

Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata

(Effective as of August 17th, 2018)

Vessels which enter/depart the Port of Hakata or utilize berths shall comply with the standards as well as Port Regulations Law and other related regulations.

1. Securement of Extra Depth

(1) Vessels shall always maintain an extra depth of at least 10% of their draft at entry and departure, regardless of tidal conditions. In this case, the water depth is subject to that specified on nautical charts.

(2) As for vessels which are not able to secure the extra depth stated in the above clause (1), the following conditions may be adopted.

- ① Vessels shall maintain an extra depth of at least 10% of their draft at entry and departure, including consideration of the tide.
- ② Vessels' draft must not exceed berth water depth at entry and departure, and vessels shall maintain an extra depth of at least 50 centimeters at the lowest tide while mooring at berths.

2. Report of Ship Movement

(1) To ensure vessels' safe navigation, all the vessels equipped with VHF or telephones (hereinafter referred to as 'vessels') shall notify Hakata Port Radio Station of the information on their entry/departure as stated in the table below. Vessels shall notify the Station every time alterations are made. Moreover, vessels which intend to berth at wharves shall enter the navigation channels after they confirm that there is no hindrance to berth utilization.

(2) Vessels equipped with VHF shall listen to the call-response channel (CH16) at their entry and departure.

(3) Hakata Port Radio Station shall provide necessary information in answer to inquiries made by vessels.

Classification	Time	Details
Prior report	Two hours before arriving at the pilot station	<ul style="list-style-type: none">▪ Estimated time of arrival (ETA) at the pilot station▪ Estimated time of berthing
Entry report	When arriving at the pilot station	<ul style="list-style-type: none">▪ Time of arrival at the pilot station▪ Estimated time of passing buoys No.1 and No.2▪ Estimated time of passing the junction area▪ Estimated time of passing the breakwater (only when sailing in the central channel)▪ Estimated time of berthing

Departure report	When leaving the berth	<ul style="list-style-type: none"> ▪ Time of leaving the berth ▪ Estimated time of passing the breakwater (only when sailing in the central channel) ▪ Estimated time of passing the junction area ▪ Estimated time of passing buoys No.1 and No.2
Others	As needed	<ul style="list-style-type: none"> ▪ Large-sized vessels ' anchor positions ▪ Other necessary information required for entry/departure

Hakata Port Radio

Frequency	156.55 MHZ	CH11	Port service communication
	156.60 MHZ	CH12	Port service communication
	156.80 MHZ	CH16	Calls and responses
	161.50 MHZ	CH18	Port service communication
Telephone	092-272-0577		
Fax	092-272-0578		

3. Navigation Support

(1) To ensure the safe navigation of vessels and the smooth operation of port facilities, the navigation support for vessels (of 3,000 G/T and over) entering/departing the port, as a general rule, is as follows:

Vessel size	No. of tugboats required	Requests for pilot
3,000 G/T and over	1 tugboat and over	Should request as far as possible
10,000 G/T and over	2 tugboats	Should request, as a general rule

(2) Requests for pilots and/or tugboats can be omitted when safe navigation is secured in the following cases:

- ① Pilots: When captains of such vessels have experience in navigating at the Port of Hakata and are considered to be capable of safe navigation. In addition, when a foreign captain navigates vessels, he shall be well-informed about Port Regulations Law and the Enforcement Regulations.
- ② Tugboats: When vessels are equipped with auxiliary propellers such as thrusters and have obtained permission from a pilot, or when vessels comply with the standards for tugboat utilization established by Pilot Association.
- ③ Pilots and/or tugboats: When vessels on domestic liner services frequently enter/depart the Port of Hakata and the captains are considered to be capable of safe navigation.

4. Navigation Control

(1) Restriction of Passing

① Central Channel (East side of No.5 buoy and No.6 buoy in the central channel)

A passing in the channel by vessels with LOA of 200 meters and over and less than 370 meters is restricted.

LOA of vessels	Vessels restricted to pass by the vessels stated on the left
200m and over and less than 220m	A vessel with LOA of 180m and over
220m and over and less than 240m	A vessel with LOA of 160m and over
240m and over and less than 280m	A vessel with LOA of 120m and over
280m and over and less than 300m	A vessel with LOA of 100m and over
300m and over and less than 370m	Any vessel is prohibited to pass by the vessels.

*When the LOA of both vessels are less than 200 meters, any special control is not required for the vessels to pass by each other.

② East Channel and Central Channel (West side of No.5 buoy and No.6 buoy in the central channel)

A passing in channels by vessels with LOA of 240 meters and over and less than 370 meters is restricted.

LOA of vessels	Vessels restricted to pass by the vessels stated on the left
240m and over and less than 320m	A vessel with LOA of 160m and over
320m and over and less than 370m	Any vessel is prohibited to pass by the vessels.

*When the LOA of both vessels are less than 240 meters, any special control is not required for the vessels to pass by each other.

(2) Vessels

Vessels applicable to the above clause (1) shall comply with the following:

- ① Vessels entering the port shall notify agents of their ETA without fail.
- ② To prevent vessels' passing in the channels, vessels shall comply with above chapter 2, Report of Ship Movement. Vessels shall also notify of information on their own entry/departure and obtain information on other vessels' movements in the channels.
- ③ When special instructions are given by the harbor master or the port administrator, vessels shall follow the instructions.

5. Special Standards for Berth Utilization

Vessels which enter/depart the port shall comply with the above-mentioned standards in chapter 1 to 4 as well as the special standards when utilizing the following berths:

(1) Berths No. 2 – No. 4 at Suzaki Wharf

Vessels of 6,000 G/T and over shall take a pilot on board.

(2) Berths No. 15 and No. 16 at Hakozaki Wharf

- ① When vessels utilize the berths by way of the east channel, the standards of utilization are stated below:

- a) Only vessels with LOA of less than 200 meters may utilize the berths.
 - b) As a general rule, vessels of 1,000 G/T and over and less than 3,000 G/T shall be led by a guard boat at entry and departure. When vessels take a pilot on board, that shall not be applied.
 - c) As a general rule, vessels of 3,000 G/T and over and less than 6,000 G/T shall be towed by one tugboat at entry and departure.
 - d) As a general rule, vessels of 6,000 G/T and over, or vessels with LOA of 120 meters and longer shall take a pilot on board and shall be towed by two tugboats.
- ② When vessels utilize the berths after sailing past between Hakozaki Wharf and the east breakwater, the standards of utilization are as follows:
- a) Only vessels of 18,000 G/T or smaller with LOA of 175 meters or shorter may utilize the berths.
 - b) Vessels of 1,000 G/T and over and less than 3,000 G/T shall be led by a guard boat. When vessels take a pilot on board, that shall not be applied.
 - c) Vessels of 3,000 G/T and over, or vessels with LOA of 110 meters and longer shall take a pilot on board and shall be towed by one tugboat. Vessels of 6,000 G/T and over, or vessels with LOA of 120 meters and longer shall be towed by two tugboats.
 - d) Entry at night is prohibited.
 - e) For night departures, vessels of 1,000 G/T and over shall take a pilot on board.

(3) Hakozaki Dolphin Berth

- ① Only vessels of 6,000 G/T or smaller with LOA of 120 meters or shorter may utilize the berths.
- ② When vessels utilize the berths after sailing past between Hakozaki Wharf and the east breakwater, the standards of utilization are as follows:
 - a) Vessels of 1,000 G/T and over shall take a pilot on board.
 - b) Vessels of 1,000 G/T and over shall be towed by one tugboat, and vessels of 5,000 G/T and over shall be towed by two tugboats.
 - c) Entry at night is prohibited.

(4) Berths No.4 and No.5 at Kashii Park Port

Vessel size	LOA of 270m to less than 300m	LOA of 300m to less than 320m	LOA of 320m to less than 345m
Pilot	On board		
Wind velocity (Vessels shall be equipped with a bow thruster.)	12m/s or below	10m/s or below	
Visibility range	1,000m and over		
Tugboat	2 (Each tugboat shall be of 3,400ps and over.)	3 (Each tugboat shall be of 3,400ps and over.)	3 (Each tugboat shall be of 3,600ps and over.)
Guard boat	1		
Sailing speed in channels	9 knots or below, as a general rule		
Berthing speed	8cm/s or below	6cm/s or below	6cm/s or below
Safety measures in mooring	The maximum offshore wind velocity in mooring shall be 13m/s or below.		
Duty of care in mooring	When the weather worsening is expected, measures such as using tugboats and leaving the berth earlier shall be taken to suit the weather. Each bollard shall take up to 2 mooring lines.		
Easing of navigation standards only for vessels equipped with a bow thruster			
Wind velocity of 8m/s or below	Vessels can enter or depart the port when the vessels are towed by 1 tugboat of 3,400ps and over.	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,400ps and over.	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,600ps and over.
3 tiers of containers or below on deck	<p>Vessels can enter or depart the port when the wind velocity is 11m/s or below and the vessels are towed by 3 tugboats of 3,400ps and over.</p> <p>Vessels can enter or depart the port when the wind velocity is 9m/s or below and the vessels are towed by 2 tugboats of 3,400ps and over.</p> <p>Vessels can enter or depart the port when the wind velocity is 11m/s or below and the vessels are towed by 3 tugboats of 3,600ps and over.</p> <p>Vessels can enter or depart the port when the wind velocity is 9m/s or below and the vessels are towed by 2 tugboats of 3,600ps and over.</p>		

(5) Berths No.6 and No.7 at Island City

Vessel size		LOA of 270m to less than 300m	LOA of 300m to less than 320m	LOA of 320m to less than 345m	LOA of 345m to less than 370m *Berth No.7 only
Pilot		On board			
Wind velocity		12m/s or below (Vessels shall be equipped with a bow thruster.)	10m/s or below (Vessels shall be equipped with a bow thruster.)		10m/s or below (Vessels shall be equipped with a bow thruster and a stern thruster.)
Visibility range		1,000m and over			
Tugboat		2 (Each tugboat shall be of 3,400ps and over.)	3 (Each tugboat shall be of 3,400ps and over.)	3 (Each tugboat shall be of 3,600ps and over.)	2 (Each tugboat shall be of 3,600ps and over.)
----- When vessels are unequipped with necessary thrusters stated above, additional tugboats shall be deployed to cover for the thrusters.					
Guard boat		/	1	/	1 (When vessels turn around, an additional guard boat shall be deployed behind the vessels.)
Sailing speed in channels		9 knots or below, as a general rule			
Berthing speed	Berth No. 6	8cm/s or below	7cm/s or below	7cm/s or below	/
	Berth No.7	/	10cm/s or below	9cm/s or below	7cm/s or below
Safety measures in mooring		/	The maximum offshore wind velocity in mooring shall be 15m/s or below.		The maximum offshore wind velocity in mooring shall be 13.8m/s or below.
Duty of care in mooring		When the weather worsening is expected, measures such as using tugboats and leaving the berth earlier shall be taken to suit the weather. Each bollard shall take up to 2 mooring lines.			
Easing of navigation standards only for vessels equipped with a bow thruster					
Wind velocity of 8m/s or below		Vessels can enter or depart the port when the vessels are towed by 1 tugboat of 3,400ps and over.	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,400ps and over.	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,600ps and over.	/
3 tiers of containers or below on deck		/	Vessels can enter or depart the port when the wind velocity is 11m/s or below and the vessels are towed by 3 tugboats of 3,400ps and over. Vessels can enter or depart the port when the wind velocity is 9 m/s or below and the vessels are towed by 2 tugboats of 3,400ps and over.	Vessels can enter or depart the port when the wind velocity is 11m/s or below and the vessels are towed by 3 tugboats of 3,600ps and over. *Vessels can enter or depart the port when the wind velocity is 9 m/s or below and the vessels are towed by 2 tugboats of 3,600ps and over.	/

(6) Notes

'Wind velocity' and 'berthing speed' stated in 5-(4) and 5-(5) shall be measured by those including a port administrator as follows:

- ① Wind velocity: Average wind velocity measured with anemometer installed at a terminal building rooftop of Hakata Port Container Terminal
- ② Berthing speed: Berthing speed measured with mobile berthing speed meter at a berth

6. Others

In addition to above standards, when considered particularly necessary, additional standards are established separately.

Safety Measures for Navigation Support and Berthing / Leaving Berths

Pursuant to chapter 6 of Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata (hereinafter referred to as 'standards'), safety measures for navigation support and berthing / leaving berths are as follows until further notice.

1. Navigation Support

To ensure the safe navigation of vessels and the smooth operation of port facilities, when captains of vessels do not have experience in navigating at the Port of Hakata, the navigation support is as follows regardless of chapter 3 of the standards.

- ① Pilots shall be requested when vessels enter the port for the first time, as a general rule.
- ② Pilots shall be requested as far as possible when vessels have not entered / departed the port for more than three times.

2. Safety Measures for Berthing and Leaving Berths

- ① When strong wind or rough weather is expected, tugboats and pilots shall be requested aggressively and vessels shall ensure the safe navigation and secure facilities, regardless of chapter 3 of the standards.
- ② When vessels damage facilities in fact, vessels shall report to the port administrator without delay and immediately restore the facilities to the former state.

And vessels shall obtain approval from the port administrator on safety measures for the next entry of the port and shall cooperate for smooth operation of port facilities.

November 1st, 2007

Chairman of the Safety Measures Council at the Port of Hakata
Harbor Master at the Port of Hakata
Port Administrator at the Port of Hakata

Safety Measures for Large Cruise Vessels
(LOA of 250 meters and over and less than 370 meters)

Pursuant to Others in chapter 6 of Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata (hereinafter referred to as 'standards'), safety measures for navigation of large cruise vessels (LOA of 250 meters and over and less than 370 meters, hereinafter referred to as 'the vessel') in entering/departing Berth No. 5 at Chuo Wharf, Berth No. 6 at Chuo Wharf and Berth No. 5 at Hakozaki Wharf (provided that the vessel can berth only with its bow facing outward) of the Port of Hakata are as follows, in addition to the standards. The vessel and its related parties shall comply with the standards as well as the safety measures as follows. And the port administrator shall oversee the status of implementation.

1. Before Entering/Departing the Port

(1) The vessel shall notify its agent an estimated time of entry/departure without fail before berths are allocated.

(2) The vessel shall give priority to liner passenger vessels in navigation.

(3) The port administrator and an agent shall notify related parties of vessels which are scheduled to navigate Central Channel before or after the time of entry/departure of the vessel of the finalized navigation schedule of the vessel after berths are allocated, and shall request the related parties for cooperation not to pass by the vessel at the east side of No. 5 buoy and No. 6 buoy in Central Channel (hereinafter referred to as 'the east side of Central Channel'), pursuant to Restriction of Passing in Navigation Control in chapter 4-(1) of the standards.

(4) The port administrator and an agent shall notify the finalized navigation schedule of the vessel after berths are allocated as stated in above clause (3), and shall notify the vessel of information on other vessels' movements by offering a list of passing-by vessels.

(5) To prevent passing by other vessels, the vessel shall navigate on schedule. When the vessel has no choice but to change the time of berthing/leaving a berth, the vessel shall contact an agent to discuss with the port administrator in advance, request for time change and obtain approval from the port administrator.

The port administrator shall approve time change for berthing/leaving a berth only when the vessel can prevent passing by other vessels without fail. The vessel shall navigate on time as notified by an agent. The port administrator shall make sure that Hakata Port Radio Station observes time change and confirm the actual time change without fail.

(6) To prevent passing by in the east side of Central Channel, the vessel shall notify Hakata Port Radio Station of information on its entry/departure pursuant to Report of Ship Movement in chapter 2 of the standards.

And the vessel shall obtain information on other vessels' movements in the channel by use of its own

radar and by Hakata Port Radio Station, and shall confirm the vessel itself not passing by other vessels in the channel.

(7) When the average wind velocity in entering/departing the port is expected to exceed the standards stated as below, the vessel shall consider the best measures such as changing an entering/departing plan by the time berths are allocated on the day before arrival/departure and report the result of the consideration to an agent and related parties immediately.

2. In Entering/Departing the Port and while Mooring

(1) Berth No. 5 at Chuo Wharf and Consecutive Use of Berths No. 5 and No. 6 at Chuo Wharf

Vessel size	70,000t-class vessel with LOA of 250m to less than 280m	140,000t-class vessel with LOA of 280m to less than 320m	170,000t-class vessel with LOA of 320m to less than 350m
Vessel side to be berthed	Starboard with its bow facing outward, as a general rule (*1)		
Wind velocity in entering/departing the port (*2)	10m/s or below on average		
Visibility range	1,000m and over		2,000m and over
Extra depth	10% or more than 10% of the vessel's draft		
Turning basin	In the north of Chuo Wharf, as a general rule (*3)		Only in the north of Chuo Wharf (*3)
Berthing speed (*4)	10cm/s or below		
Navigation support	As per Navigation Support in chapter 3 of the standards, and 1 guard boat, as a general rule	As per Navigation Support in chapter 3 of the standards, and 1 guard boat	As per Navigation Support in chapter 3 of the standards, and 1 guard boat or more than 1 guard boat
	The vessel shall request a pilot without fail. Request for a tugboat and/or a guard boat shall be thoroughly consulted with a pilot and determined in full consideration of possibility of sudden change of meteorological and hydrographic conditions.		
Bollards and mooring lines to be used	As a general rule, a bollard of 150tonf shall take up to 3 lines, a bollard of 100tonf shall take up to 2 lines, a bollard of 70tonf shall take up to 1 line, and a bollard of 35tonf or below shall not be used.		
Wind velocity while mooring	12m/s or below on average When strong wind exceeding wind velocity of 12m/s is expected, the vessel shall depart the port ahead of time pursuant to the standards.		

(2) Berth No. 6 at Chuo Wharf

Vessel size	70,000t-class vessel with LOA of 250m to less than 280m	140,000t-class vessel with LOA of 280m to less than 320m	170,000t-class vessel with LOA of 320m to less than 350m	220,000t-class vessel with LOA of 350m to less than 370m
Vessel side to be berthed	Starboard with its bow facing outward, as a general rule (*1)			
Wind velocity in entering/departing the port (*2)	10m/s or below on average			

Visibility range	1,000m and over	2,000m and over	
Extra depth	10% or more than 10% of the vessel's draft		
Turning basin	Only in the north of Chuo Wharf (*3)		
Berthing speed (*4)	10cm/s or below		
Navigation support	As per Navigation Support in chapter 3 of the standards, and 1 guard boat, as a general rule	As per Navigation Support in chapter 3 of the standards, and 1 guard boat	As per Navigation Support in chapter 3 of the standards, and 1 guard boat or more than 1 guard boat
	The vessel shall request a pilot without fail. Request for a tugboat and/or a guard boat shall be thoroughly consulted with a pilot and determined in full consideration of possibility of sudden change of meteorological and hydrographic conditions.		
Bollards and mooring lines to be used	As a general rule, a bollard of 200tonf shall take up to 4 lines and a bollard of 150tonf shall take up to 3 lines.		
Wind velocity while mooring	15m/s or below on average When strong wind exceeding wind velocity of 15m/s is expected, the vessel shall depart the port ahead of time pursuant to the standards.		

(3) Berth No. 5 and Berths No. 4-5 (Use of Both No. 4 and No. 5 Berths) at Hakozaki Wharf

Vessel size	70,000t-class vessel with LOA of 250m to less than 280m	140,000t-class vessel with LOA of 280m to less than 320m	170,000t-class vessel with LOA of 320m to less than 350m
Vessel side to be berthed	Starboard with its bow facing outward or portside with its bow facing inward	Starboard with its bow facing outward only	
Wind velocity in entering/ departing the port (*2)	10m/s or below on average		
Visibility range	1,000m and over	2,000m and over	
Extra depth	10% or more than 10% of the vessel's draft		
Berthing speed (*4)	10cm/s or below		
Navigation support	As per Navigation Support in chapter 3 of the standards, and 1 guard boat, as a general rule	As per Navigation Support in chapter 3 of the standards, and 1 guard boat	As per Navigation Support in chapter 3 of the standards, and 1 guard boat or more than 1 guard boat
	The vessel shall request a pilot without fail. Request for a tugboat and/or a guard boat shall be thoroughly consulted with a pilot and determined in full consideration of possibility of sudden change of meteorological and hydrographic conditions.		
Bollards and mooring lines to be used	/	As a general rule, a bollard of 150tonf shall take up to 3 lines, a bollard of 100tonf shall take up to 2 lines, a bollard of 70tonf shall take up to 1 line, and a bollard of 35tonf or below shall not be used.	
Wind velocity while mooring	12m/s or below on average When strong wind exceeding wind velocity of 12m/s is expected, the vessel shall depart the port ahead of time pursuant to the standards.		

*1 For smooth navigation in the anchorage and safe mooring, the vessel shall be berthed along starboard with its bow facing outward, as a general rule. However, when the vessel has no choice but to be berthed along

portside with its bow facing inward, the vessel shall discuss with the port administrator before an approval for berth utilization is made.

- *2 Wind velocity shall be measured with anemometer installed at a terminal building rooftop of Hakata Port Container Terminal.
- *3 The vessel shall report an estimated start time of turning and a turning direction to the port administrator (Hakata Port Radio Station) before turning around.
- *4 Berthing speed shall be measured with berthing speed meter on board the vessel.

3. Use of Berths No. 5 and No. 6 at Chuo Wharf

(1) When Berths No. 5 and No. 6 accommodate two cruise vessels, the vessels shall satisfy the following conditions.

- ① The vessels shall not use the same bollard.
- ② Mooring lines of each vessel shall not cross.
- ③ The distance between the vessels shall be 60m or over.
- ④ A vessel at Berth No. 6 shall leave the berth earlier than a vessel at Berth No. 5.

(2) When the vessels satisfy the above conditions, the vessels can use the berths. However, the first vessel shall be berthed at Berth No. 5 then the second vessel shall be berthed at Berth No. 6. No vessel can arrive at Berth No. 5 while other ship is moored at Berth No. 6.

(3) When Berths No. 5 and No. 6 accommodate two cruise vessels and a vessel at Berth No. 5 has no choice but to leave the berth earlier than a vessel at Berth No. 6, a vessel at Berth No. 5 shall be towed by one tugboat or more as a general rule.

August 17th, 2018

Chairman of the Safety Measures Council at the Port of Hakata
Harbor Master at the Port of Hakata
Port Administrator at the Port of Hakata

Guard Boats for 170,000t-class Large Cruise Vessels
(LOA of 320 meters and over and less than 350 meters)

Pursuant to Others in chapter 6 of Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata, safety measures for 170,000t-class large cruise vessels (LOA of 320 meters and over and less than 350 meters, hereinafter referred to as 'the vessel') in requesting guard boats are as follows until further notice.

1. Two guard boats shall be requested in entering/departing the port.

2. Duties of guard boats shall be as follows:
 - (1) Keeping watch on the direction of the vessel's course

 - (2) Keeping watch on shallow waters around the turning basin

 - (3) Keeping watch on other vessels that utilize berths of Higashihama Wharf or Hakozaki Wharf (including a basin where boats are anchored)

The duty stated in the above chapter 2-(3) shall be fulfilled when the vessel enters the port, from when the vessel enters the channel until the vessel is completely moored, and when the vessel departs the port, from when the vessel starts preparation for departure until the vessel goes out of the channel. The vessel shall expend all possible means.

June 17th, 2015

Port Administrator at the Port of Hakata