

TO: Users of Port of Hakodate

函館港利用者の皆様へ

FROM:

Captain of the Port of Hakodate (Chief of Hakodate Coast Guard Office)

函館港長（函館海上保安部長）

DATE: Thursday, September 10, 2020

日付：2020年9月10日（木）

PAGES: 18 pages (including cover sheet)

枚数：18枚（表紙を含む）

SUBJECT:

Partial Revision of Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) -aiming at a safer and more convenient Port of Hakodate, port passages were changed in shape or abolished, and the display of direction signals by inbound vessels was improved-

件名：

国土交通省令の一部改正～安全で使いやすい函館港を目指し、航路の形状変更・廃止、入港時の行先信号の見直しを行いました～

MESSAGE:

内容

1. Points of partial revision of ordinance of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT)

国土交通省令一部改正のポイント

In conjunction with construction work for the new Wakamatsu Wharf and dredging work around the Wharf to expand the acceptance of large-sized passenger cruise ships' port calls at Hakodate Port, Hakodate Port passages were partially revised in shape or abolished, light buoys were removed, and also the display of direction signals by inbound vessels was improved on September 26, 2020.

The five main changes are prescribed as follows and in **ANNEX** (Leaflet, Japan Coast Guard Notice):

函館港における大型クルーズ客船の受け入れ拡大に向けた若松ふ頭岸壁の新設工事、付近海域の浚渫工事にあわせ、2020年9月26日から、函館港の航路を一部形状変更・廃止し、これに伴い灯浮標を廃止・撤去、また入港時の行先信号も見直しました。主な5つの変更箇所は以下および別紙リーフレット（海上保安庁からのお知らせ）記載のとおりです。

Pillar 1: Passage 1 was changed in shape, Passage 2 was abolished, and Passage 1 and 3 were renamed “South Passage” and “North Passage” respectively.

【要点 1】第 1 航路は形状変更, 第 2 航路は廃止, 第 1 航路と第 3 航路はそれぞれ「南航路」「北航路」に名称変更

Pillar 2: Port sections were modified.

【要点 2】港区の見直し

Pillar 3: Minimum length of vessels subject to notification of going into or coming out of a dockyard was changed from 150 meters to 130 meters.

【要点 3】ドックへの出入り等の届出対象となる船舶の長さの変更 (150メートル→130メートル)

Pillar 4: Hakodate Port No.2 Light Buoy and No.4 Light Buoy were removed.

【要点 4】函館港第二号灯浮標および第四号灯浮標の廃止・撤去

Pillar 5: Display of direction signals (AIS symbols, international flags) by inbound vessels was improved.

【要点 5】入港時の進路を表示する信号 (AIS 信号, 国際旗りゅう信号) の見直し

2. Efforts to architect a new mechanism to make Hakodate Port more safe and convenient for the future by the people concerned

函館港海事関係者の取組み～安全で使いやすい港を目指した仕組み作りの創設～

On November 25, 2019, the Stakeholder Council on Safety and Use of Hakodate Port (hereinafter called the Council) was held for the purpose of contribution to safety and development promotion of Hakodate Port, through information sharing and consideration of the current state of Hakodate Port and what the port should be in the future between the people concerned who are responsible for the safety and use of Hakodate Port. As of now, the Council consists of 40 stakeholders of Hakodate Port, including shippers, ship charterers, ship owners, ship operators, ship agents, fisheries associations and government and municipal offices that are actively involved in Hakodate Port.

2019年(令和元年)11月25日, 函館港の現状や将来のあり方について, 函館港の安全と利用に責任を有する関係者の情報共有や検討を通して函館港の安全および振興発展に寄与することを目的に, 「函館港の安全・利用等に関わる関係者会議」(以下, 関係者会議)が開催され, 函館港に関わる船主, 船舶運航者, 水先人, 船舶代理店, 漁業協同組合, 関係官公庁等, 現在計40の団体により構成されています。

At the Council, information sharing and view exchange were decided to be conducted with respect to safety countermeasures, the usage of Hakodate Port, and other necessary issues to achieve the purpose of the Council. Since its establishment in November 2019, the so-called intangible approach on maritime traffic rules that is very important for inbound and outbound vessels has been discussed by members of the Council in conjunction with making progress with tangible approaches, like port facility construction since 2017.

同会議では、函館港の安全対策に関する事、利用に関する事、その他同会議の設立目的を達成するために必要な事項について情報共有および意見交換を行うことが決まり、2017年（平成29年）以来の港湾施設といったいわゆるハード面の整備とともに、函館港に入出港する船舶にとって重要な港内交通のルールというソフトの部分について、メンバーによる議論が重ねられてきました。

The intention and wishes of users introduced through enhancing discussions were partly reflected in a legally-binding approach where possible. In other cases, an approach of allowing voluntary rule by users was adopted.

その結果として利用者の意向は、法的拘束力のあるものに反映させられるものはさせ、反映させられない部分については利用者間で自主ルールを決めていこうというアプローチをとりました。

The legally-binding approach reflected the wishes of Hakodate Port users in the revision to MLIT ordinance, namely the partial revision of the Enforcement Regulations of the Act on Port Regulations. In some decades, revisions have been made twice. The latest one was in 2005 where Passage 3 was shortened. The other one was abolishment in 1988 of the passage that had extended from the south end of current Passage 2 to the pier that the ex-Mashu-maru Ferry owned and operated by ex-Japan National Railways is presently alongside, which used to connect to the Hakodate-Aomori shipping lane.

一つ目の法的拘束力のあるアプローチでは、利用者側の意向を港則法施行規則という国土交通省令の一部改正の中に反映させています。過去数十年間では2回の改正があり、新しいところで2005年（平成17年）に第3航路が短縮され、その前は1988年（昭和63年）、現在の第2航路の先にあった、現在係留されている（元）日本国有鉄道所有・運航の青函航路連絡船「摩周丸」係留突堤までまっすぐに伸びていた航路が廃止されています。

In the voluntary approach, the following measures were taken:

- 1) in accordance with the change of marine traffic within Hakodate Port due to the 2020 partial revision of port passages, the practical operation of anchorage designation in Hakodate Port, which had been officially abolished in 2005, was revised, and
- 2) safety countermeasures were incorporated in preparation for the increasing number of port calls at Hakodate Port by large-sized passenger cruise ships, to ensure their safety like other vessels at Hakodate Port.

二つ目のアプローチである法的拘束力のない自主ルールの策定では、

- 1) 既に2005年（平成17年）に廃止になった函館港内の錨地指定の実務面での運用を今回の航路の一部改正に伴う港内の交通流の変化を受け見直し、
- 2) 年々増加する大型クルーズ客船の函館港への入出港に備え、これが他の利用船舶と同様事故なく安全に行われるよう、安全のための措置を盛り込みました。

In Hakodate, people concerned who are responsible for securing the safety of the port have been making efforts to tackle the issue to lead to the development of the Hakodate area through the legally-binding approach and voluntary approach, and these two intangible

approaches and tangible approaches, such as port facility construction respectively like the two wheels of a cart.

函館では、函館港の安全に責任のある関係者が、法的に拘束力のあるアプローチと拘束力のないアプローチ、そしてこの両者によるソフト面でのアプローチと港湾施設の整備といったハード面のアプローチを、それぞれ車の両輪として機能させながら、函館地区の発展に向けて取り組んでいます。

3 Details of revision -partial revision of MLIT Ordinance-

改正内容詳細～国土交通省令の一部改正～

Pillar 1: Passages were revised. (see Annex 1)

【要点 1】 航路の見直し（別紙 1 参照）

1-1 Passage 1 was changed in shape.

第 1 航路の形状を変更

1-2 Passage 2 was abolished.

第 2 航路を廃止

1-3 Passage 1 was renamed “South Passage.”

「第 1 航路」の名称を「南航路」に変更

1-4 Passage 3 was renamed “North Passage.”

「第 3 航路」の名称を「北航路」に変更

The revisions above were pursuant to the partial revision prescribed in Article 8 (Passage) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 2.

前記見直しについては、「港則法施行規則第 8 条（航路）関係、別表 2」で一部改正がなされています。

Pillar 2: Port sections were modified.

【要点 2】 港区の見直し

2-1 Section boundary between section 1 and 2 was modified. (see Annex 2)

第 1 区と第 2 区の境界を変更（別紙 2 参照）

In conjunction with construction work for the new Wakamatsu Wharf, the boundary of port section 1 and 2 was revised. This is a formal revision due to port facilities construction work.

若松ふ頭岸壁の新設整備工事に伴い、第 1 港区と第 2 港区の境界線が変更になりました。港湾施設整備に伴う形式的な改正になります。

Before: the line connecting the western end of Wakamatsucho Wharf Pier and the southeastern end of Hakodate Dock 3

（旧）「若松町ふ頭突堤西端から函館どつく第三岸壁南東端まで引いた線」

After: the line connecting the western end of Wakamatsu Wharf and the southeastern end of Hakodate Dock 3

(新) 「若松ふ頭岸壁西端から函館どつく第三岸壁南東端まで引いた線」

The revisions above were pursuant to the partial revision prescribed in Article 3 (Port Section) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 1. 前記見直しについては、「港則法施行規則第3条（港区）関係、別表1」で一部改正がなされています。

2-2 Berthing vessels in section 1 became limited to those vessels intending to moor at the mooring facilities of section 1.

第1区の停泊すべき船舶を「各種船舶」から「係留施設に係留する場合における各種船舶」に変更

In conjunction with the provision of Wakamatsu Wharf, the number of berthing and un-berthing ships to or from Wakamatsu Wharf is increasing. During berthing and un-berthing, the area around Wakamatsu Wharf is used for turning each ship coming into or out of the Wharf every time before the ship reaches the Wharf or after the ship leaves the Wharf. Hereby, port section 1 is becoming unsuitable for vessels intending to anchor. Therefore, for the purpose of securing marine traffic safety in the port, including the safe use of Wakamatsu Wharf, vessels able to berth in section 1 were changed from “all sorts of vessels” to “all sorts of vessels intending to moor at mooring facilities in section 1.”

若松ふ頭岸壁の供用開始に伴い、若松ふ頭に離着岸する船舶が増加するとともに、その場合付近全域が船舶の回頭水域となり、第一区は船舶の錨地には適さなくなるため、若松ふ頭の安全な利用を含む船舶交通の安全確保の観点から、第1区に停泊すべき船舶を「各種船舶」から「係留施設に係留する場合における各種船舶」に変更・限定するものです。

The revisions above were pursuant to the partial revision prescribed in Article 3 (Port Section) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 1. 前記見直しについては、「港則法施行規則第3条（港区）関係、別表1」で一部改正がなされています。

Pillar 3: Minimum length of vessels subject to notification to the captain of the port of going into or coming out of a dockyard was changed.

【要点3】ドックへの出入り等の届出対象となる船舶の長さの変更

In section 2, the minimum length of vessels subject to notification to the captain of the port of going into or coming out of the Hakodate Dock was changed from 150 meters to 130 meters. 第2区においては、函館どつくへの出入り等の港長への届出対象となる船舶の長さを150mから130mに変更しました。

Due to the provision of Wakamatsu Wharf, the shape of Passage 1 was changed, Passage 2 was abolished, and the marine traffic lane from the port entrance, i.e. the (new) South Passage to Wakamatsu Wharf or West Wharf, has been shifted further west, with the distance between

the Hakodate Dock and the above-mentioned lane becoming shorter, from about 450 meters to about 400 meters. Therefore, the minimum length of vessels subject to notification to the captain of the port, which should be one-third of this distance, was changed accordingly from 150 meters to 130 meters. (see **Annex 3**)

若松ふ頭岸壁の供用開始、第1航路の形状変更、第2航路の廃止に伴い、港口である（新）南航路から若松ふ頭岸壁および西ふ頭へ向かう船舶の交通帯が従来より西に移動し、函館どつく先端との距離が約450メートルから約400メートルまで近づいたことから、港長への届出の目安となるこの距離の3分の1にあたる船舶の長さを150mから130mに変更しました。（**別紙3**参照）

The revisions above were pursuant to the partial revision prescribed in Article 20 (Notification to the Captain of the Port in Case of Launching) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 3.

前記見直しについては、「港則法施行規則第20条（進水等の届出）関係、別表3」で一部改正がなされています。

Pillar 4: Hakodate Port No. 2 Light Buoy and No. 4 Light Buoy were removed and those light signals were abolished.

【要点4】函館港第二号灯浮標および第四号灯浮標の廃止・撤去

In conjunction with the change in shape of Passage 1 and abolishment of Passage 2, No. 2 Light Buoy and No. 4 Light Buoy, which had indicated both passages, were removed and those light signals were abolished.

第1航路の形状変更および第2航路の廃止にあわせ、両航路を示す第二号灯浮標および第四号灯浮標を廃止・撤去しました。

Pillar 5: Display of direction signals (AIS symbols, international flags) by inbound vessels was improved.

【要点5】入港時の進路を表示する信号（AIS信号、国際旗りゅう信号）の見直し。

When vessels proceed to Hakodate Port, they must display their destination information to other vessels by

- 1) sending symbols by the Automatic Identification System (AIS), and
- 2) raising international flags,

which were improved this time. (see **Annex 4-1, 4-2**)

船舶が函館港へ入港する際には、他の船舶に対し、自船の目的地に関する情報を知らせるため

- 1) AIS信号
- 2) 国際信号旗

を表示する必要があるため、今回これらに変更になりました。（**別紙4-1、4-2**参照）

There have been four kinds of destination information showing mooring facilities in port section

from 1 to 4. However, for more convenient usage of Hakodate Port, mooring facilities in section 2 and 4 were each divided into two, namely the east side and west side of section 2, and the north side and south side of section 4. Therefore, the number of the destination information types increased from four to six, and that revision was made in conjunction with the partial revision of MLIT ordinance.

従来、函館港の第1区から第4区の係留施設に向かう4種類の行先信号があり、より使いやすい港を目指し、行先の一つである第2区と第4区をそれぞれ第2区の東側と西側、第4区の北側と南側の2つに分けることにより、従前の4種類の行先信号を6種類に増やし、今回の国土交通省令の一部改正にあわせて変更しました。

With regard to destination information by the AIS symbols and international flags, it was applicable to the partial revision prescribed in Notification of Japan Coast Guard Commandant, based on Article 11 (Display of Direction Signals) of the Enforcement Regulations of the Act on Port Regulations.

進路を表示するAIS信号と国際信号旗については、「港則法施行規則第11条（進路の表示）」による「海上保安庁告示」で一部改正がなされています。

Reference 1: Area of new South Passage

【参考1】（新）南航路の区域

The sea area that lies between the line connecting point 1 and 2 and the line connecting point 3 and 4:

下記1の地点から2の地点まで引いた線と3の地点から4の地点まで引いた線との間の海面
Point 1: bearing 092 degrees from Hakodate Port North Breakwater Lighthouse (41-47-53 North, 140-41-59 East), distance 200 meters

（地点1）函館港北防波堤灯台（北緯41度47分53秒，東経140度41分59秒）から92度，200メートルの地点

Point 2: bearing 265.5 degrees from Hakodate Port North Breakwater Lighthouse, distance 560 meters

（地点2）函館港北防波堤灯台から265度30分，560メートルの地点

Point 3: bearing 147 degrees from Hakodate Port North Breakwater Lighthouse, distance 370 meters

（地点3）函館港北防波堤灯台から147度，370メートルの地点

Point 4: bearing 238 degrees from Hakodate Port North Breakwater Lighthouse, distance 650 meters

（地点4）函館港北防波堤灯台から238度，650メートルの地点

Reference 2: Outline of the Act on Port Regulations

【参考2】港則法等の概要

The Act on Port Regulations is Act No. 174 of 1948, which prescribes port entry and departure and navigation for the purpose of ensuring marine traffic safety and order in the

ports of Japan.

港則法（昭和23年法律第174号）では、港内における船舶交通の安全および港内の整とんを図るため、港内における入出港および航法に関する規定等を定めています。

The Enforcement Regulations of the Act on Port Regulations is ordinance of the Ministry of Transport No. 29 of 1948, which prescribes port sections, passage and specified navigation, as specifications of the Act on Port Regulations.

港則法施行規則（昭和23年運輸省令第29号）は、港則法の細目として、港区、航路、特定航法に関する規定等を定めているものです。

Reference 3: Display of Direction Signals in Hakodate Port

【参考3】函館港進路表示信号

When a vessel enters Hakodate Port, it must send symbols as destination information by the Automatic Identification System (AIS), which is prescribed in the Notification of Japan Coast Guard Commandant, for the purpose of displaying its destination to other vessels as prescribed in Article 11, paragraph (1) of the Enforcement Regulations of the Act on Port Regulations.

函館港へ入港するときは、港則法施行規則第11条第1項の規定による進路を他の船舶に知らせるため、海上保安庁長官が告示で定める記号を船舶自動識別装置(AIS)の目的地に関する情報として送信していなければなりません。

However, a vessel that is not equipped with AIS or that does not activate AIS based on the proviso to Article 3-16 of the Enforcement Regulations of the Mariners Act is exempted, as prescribed in Article 11, paragraph (1) of the Enforcement Regulations of the Act on Port Regulations.

ただし、船舶自動識別装置を備えていない場合および船員法施行規則第3条の16ただし書きの規定により船舶自動識別装置を作動させていない場合は除外されます。(港則法施行規則第11条第1項)

A vessel proceeding in Hakodate Port must raise international flags to display its destination as prescribed in Article 11, paragraph (2) of the Enforcement Regulations of the Act on Port Regulations.

函館港内を航行する船舶は、港則法施行規則第11条第2項に基づき定められた国際信号旗を掲げて進路を表示しなければなりません。

However, a vessel that does not own international flags or is proceeding at night is exempted. ただし、国際信号旗を有しない船舶または夜間においては除外されます。

ANNEX (Leaflet)

別紙 (リーフレット)

ANNEX 1: Related to Article 8 (Passage) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 2

別紙 1 「港則法施行規則第 8 条（航路）関係，別表 2」

ANNEX 2: Related to Article 3 (Port Section) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 1

別紙 2 「港則法施行規則第 3 条（港区）関係，別表 1」

ANNEX 3: Related to Article 20 (Notification to the Captain of the Port in the Case of Launching) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 3

別紙 3 「港則法施行規則第 20 条（進水等の届出）関係，別表 3」

ANNEX 4-1: Display of improved direction signals in Hakodate Port

別紙 4-1 「函館港進路表示信号の改正」

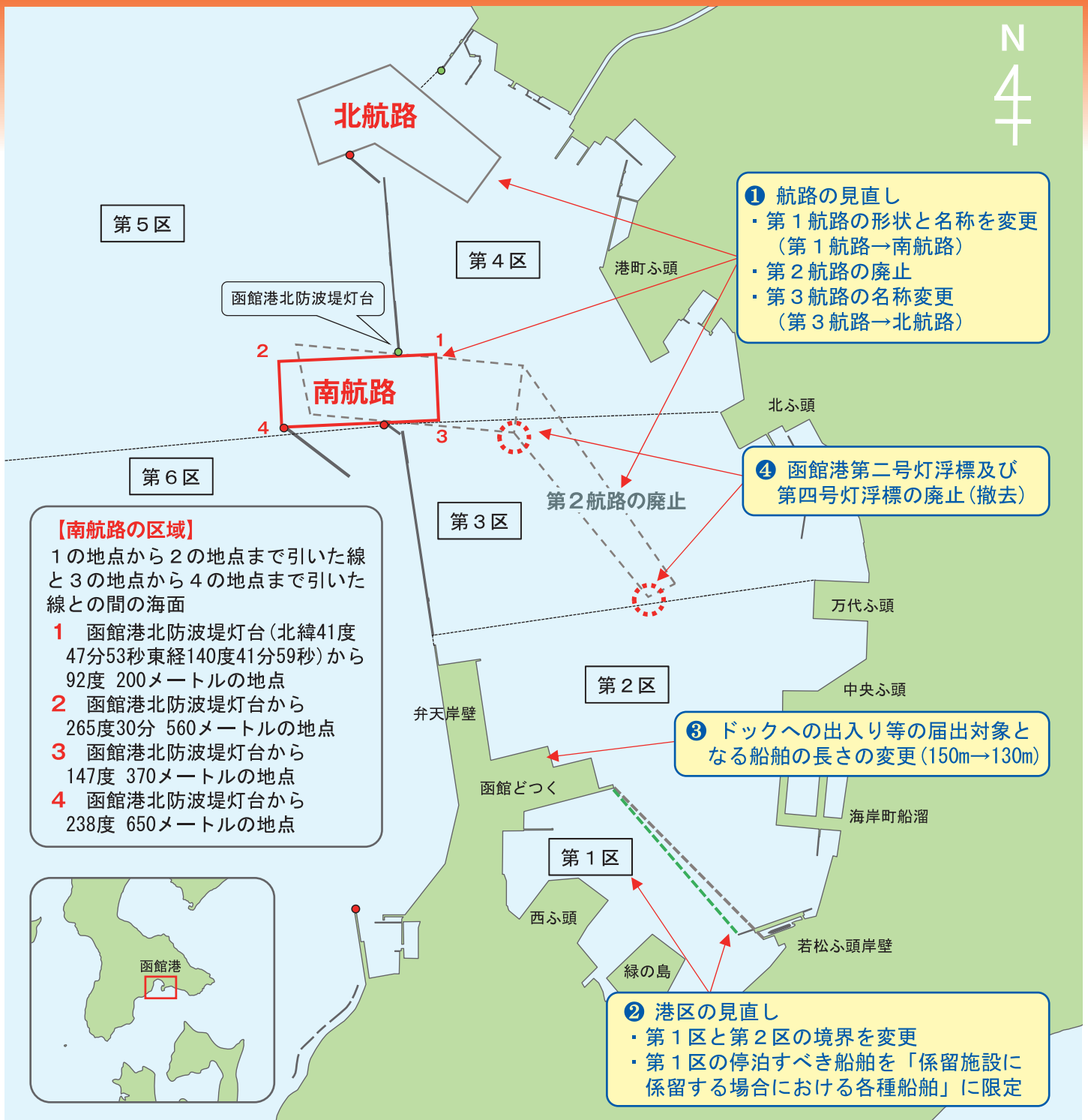
ANNEX 4-2: Direction signals and mooring facilities in Hakodate Port

別紙 4-2 「行先信号と函館港内の係留施設」

お知らせ

函館港における大型客船の受入拡大に向けた岸壁整備及び航路体系の見直しに伴い、令和2年9月26日から航路等を変更します。

- ① 航路の見直し
- ② 港区の見直し
- ③ ドックへの出入り等の届出対象となる船舶の長さの変更(150m→130m)
- ④ 函館港第二号灯浮標及び第四号灯浮標の廃止(撤去)
- ⑤ 進路を表示する信号の見直し(裏面記載)

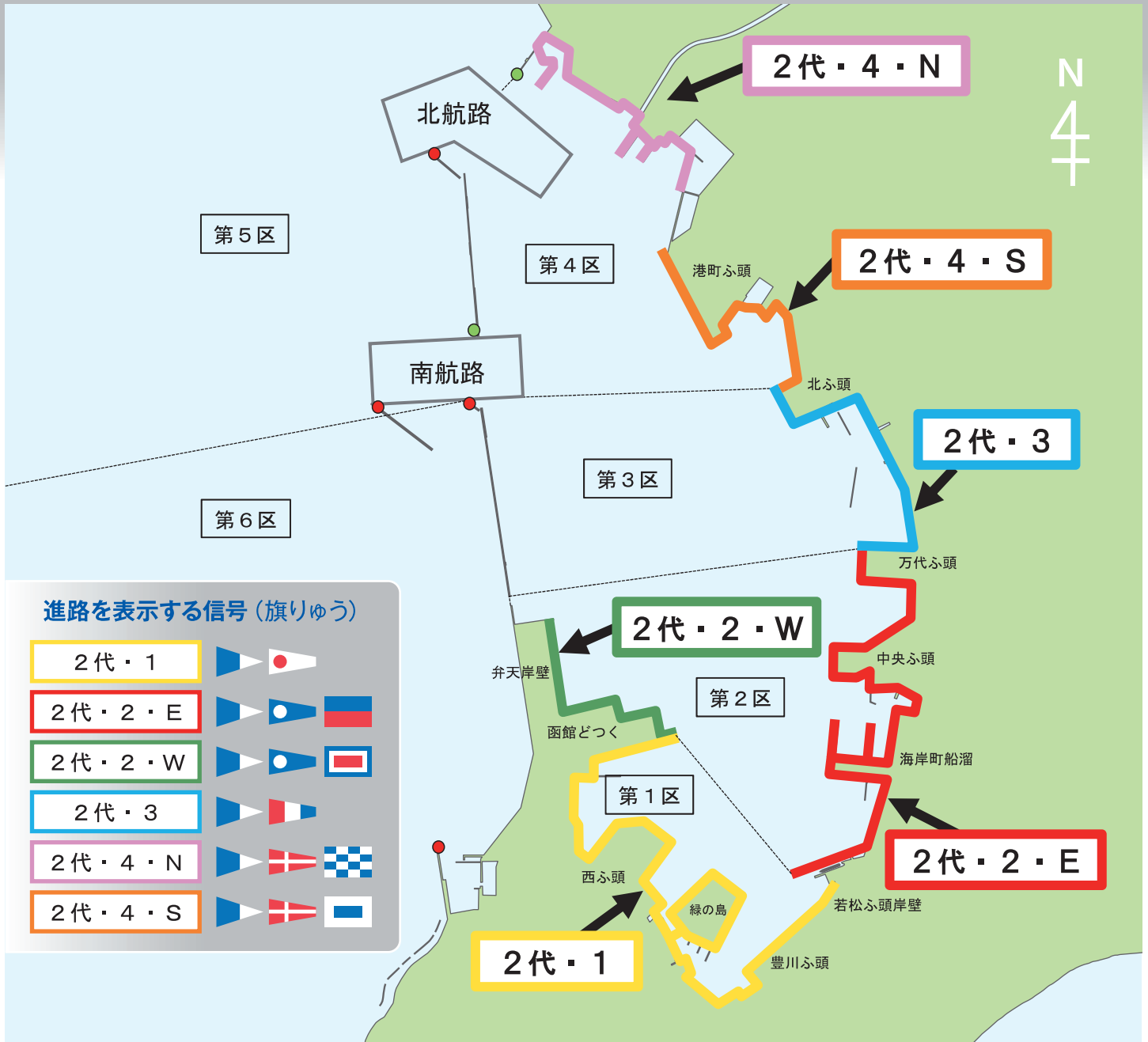


問い合わせ先

函館海上保安部交通課

TEL 0138-42-5658

⑤ 函館港における進路を表示する信号の見直し



進路	AIS表示記号	旗りゆう信号
第1区の係留施設に向かって航行する。	1	2代・1
第2区の万代ふ頭正面岸壁から若松ふ頭岸壁に至る間の係留施設に向かって航行する。	2 E	2代・2・E
第2区の弁天A岸壁から函館どつく第4岸壁に至る間の係留施設に向かって航行する。	2 W	2代・2・W
第3区の係留施設に向かって航行する。	3	2代・3
第4区のコスモ石油栈橋ドルフィンから港町けい船くいに至る間の係留施設に向かって航行する。	4 N	2代・4・N
第4区の港町ふ頭から北ふ頭に至る間の係留施設に向かって航行する。	4 S	2代・4・S

Notice

The following five items are scheduled to be revised as of September 26, 2020, in conjunction with quay construction work in Hakodate Port for the purpose of expanding the acceptance of large-sized passenger cruise ships' port calls at Hakodate Port and revision of the navigation system.

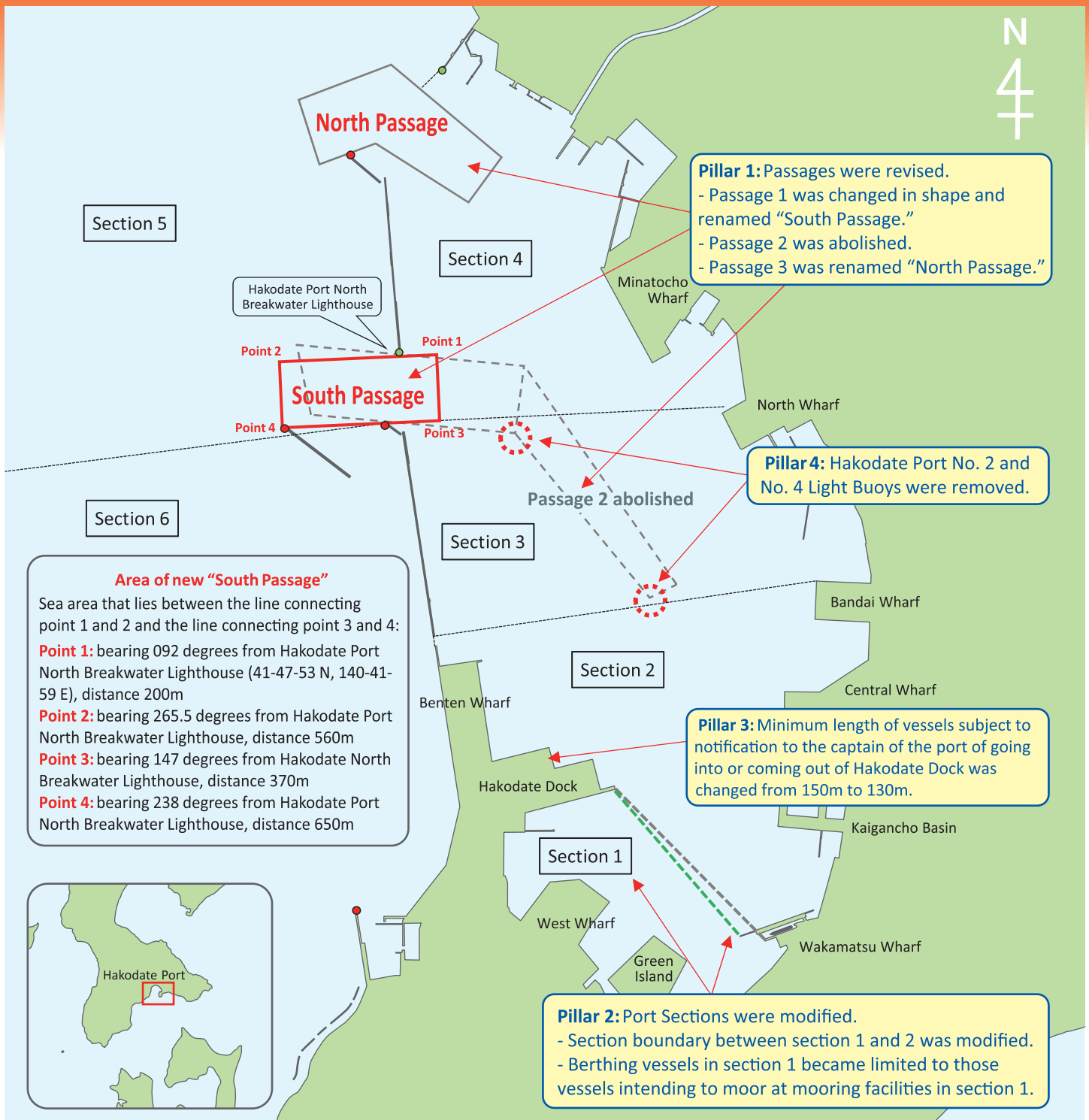
Pillar 1: Passages revised

Pillar 2: Port sections modified

Pillar 3: Minimum length of vessels subject to notification of going into or coming out of a dockyard changed from 150m to 130m

Pillar 4: Hakodate Port No. 2 Light Buoy and No. 4 Light Buoy removed

Pillar 5: Display of direction signals by inbound vessels improved (see back)



Inquiry Maritime Traffic Division, Hakodate Coast Guard Office by phone @+81-138-42-5658

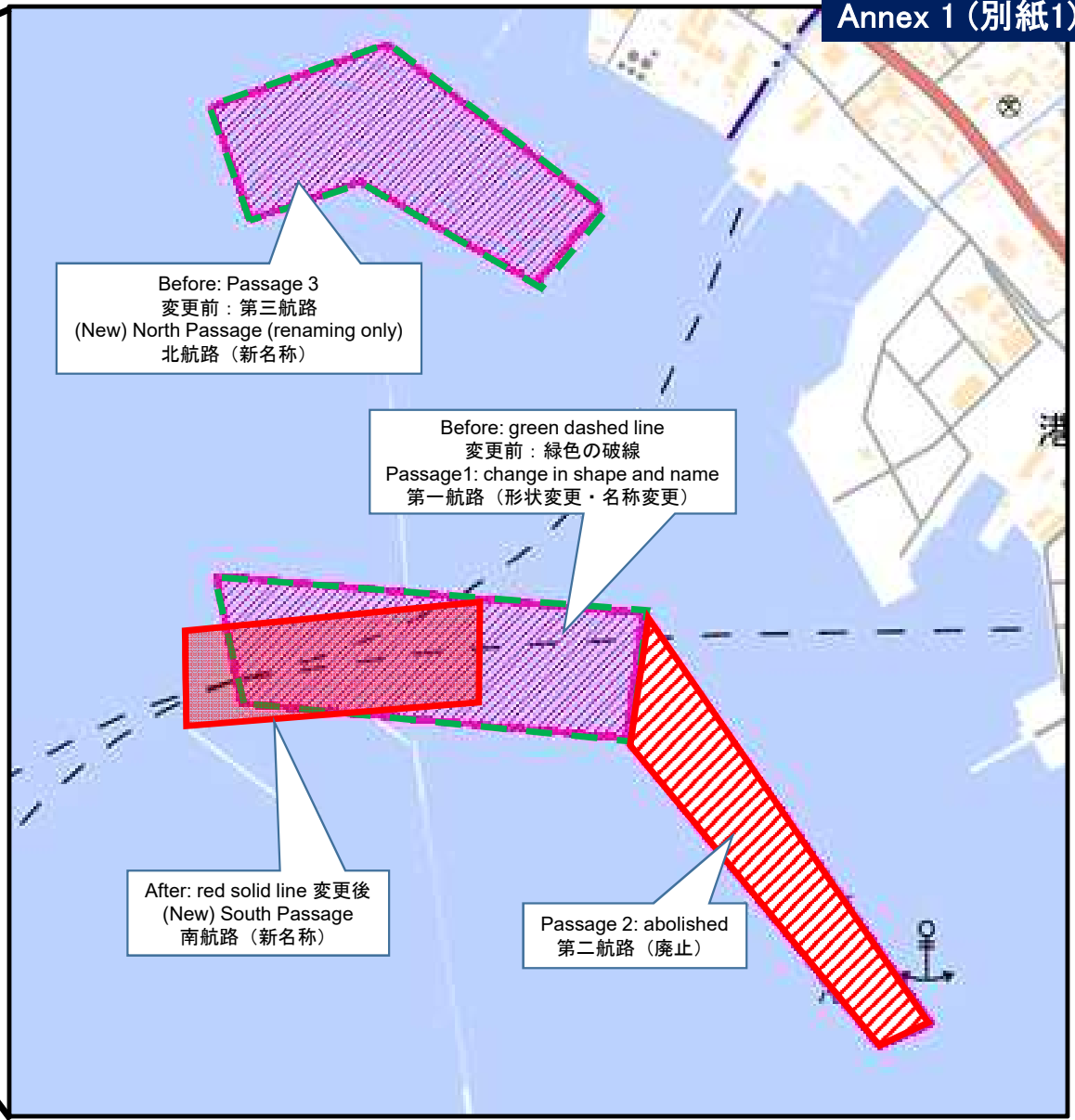
Pillar 5: Display of improved direction signals in Hakodate Port



Direction signal messages	AIS input code	Flags and pennants
Proceed toward a mooring facility in Section 1.	1	2 nd sub over 1
Proceed toward a mooring facility between Bandai Wharf Front and Wakamatsu Wharf in Section 2.	2E	2 nd sub over 2 and E
Proceed toward a mooring facility between Benten Wharf A and Hakodate Dock 4 in Section 2.	2W	2 nd sub over 2 and W
Proceed toward a mooring facility in Section 3.	3	2 nd sub over 3
Proceed toward a mooring facility between Cosmo Oil Dolphin and Minatocho Mooring Piles in Section 4.	4N	2 nd sub over 4 and N
Proceed toward a mooring facility between Minatocho Wharf and North Wharf in Section 4.	4S	2 nd sub over 4 and S

Hakodate Port 函館港

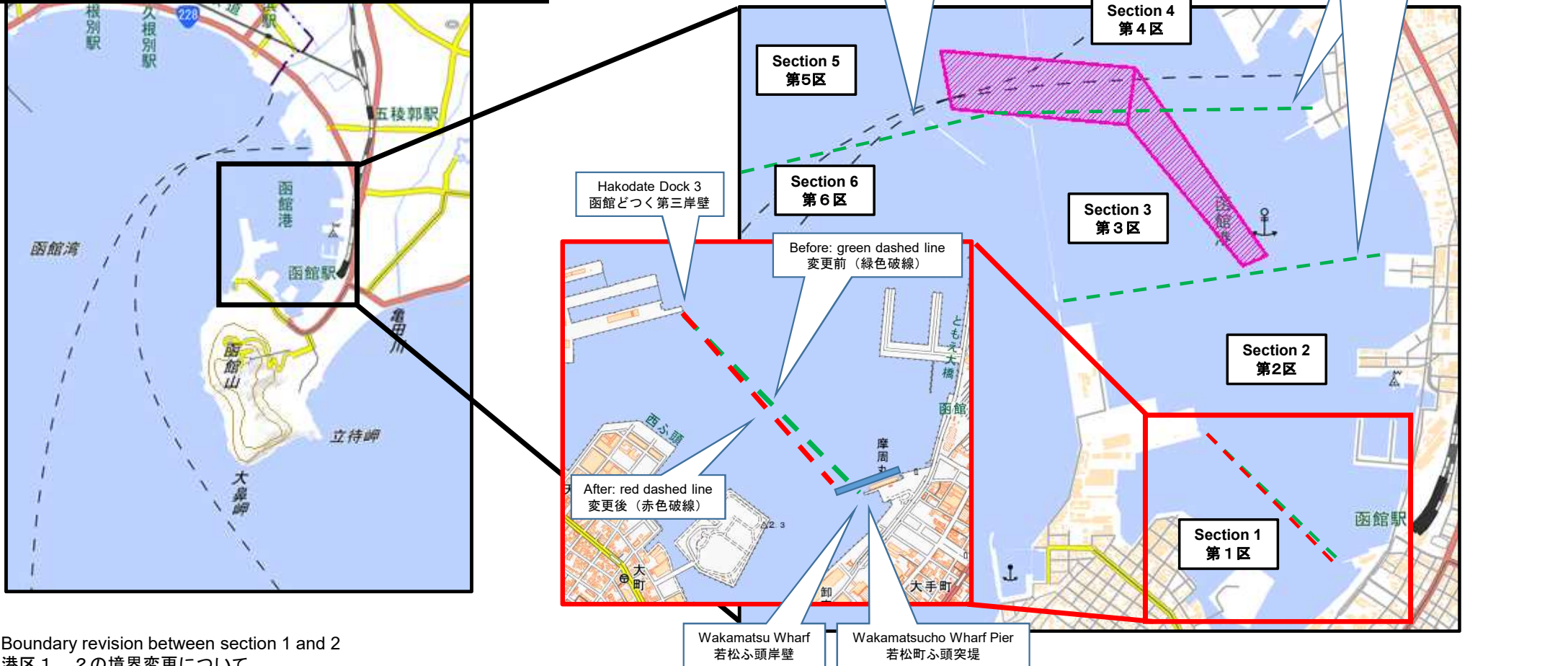
Related to Article 8 (Passage) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 2
港則法施行規則第8条(航路)関係 別表第2



Hakodate Port 函館港

Related to Article 3 (Port Section) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 1
 港則法施行規則第3条(港区)関係 別表第1

Annex 2 (別紙2)



Boundary revision between section 1 and 2
 港区 1、2 の境界変更について

Before: the line connecting the western end of Wakamatsucho Wharf Pier and the southeastern end of Hakodate Dock 3

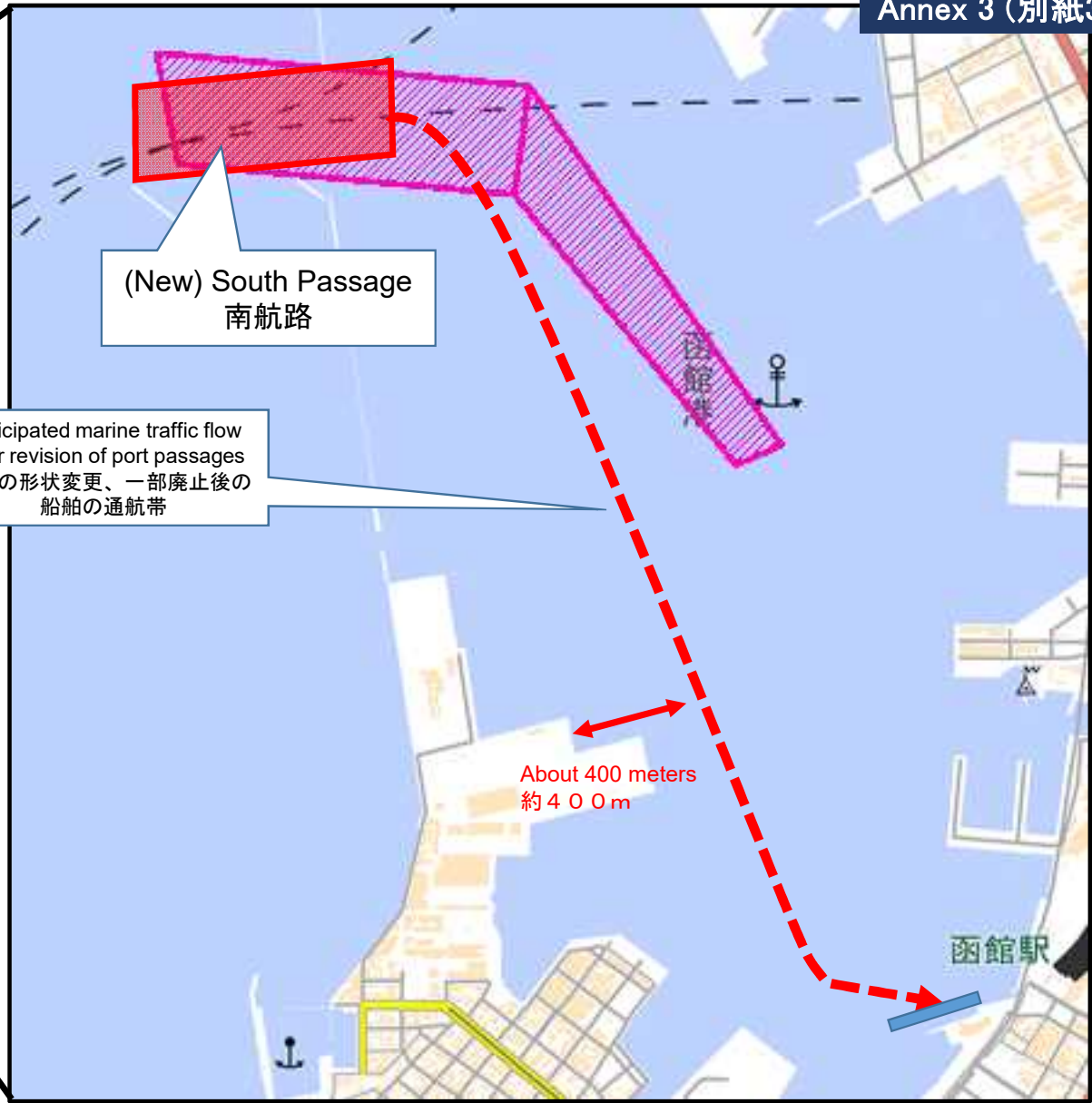
旧: 「若松町ふ頭突堤西端から函館どつく第三岸壁南東端まで引いた線」

After: the line connecting the western end of Wakamatsu Wharf and the southeastern end of Hakodate Dock 3

新: 「若松ふ頭岸壁西端から函館どつく第三岸壁南東端まで引いた線」

Hakodate Port 函館港

Related to Article 20 (Notification to the Captain of the Port in the Case of Launching) of the Enforcement Regulations of the Act on Port Regulations, Appended Table 3
港則法施行規則第20条(進水等の届出)関係 別表第3



(New) South Passage
南航路

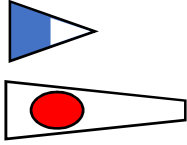
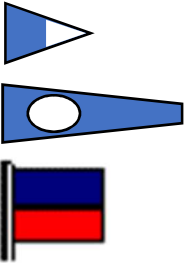
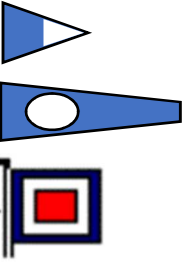
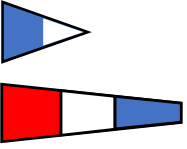
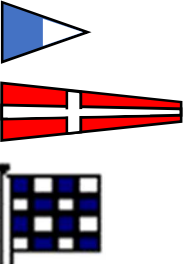
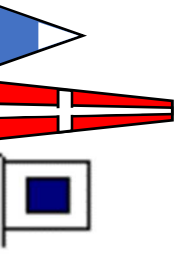
Anticipated marine traffic flow after revision of port passages
航路の形状変更、一部廃止後の船舶の通航帯

About 400 meters
約400m

Minimum length of vessels subject to notification to the captain of the port of going into or coming out of a dockyard:

ドックへの出入等の届出対象となる船舶の長さについて
(Before) length of vessel: 150 meters 旧: 「船舶の長さ 150メートル」
(After) length of vessel: 130 meters 新: 「船舶の長さ 130メートル」

Display of improved direction signals in Hakodate Port
函館港進路表示信号の改正

Direction Signal Flags 行先信号	International Flags and Pennants 国際信号旗	Message 信文	AIS Input Code AIS 入力例
2 nd substitute over numeral pennant 1 2代・1		Proceed toward a mooring facility in Section 1. 第1区の係留施設に向かって航行する。	JPHKP1
2 nd substitute over numeral pennant 2 and E 2代・2・E		Proceed toward a mooring facility between Bandai Wharf Front and Wakamatsu Wharf in Section 2. 第2区の万代ふ頭正面岸壁から若松ふ頭岸壁に至る間の係留施設に向かって航行する。	JPHKP2E
2 nd substitute over numeral pennant 2 and W 2代・2・W		Proceed toward a mooring facility between Benten Wharf A and Hakodate Dock 4 in Section 2. 第2区の弁天A岸壁から函館どつく第4岸壁に至る間の係留施設に向かって航行する。	JPHKP2W
2 nd substitute over numeral pennant 3 2代・3		Proceed toward a mooring facility in Section 3. 第3区の係留施設に向かって航行する。	JPHKP3
2 nd substitute over numeral pennant 4 and N 2代・4・N		Proceed toward a mooring facility between Cosmo Oil Dolphin and Minatocho Mooring Piles in Section 4. 第4区のコスモ石油栈橋ドルフィンから港町けい船くいに至る間の係留施設に向かって航行する。	JPHKP4N
2 nd substitute over numeral pennant 4 and S 2代・4・S		Proceed toward a mooring facility between Minatocho Wharf and North Wharf in Section 4. 第4区の港町ふ頭から北ふ頭に至る間の係留施設に向かって航行する。	JPHKP4S

Direction signals and mooring facilities in Hakodate Port 行先信号と函館港内の係留施設

