osaka MARTIS is shown in the attached figure 3. Osaka MARTIS monitors vessel traffic in the RADAR service area by RADAR, AIS, position reports, ITV and so forth.

VI SERVICES PROVIDED BY VHF RADIOTELEPHONE

1 Application of Message Markers

When Osaka MARTIS provides information via VHF Radiotelephone, warning, advice or instruction to a vessel, one of following message markers ("INFORMATION", "WARNING", "ADVICE" and "INSTRUCTION") is used preceding the message to increase the probability of the purpose of the message being properly understood.

Message markers are used in accordance with the IMO Standard Marine Communication Phrases and meanings of message markers used are as follows.

- ① "INFORMATION"
This indicates that Osaka MARTIS is informing observed facts, situations, etc. which contribute to navigational safety. Consequences of INFORMATION will be up to the recipient.
- ② "WARNING"
This indicates that Osaka MARTIS is informing any dangerous situation that may impede safe navigation of vessels. The recipient of this message should pay immediate attention to the situation mentioned and consequences of WARNING will be up to the recipient.
- ③ "ADVICE"
This indicates that Osaka MARTIS is providing advice, pursuant to the Act on Maritime Traffic Safety, to take any necessary action to keep traffic regulations on the traffic route, such as altering the vessel's way and so forth, to avoid the dangerous situation that may impede safe navigation of the vessel. The recipient of this message should maneuver considering this advice very carefully. The decision whether to follow the ADVICE still stays with the recipient.
- ④ "INSTRUCTION"
This indicates that Osaka MARTIS is instructing vessels to take certain action, pursuant to the Act of Maritime Traffic Safety. The recipient has to follow this message unless

he/she has contradictory safety reasons.

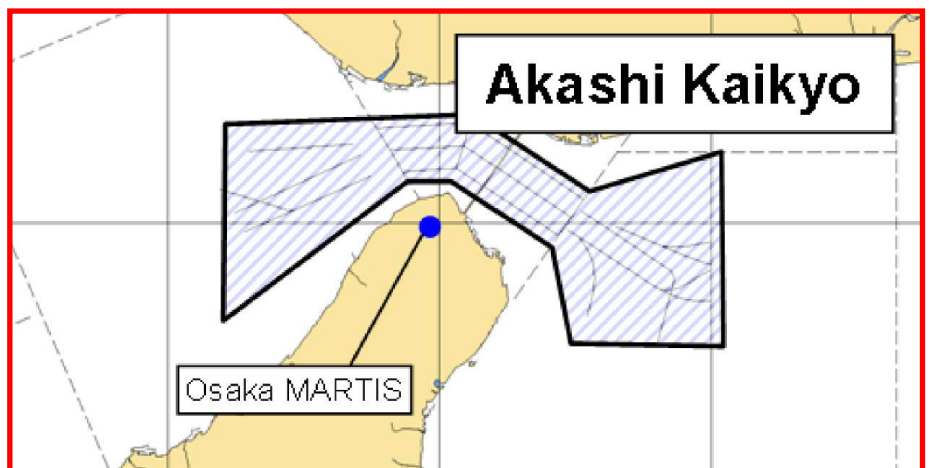
2 Type of Information Services within the Information Service Area

Osaka MARTIS provides following information within its information service area.

- ① Any following information which Osaka MARTIS considers necessary for a vessel of 50meters and upwards in length (hereinafter referred to as a "specified vessel") which is navigating in the VHF standby area (see the figure on the next page) (Message Marker "INFORMATION" or "WARNING")
 - a) Information of the navigational rules applied in the VHF standby area in the Akashi strait, when it is found that a specified vessel is likely to navigate not keeping the navigational rule applied
 - b) Information of occurrence of any impediment to safe navigation of a specified vessel such as a sunken vessel, functional disorder of aids to navigation, etc.
 - c) Information of a sea area where a vessel has difficulty to navigate safely such as an area where any construction or work is underway, a very shallow water area, etc., and in case that a specified vessel is likely to close in extremely on that area
 - d) Information of a vessel, which has difficulty to keep out the way for other vessels and is likely to cause a serious peril to safe navigation of a specified vessel
 - e) Information of a specified vessel which is found to close in extremely on any other specified vessel
 - f) Any other information which is considered necessary for a specified vessel
- ② Any information referred in the preceding section ① a)~f), which Osaka MARTIS considers necessary for a vessel which is equipped with AIS (except a specified vessel) (hereinafter referred to as an "AIS equipped vessel" (Message Marker "INFORMATION" or "WARNING")
- ③ Any other information which Osaka MARTIS considers necessary for safe navigation of a specified vessel or an AIS equipped vessel or information which is requested by a specified vessel or an AIS equipped vessel (Message Marker "INFORMATION")
- ④ Any navigational safety information which Osaka MARTIS considers necessary for or requested by a vessel neither a specified vessel nor an AIS equipped vessel (Message Marker "INFORMATION")

3 Information Monitoring Requirement within the VHF Standby Area

Pursuant to the Act on Maritime Traffic Safety, a specified vessel (except a vessel which is not equipped with VHF radiotelephone), while navigating in the VHF standby area and except when it is difficult to monitor, shall monitor the information provided by Osaka MARTIS by VHF radiotelephone.



4 Advice (Message Marker "ADVICE")

① Provision of advice

Pursuant to the Act on Maritime Traffic Safety, Osaka MARTIS may provide advice to a specified vessel to take any necessary action such as altering the vessel's way and so forth, when it is found that such vessel is likely to navigate not keeping the navigational rules applied in the traffic routes or when it is found that a dangerous situation for such vessel such as risk of closing in on any other specified vessel or an obstruction, is likely to occur, and when Osaka MARTIS considers necessary to have such vessel keep the navigational rules or avoid the dangerous situation.

In addition to VHF radiotelephone, advice may be conveyed by telephone, etc.

② Action of the vessel which receives advice

The vessel which receives advice should decide the action to keep the rule or to avoid the dangerous situation after considering the advice very carefully, getting the traffic image around the vessel and judging if any conflicting situation exists.

③ Request for report about vessel's action taken according to the advice

When it is considered necessary, Osaka MARTIS may request for report from the vessel about the action taken according to the advice given.

5 Instruction (Message Marker "INSTRUCTION")

① Instruction to a very large vessel and etc.

Osaka MARTIS may provide instruction referred in V 3 to a very large vessel and etc. by VHF radiotelephone.

② Instruction to standby at outside of the traffic route

i Instruction in the case of restricted visibility

Pursuant to the Act on Maritime Traffic Safety, Osaka MARTIS may provide instruction to standby at outside of the traffic route in cases and to vessels listed below in order to prevent dangerous situations for such vessels which are navigating or going to navigate through the Akashi strait traffic route.

In addition to VHF radiotelephone, instruction may be conveyed by telephone, etc.

a) When visibility is more than 1,000 meters but not more than 2,000 meters

- A very large vessel
- A dangerous goods carrying vessel of 50,000 tons gross tonnage and upwards (liquefied gas carrying vessels of 25,000 tons gross tonnage and upwards)
- A vessel towing or pushing any objects such as vessels or rafts, and the length between the front end of the towing vessel and the after end of the object or between the after end of the pushing vessel and the front end of the object is 200 meters and upwards

b) When visibility is not more than 1,000 meters

- A vessel of 160 meters and upwards in length
- A dangerous goods carrying vessel
- An object towing vessel

ii Action of the vessel which receives instruction

The vessel which receives instruction has to stand by at outside of the traffic route until

when Osaka MARTIS lifts the instruction.

VII OTHER MEANS OF INFORMATION SERVICES

1 Automated Identification System (AIS)

Osaka MARTIS provides information which is necessary for safe navigation in the Akashi strait and its vicinity such as information on accidents, information on vessel traffic restriction, movements of navigating vessels, present state of weather conditions, any disorder of aids to navigation, present situation of fishing boats, etc., to vessels navigating in the AIS service area by making good use of communication function of AIS.

When any dangerous situation which may impede safe navigation of a vessel is found within AIS service area, such as heading for shallow water area and so forth, Osaka MARTIS will provide information on such a dangerous situation whenever necessary by AIS.

2 Radio Broadcast

Osaka MARTIS broadcasts the information on the traffic route entry schedule of large vessels, weather, sea, tidal current, etc., according to schedule and frequency explained below. Emergency information such as occurrence of collision and so forth is broadcast whenever necessary.

- ① Broadcast in Japanese
 - i Time : 15 ~ 30 minute and 45 ~ 00 minute in every hour
 - ii Frequency : 1651 kHz
- ② Broadcast in English
 - i Time : 00 ~ 15 minute and 30 ~ 45 minute in every hour
 - ii Frequency : 2019 kHz

3 Phone

The following information is provided by a phone information service all the time.
Weather information: +81(0)799-82-3040

4 Internet Homepage

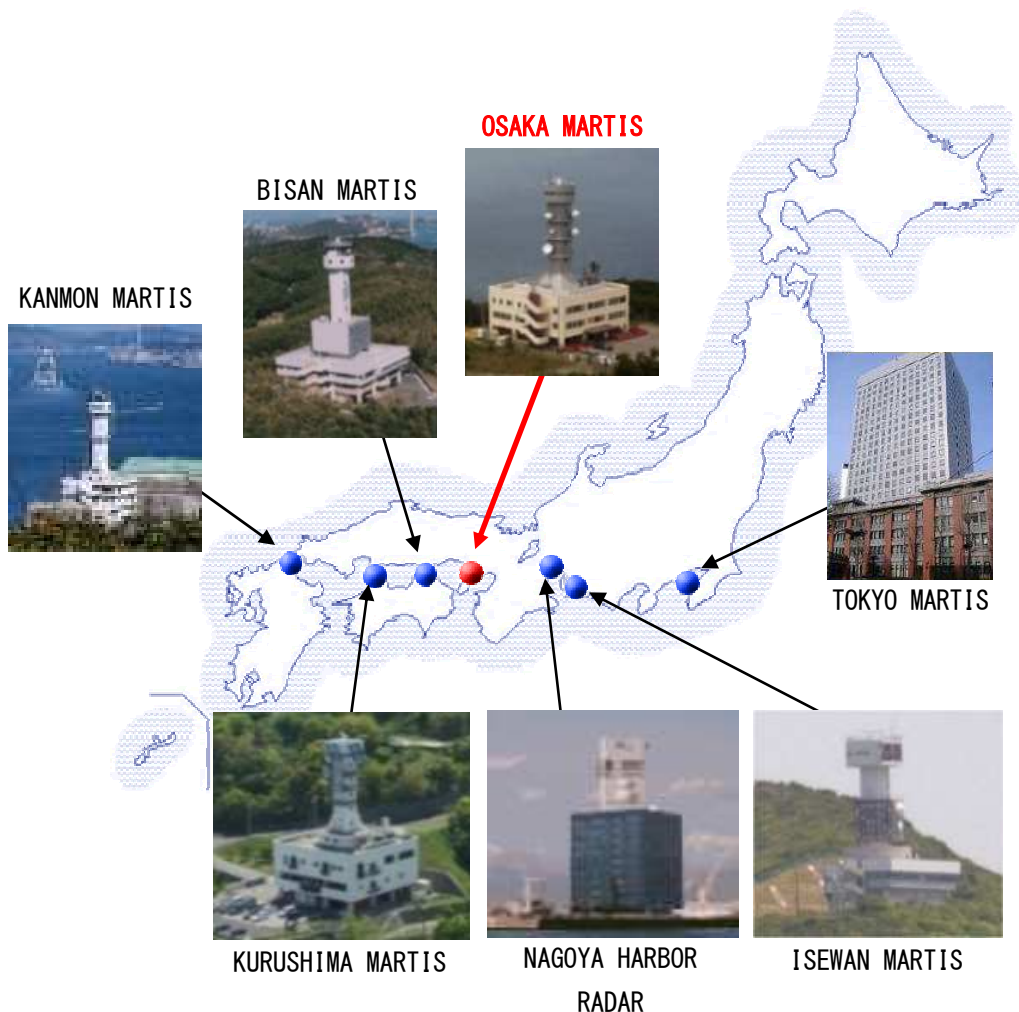
Useful information is posted on the Internet Homepage of the Osaka MARTIS.
URL:<http://www6.kaiho.mlit.go.jp/osakawan/>

Be able to get it by mobile phones.



Q R code

VTS IN JAPAN



For inquiries, contact

- **Osakawan Vessel Traffic Service Center, Japan Coast Guard**
Address : 914-2 Nojimaesaki, Awaji-City, Hyogo Prefecture 656-1725 JAPAN
Phone : +81(0)799-82-3050
Internet Homepage : <http://www6.kaiho.mlit.go.jp/osakawan/>
- **The 5th Regional Coast Guard Headquarters , Japan Coast Guard**
Address : 1-1 Hatoba-cho, Chuo-ku, Kobe City, Hyogo Prefecture 650-8551 JAPAN
Phone : +81(0)78-391-6551
Internet Homepage : <http://www.kaiho.mlit.go.jp/05kanku/>