

Port Regulations Act

(Act No. 174 of July 15, 1948)

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Chapter I General Provisions

(Purpose of the Act)

Article 1 The purpose of this Act is to ensure the marine traffic safety and orderly control and administration in the ports.

(Ports and Their Areas)

Article 2 Ports and their areas to which this Act applies are specified by Cabinet Order.

(Definitions)

Article 3 (1) The term "miscellaneous vessel" as used in this Act means a steam launch, barge, or boat, or a ship that is operated solely using oars and paddles, or a ship that is operated mainly using oars and paddles.

(2) The term "specified port" as used in this Act means a port that a deep-draft vessel is able to enter and leave, or a port that foreign vessels regularly enter and leave, which is specified by Cabinet Order.

Chapter II Port Entry and Departure, and Anchoring

(Notification of Port Entry and Departure)

Article 4 When a vessel has entered a specified port or intends to leave a specified port, it must notify the captain of the port pursuant to Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(Anchorage)

Article 5 (1) A vessel that is anchored in a specified port must be anchored in the specified area in the specified port according to its tonnage or category of shipment, pursuant to Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(2) If a vessel specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism intends to be anchored in a specified port specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism, unless it moors at a mooring buoy, landing pier, quay, or other facility for mooring a vessel (hereinafter referred to as a "mooring facility"), the vessel must have its place to be anchored (hereinafter referred to as "anchorage") designated by the captain of the port. In this case, the captain of the port must designate an anchorage within the specified area specified in the preceding paragraph, unless there are special circumstances.

(3) If the captain of the port finds it to be particularly necessary, the captain of the port may designate the anchorage of a vessel entering a port other than a specified port specified in the preceding paragraph.

(4) Notwithstanding the provisions of paragraph (1), a vessel that has its anchorage designated pursuant to the provisions of the preceding two paragraphs must be anchored at the anchorage.

(5) If the administrator of a mooring facility in a specified port provides the mooring facility for the mooring of a vessel, the administrator must notify the captain of the port of this in advance, as provided for in Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(6) If the captain of the port finds it to be necessary for marine traffic safety, the captain of the port may restrict or prohibit the administrator of a mooring facility in a specified port from providing the mooring facility for the mooring of a vessel.

(7) The captain of the port and the administrator of a mooring facility in a specified port must mutually facilitate the signaling or other communication with a vessel about the designation of its anchorage or its use of the mooring facility.

Article 6 Deleted

(Restrictions on Movement)

Article 7 (1) Excluding a case referred to in Article 4, Article 8, paragraph (1), Article 10, or Article 23, a vessel other than a miscellaneous vessel may not move into an area outside the specified area in which the vessel that has been anchored pursuant to the provisions of paragraph (1) of Article 5 or move from the anchorage designated by the captain of the port without obtaining the permission from the captain of the port; provided, however, that this does not

apply if the vessel is attempting to prevent a marine accident or if the vessel has otherwise compelling reasons.

(2) If a vessel has moved pursuant to the proviso to the preceding paragraph, the vessel must notify the captain of the port of this without delay.

(Repair and Berthing)

Article 8 (1) A person that intends to repair or berth a vessel other than a miscellaneous vessel in a specified port must notify the captain of the port of this.

(2) In a specified port, a vessel being repaired or a berthed vessel must be anchored at a place designated by the captain of the port.

(3) If the captain of the port finds it necessary in order to prevent a hazard, the captain of the port may order a vessel being repaired or a berthed vessel to have the necessary number of mariners on board.

(Restrictions on Mooring)

Article 9 In a port, no miscellaneous vessel or raft may be moored at a mooring buoy or to another vessel without good reason, nor may be anchored or moored in a place that could hinder the navigation of another vessel.

(Order to Move)

Article 10 If the captain of the port finds it to be particularly necessary, the captain of the port may order a vessel that is anchored in a specified port to move.

(Restrictions on Anchoring)

Article 11 Any necessary matter with regard to the places in a port in which a vessel is not allowed to be anchored or moored, or with regard to the way in which a vessel is anchored is specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

Chapter III Passage and Navigation Rules

(Passage)

Article 12 If a vessel other than a miscellaneous vessel enters or leaves a specified port or passes through a specified port, the vessel must use passage specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism (simply referred to as "passage" in the following Article through Article 37 and in Article 37-3); provided, however, that this does not apply if the vessel is attempting to prevent a marine accident or if the vessel has compelling reasons.

Article 13 A vessel must not move down an anchor or release a vessel being towed by the vessel in a passage, except in the cases referred to in the following items:

- (i) when it is attempting to prevent a marine accident;
- (ii) when it loses control;
- (iii) when it is engaged in rescue efforts or rescue a vessel in imminent peril
- (iv) when it is engaged in construction or work with the permission of the captain of the port under the provisions of Article 31.

(Navigation Rules)

Article 14 (1) A vessel entering a passage from outside or intending to leave a passage must give way to other vessels in navigation in the passage.

(2) Vessels must not navigate abreast in a passage.

(3) When vessels pass each other in a passage, they must keep to the starboard side.

(4) A vessel may not overtake another vessel in a passage.

Article 14-2 In the cases specified for each passage by Order of the Ministry of Land, Infrastructure, Transport and Tourism as those that may pose a danger to a vessel in navigation in the passage, if the captain of the port finds it to be necessary in order to prevent a hazard to a vessel in navigation or intending to navigate in a passage, in consideration of topographical, tidal, and other natural conditions as well as the marine traffic conditions, the captain of the port may, pursuant to Order of the Ministry of Land, Infrastructure, Transport and Tourism, instruct the vessel to wait outside the passage for as long as necessary to prevent the hazard.

Article 15 If there is a possibility that a steamship may meet with another steamship at the entrance to a port breakwater or in its vicinity, the entering steamship must give way to the departing steamship outside the breakwater.

Article 16 (1) A vessel must navigate at a speed that does not pose a danger to other vessels in a port and in the vicinity of port limits.

(2) In a port, a sailboat must navigate with its sails down or using a tugboat.

Article 17 In a port, when a vessel navigates while keeping the breakwater, quay, or other pointed ends of a structure, or keeping a vessel that is anchored on the starboard side, the vessel must navigate as closely as possible to the structure or vessel, and when a vessel navigates keeping a structure or vessel on the port side, the vessel must navigate as far as possible away from the structure or

vessel.

Article 18 (1) In a port, a miscellaneous vessel gives way to any vessel other than a miscellaneous vessel.

(2) A vessel whose tonnage is less than the tonnage specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism, which is within the gross tonnage of 500 tonnes, and which is not a miscellaneous vessel (hereinafter referred to as a "small-sized vessel" in this Article), must give way to any vessel other than a miscellaneous vessel or a small-sized vessel in a highly congested specified port with marine traffic specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(3) When a vessel other than a miscellaneous vessel or a small-sized vessel navigates in a specified port referred to in the preceding paragraph, it must hoist a sign whose design is specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism on its mast so that it can be easily recognized.

Article 19 (1) If the Minister of Land, Infrastructure, Transport and Tourism finds that it may pose a serious threat to marine traffic safety if the marine traffic is governed by the provisions of Article 14, paragraph (3) or (4), Article 15, or Article 17 due to the geographical features, tidal currents, or other natural conditions in a port, the minister may, notwithstanding those provisions, establish special regulations on the navigation rules in the relevant port by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(2) In addition to what is provided for in Article 14 through the preceding Article, the Minister of Land, Infrastructure, Transport and Tourism may establish special regulations on the navigation rules in a certain number of ports by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

Article 20 Deleted

Chapter IV Dangerous Goods

Article 21 (1) If a vessel loaded with explosives or other dangerous goods (excluding goods used for the vessel; the same applies hereinafter) intends to enter a specified port, it must seek directions from the captain of the port outside the port limits.

(2) The categories of dangerous goods referred to in the preceding paragraph are specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

Article 22 In a specified port, a vessel loaded with dangerous goods must not be anchored or moored at a place other than the place designated by the captain of the port, except when an anchorage must be designated; provided, however, that this does not apply to a vessel loaded with dangerous goods other than explosives, if the captain of the port finds no problem and permits the vessel to do so, in view of the period during which the vessel is anchored, as well as category, quantity, and storage method of the dangerous goods.

Article 23 (1) In order to load, transship, or unload dangerous goods in a specified port, the vessel must obtain the permission from the captain of the port to do so.

(2) If the captain of the port finds it inappropriate for the work specified in the preceding paragraph to be done in the specified port, the captain of the port may designate an appropriate place outside the port limits and grant the permission referred to in the preceding paragraph.

(3) A vessel that is anchored or moored at a place designated pursuant to the provisions of the preceding paragraph is deemed to be a vessel staying within the port limits.

(4) If a vessel intends to transport dangerous goods within a specified port or near the port limits of a specified port, the vessel must obtain the permission from the captain of the port to do so.

Chapter V Preservation of Waterways

Article 24 (1) No person may dump ballast, waste oil, cinders, garbage, or waste similar to these without good reason in the specified port or into the sea within 10,000 meters of the port limits.

(2) A person who intends to load the coal, stone, brick, or other items in bulk that could spread, onto a vessel or to unload them from a vessel in a port or near the port limits must take the necessary measures to prevent them from dropping into the sea.

(3) If the captain of the port finds it necessary, the captain of the port may order a person who dumps waste in a specified port, in violation of the provisions of paragraph (1), or who drops items that could spread into the sea, in violation of the provisions of the preceding paragraph, to remove the items dumped or dropped.

Article 25 If a situation in which the traffic of another vessel is hampered by a marine accident that has occurred in a port or near the port limits arises, the captain of a vessel involved in the marine accident must put up a sign or otherwise take the necessary measures to prevent a hazard, without delay, and

must report this to the captain of the port, if the accident has occurred in a specified port, or to the Commander of the nearest Regional Coast Guard Headquarter or the captain of the port, if this has occurred in a port other than a specified port; provided, however, that if the captain of a vessel has made a report under the provisions of, Article 38, paragraph (1), (2), or (5), Article 42-2, paragraph (1), Article 42-3, paragraph (1), or Article 42-4-2, paragraph (1) of the Act on the Prevention of Marine Pollution and Maritime Disasters (Act No. 136 of 1970), the captain is not required to make a report on the matters that have been reported.

Article 26 If a drifting object, sunken object, or other object could hinder marine traffic in a specified port or in the vicinity of the port limits of a specified port, the captain of the port may order the owner or possessor of the item to remove it.

Chapter VI Lighting

Article 27 (1) Unless a vessel specified in the main clause of Article 25, paragraph (2) or (5) of the Act on Preventing Collisions at Sea (Act No. 62 of 1977) keeps the lights under those provisions or under the provisions of paragraph (3) of that Article turned on, notwithstanding the provisions of the proviso to paragraph (2) and of the proviso to paragraph (5) of that Article, within a port, the vessel must keep the white portable lights specified in those provisions or the white lights specified in those provisions turned on in the place that can be seen most easily from the surrounding area.

(2) The proviso to Article 27, paragraph (1) and the provisions of paragraph (7) of that Article of the Act on Preventing Collisions at Sea do not apply to a vessel less than 12 meters that is staying in a port.

Article 28 A vessel must not blow a whistle or sound a siren in a port without due cause.

Article 29 A person intending to establish a private signal to be used in a specified port must obtain the permission from the captain of the port.

(Fire Warning)

Article 30 (1) If a fire occurs on a vessel in a specified port, which is equipped with a whistle or siren, unless the vessel is navigating, the vessel must blow or sound a prolonged sound (meaning a prolonged sound referred to in paragraph (3) of Article 32 of the Act on Preventing Collisions at Sea) five times on its whistle or siren that warns a fire.

(2) The warning referred to in the preceding paragraph must be repeated at appropriate intervals.

Article 30-2 A vessel that is anchored in a specified port, which is equipped with a whistle or siren, must display the fire warning procedures specified in the preceding Article at a place that can be clearly seen by the person who blows the whistle or sounds the siren.

Chapter VII Miscellaneous Provisions

(Permission for Construction and Notification of Launch)

Article 31 (1) A person intending to start construction or work in a specified port or in the vicinity of the port limits of a specified port must obtain the permission from the captain of the port.

(2) In granting the permission referred to in the preceding paragraph, the captain of the port may order the relevant person to take necessary measures for the marine traffic safety.

Article 32 A person intending to hold a boat race or other event in a specified port must obtain the permission from the captain of the port in advance.

Article 33 A person intending to launch a vessel longer than the length specified in the Order of the Ministry of Land, Infrastructure, Transport and Tourism, or to enter or leave a dock in an area of the specified port specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism must notify the captain of the port of this.

Article 34 (1) A person intending to unload bamboo or wood from a vessel onto the water surface or to moor or operate a raft in a specified port must obtain the permission from the captain of the port.

(2) In granting the permission referred to in the preceding paragraph, the captain of the port may order the relevant person to take necessary measures for the marine traffic safety.

(Restrictions on Fishing)

Article 35 Any person is not allowed to fish without due cause at any place in a port where fishing could hamper the marine traffic.

(Restrictions on Lights)

Article 36 (1) No person may use a light that is too bright, which could hamper the marine traffic in a port or in the vicinity of the port limits, without due

cause.

- (2) The captain of the port may order a person using a light that is too bright, which could hamper the marine traffic in a specified port or in the vicinity of the port limits of a specified port, to reduce the brightness of light or to cover the light.

(Restrictions on Smoking)

- Article 36-2 (1) In a port, any person must not smoke or light a fire in the vicinity of a tanker without due care and attention.
- (2) When a flammable liquid is floating in a specified port due to the occurrence of a marine accident or any other circumstance, and the captain of the port finds that a fire could occur, the captain of the port may restrict or prohibit persons in the relevant water from smoking or lighting a fire; provided, however, that this does not apply if the provisions of Article 42-5, paragraph (1) of the Act on Preventing Marine Pollution and Maritime Disasters apply.

(Restrictions on Marine Traffic)

- Article 36-3 (1) A vessel navigating within a specified port in a waterway specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism must comply with the traffic control signals given by the captain of the port at a signal station.
- (2) If a vessel whose gross tonnage exceeds the tonnage or whose length exceeds the length specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism intends to navigate in a waterway specified in the preceding paragraph, the vessel must report the following particulars to the captain of the port pursuant to the provisions of Order of the Ministry of Land, Infrastructure, Transport and Tourism. The same applies if any changes are made to the particulars that have been reported:
 - (i) name of the vessel;
 - (ii) gross tonnage and length of the vessel;
 - (iii) estimated time for the vessel to navigate through the waterway;
 - (iv) means of communicating with the vessel;
 - (v) the mooring facility within the special port where the vessel is anchored or intends to be anchored.
 - (3) If a vessel intending to navigate a traffic route specified in Article 2, paragraph (1) of the Act on Maritime Traffic Safety (Act Number 115 of 1972) which is connected to a waterway specified in paragraph (1) makes a report about the mooring facility set forth in item (v) of the preceding paragraph at the same time as the report under Article 22 of the Act on Maritime Traffic Safety, the vessel is not required to make a report under the provisions of that paragraph.

- (4) The location of a signal station as well as the means of signaling and meaning of signals referred to in paragraph (1) are prescribed by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

Article 37 (1) If the captain of the port finds it necessary for the marine traffic safety, the captain of the port may regulate or prohibit marine traffic by designating a passage or area within the specified port.

- (2) The captain of the port gives public notice of a passage or area designated pursuant to the provisions of the preceding paragraph and the regulated or prohibited period under the provisions of that paragraph.

(3) If there is a possibility that a marine traffic hazard or marine traffic congestion may occur in a specified port due to abnormal weather or hydrographic conditions, the occurrence of a marine accident, or any other circumstances, and the captain of the port finds it necessary for preventing the hazard or reducing the congestion in the relevant water area, the captain of the port may restrict or prohibit the navigation of any vessel navigating towards the area, or may designate the place or means of anchoring for any vessel within the specified port or in the vicinity of the port limits of the specified port, restrict the vessel from moving, or order the vessel to leave the specified port or the vicinity of the port limits of the specified port, to the extent that this is necessary; provided, however, that this does not apply to a case if the provisions of Article 42-8 of the Act on Preventing Marine Pollution and Maritime Disasters apply.

- (4) If there is a possibility that a marine traffic hazard may occur in a specified port due to abnormal weather or hydrographic conditions, the occurrence of a marine accident, or any other circumstances, and the captain of the port finds it necessary, the captain of the port may recommend that any vessel within the specified port or in the vicinity of the port limits of the specified port should take the necessary measures to prevent the hazard in a smooth manner.

(Regulations for Nuclear-Powered Vessels)

Article 37-2 (1) If the captain of the port has received the instructions from the Minister of Land, Infrastructure, Transport and Tourism under the provisions of Article 36-2, paragraph (4) of the Act on the Regulations of Nuclear Source Material, Nuclear Fuel Material, and Reactors (Act No. 166 of 1957) or if the captain of the port finds it necessary to prevent a disaster to be caused by nuclear fuel material (including used fuels; the same applies hereafter), objects polluted by nuclear fuel material (including derivatives of atomic fission), or a nuclear reactor, the captain of the port may designate the waterways for any nuclear-powered vessel in the specified port or in the vicinity of the port limits of the specified port or the place for the vessel to be anchored or moored, or

may give instructions about the navigation rules, restrict the vessel from moving, or order the vessel to leave the specified port or the vicinity of the port limits of the specified port.

- (2) The provisions of Article 21, paragraph (1) apply mutatis mutandis if a nuclear-powered vessel intends to enter a specified port.

(Collecting Information Provided by Captains of the Ports)

Article 37-3 (1) The captain of the port is to provide a specified vessel (meaning a vessel other than a small-sized vessel or a miscellaneous vessel, which is navigating in a passage specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism, as the passage heavily congested with marine traffic within a specified port specified in Article 18, paragraph (2), and in an area surrounding the passage within a specified port which is prescribed by Order of the Ministry of Land, Infrastructure, Transport and Tourism as the area where the marine traffic safety must be ensured; hereinafter the same applies in this Article and the following Article) with information on the occurrence of an obstruction caused to marine traffic such as the sunken vessel, information on the navigation of a vessel having difficulty to avoid the courses of other vessels, and any other information provided for by Order of the Ministry of Land, Infrastructure, Transport and Tourism as information that is found to be necessary for the specified vessel to collect in order to navigate in the passage or area, pursuant to Order of the Ministry of Land, Infrastructure, Transport and Tourism.

- (2) A specified vessel must collect all information provided to it pursuant to the provisions of the preceding paragraph during its navigation in a passage or area specified in the preceding paragraph; provided, however, that this does not apply to a case specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism in which it is difficult for the vessel to collect information.

(Compliance with Navigation Rules and Recommendations for Prevention of Hazards)

Article 37-4 (1) If the captain of the port finds that a specified vessel could navigate not complying with the navigation rules applicable to a passage or area specified in paragraph (1) of the preceding Article, or that a specified vessel could come very close to another vessel or an obstacle or that any other hazard could occur another specified vessel in navigation, and the captain of the port finds it necessary in order to have the specified vessel comply with the navigation rules or prevent a hazard, the captain of the port may recommend that the specified vessel should change its course or to take any other necessary measures, to the extent necessary for doing this, pursuant to Order

of the Ministry of Land, Infrastructure, Transport and Tourism.

- (2) If the captain of the port finds it necessary, the captain of the port may request a specified vessel that has received a recommendation under the provisions of preceding paragraph to make a report on any measures taken according to the recommendation.

(Mutatis Mutandis Application of Provisions)

Article 37-5 The provisions of Article 10, Article 26, Article 29, Article 31, Article 36, paragraph (2), Article 36-2 paragraph (2), and Article 36-3 through 37-2 apply mutatis mutandis to ports other than a specified port. In this case, the authority of the captain of the port set forth in these provisions is to be exercised by the Commander of the Regional Coast Guard Headquarters having jurisdiction over the location of the relevant port, which is specified by Order of the Ministry of Land, Infrastructure, Transport and Tourism.

(Exclusion from Application of the Administrative Procedure Act)

Article 37-6 (1) The provisions of Chapter 3 of the Administrative Procedure Act (Act No. 88 of 1993) do not apply to a disposition under the provisions of Article 10 (including as applied mutatis mutandis pursuant to the provisions of the preceding Article), Article 14-2, Article 21, paragraph (1) (including as applied mutatis mutandis pursuant to Article 37-2, paragraph (2) (including as applied mutatis mutandis pursuant to the provisions of the preceding Article)), Article 36-2, paragraph (2) or Article 37, paragraph (3) (including as applied mutatis mutandis pursuant to the provisions of the preceding Article).

- (2) Beyond what is set forth in the preceding paragraph, the provisions of Chapter 3 of the Administrative Procedure Act do not apply to a disposition under the provisions of Order of the Ministry of Land, Infrastructure, Transport and Tourism under this Act, which is implemented on site at a port in order to ensure the marine traffic safety or orderly control and administration in that port.

Chapter VIII Penal Provisions

Article 38 A person falling under any of the following items is punished by imprisonment with work for up to six months or fine of up to five hundred thousand yen.

- (i) a person who has engaged in an act that constitutes a violation of the provisions of Article 22, Article 23, paragraph (1) or (4), Article 21, paragraph (1) as applied mutatis mutandis pursuant to Article 37-2, paragraph (2) (including as applied mutatis mutandis pursuant to the provisions of Article 37-5);

- (ii) a person who has committed an act in violation of a disposition under the provisions of Article 37-2, paragraph (1) (including as applied mutatis mutandis pursuant to the provisions of Article 37-5).

Article 39 A person falling under any of the following items is punished by imprisonment with work for up to three months or a fine of up to three hundred thousand yen.

- (i) a person who has committed an act in violation of the provisions of Article 5, paragraph (1), Article 7, paragraph (1), Article 12, Article 13 or Article 36-3, paragraph (1) (including as applied mutatis mutandis pursuant to the provisions of Article 37-5);
- (ii) a person who has anchored a vessel without designation under the provisions of Article 5, paragraph (2) or who has anchored a vessel at a place other than an anchorage specified in paragraph (4) of that Article
- (iii) a person who has committed an act in violation of a disposition under the provisions of Article 8, paragraph (3), Article 10 (including as applied mutatis mutandis pursuant to Article 37-5), Article 14-2, or Article 37, paragraph (1) or (3) (including as applied mutatis mutandis pursuant to Article 37-5);
- (iv) a person who has violated the provisions of Article 24, paragraph (1) or Article 31, paragraph (1) (including as applied mutatis mutandis pursuant to Article 37-5);
- (v) a person who has violated a disposition under the provisions of Article 24, paragraph (3), or of Article 26, Article 31, paragraph (2), or Article 36, paragraph (2) (including as applied mutatis mutandis pursuant to Article 37-5);
- (vi) a person who has violated the provisions of Article 25.

Article 40 A person who has violated a disposition under the provisions of Article 36-2, paragraph (2) (including as applied mutatis mutandis pursuant to the provisions of Article 37-5) is punished by a fine of up to three hundred thousand yen.

Article 41 A person falling under any of the following items is punished by a fine or petty fine of up to three hundred thousand yen.

- (i) a person who has committed an act in violation of the provisions of Article 4, Article 8, paragraph (2), Article 21, paragraph (1), or Article 35;
- (ii) a person who has violated the provisions of Article 8, paragraph (1), Article 24, paragraph (2), Article 29 (including as applied mutatis mutandis pursuant to the provisions of Article 37-5), Article 32, Article 33, or Article 34, paragraph (1);

(iii) a person who has violated a disposition under the provisions of Article 34, paragraph (2);

Article 42 A person who has committed an act in violation of the provisions of Order of the Ministry of Land, Infrastructure, Transport and Tourism under the provision of Article 11 is punished by a fine of up to three hundred thousand yen, penal detention, or a petty fine.

Article 43 If the representative of a corporation or the agent, employee, or other worker of a corporation or an individual commits a violation referred to in Article 39, item (iv) or (v) or Article 41, item (ii) or (iii) with regard to the business of the corporation or individual, not only the offender is punished, but also the corporation or individual is punished by a fine referred to in the respective Articles.