

Hakata Port Navigation Control Guidelines

1. About the Guide

This guide organizes the applicable laws and regulations (*1) to ensure the safety of vessels utilizing the Port of Hakata. It also establishes the guidelines for the provision of information by Hakata Port Radio Station (hereinafter referred to as "Port Radio") based on the agreements made by the Port of Hakata Safety Council, such as the "Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata" (*2). Vessels entering and departing the port shall listen to "Port Radio" for information on ship movements to be able to navigate in accordance with these guidelines.

The guide is based on the opinions of interested parties and case studies at the Port of Hakata, and we will review the guidelines as necessary based on changes in usage conditions.

(*1) Applicable Laws and Regulations: Port Regulations Act, Act for Preventing Collisions at Sea, Port and Harbour Act

(*2) Agreements of the Port of Hakata Safety Council:

1. Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata (September 20, 2022)
2. Safety Measures for Navigation Support and Berthing and Leaving Berths (November 1, 2007)
3. Safety Measures for Large Cruise Vessels (LOA of 250 meters and over and less than 370 meters) (March 25, 2025)
4. Guard Boats for 170,000t-class Large Cruise Vessels (LOA of 320 meters and over and less than 350 meters) (June 17, 2015)
5. Large Cruise Vessels and Other Vessels Pass by in the Central Channel of Hakata Port (April 1, 2021)

2. Definition of the Terms

1. Liner Passenger Vessel: A vessel operating under the authorization of the Act on Special Measures Concerning Regular Ferry Line Service for General Passengers
2. Anchored Vessel: A vessel sailing directly from anchorage to the berth within the port
3. Direct Vessel: A vessel sailing directly from outside the port to the berth
4. Berthing Position: When a vessel arrives in front of the berth as scheduled (after completion of turning around)
5. Slit: Anchorage between two quays

3. Basic Rules

The basic rules of this guide are as follows:

(1) Channels

a. Navigation rules under the Port Regulations Act (Extracts)

1. Prevention of collision for vessels navigating a Channel and other vessels

* Act on Port Regulations, Article 13

- A vessel intending to enter a Channel from outside or go outside from the Channel shall keep out of the way of any other vessel navigating the Channel.
- A vessel shall not navigate in parallel with any other vessel within a Channel.
- When two vessels are passing-by within a Channel, each shall pass on the starboard side of the Channel.
- A vessel shall not overtake any other vessel within a Channel.

2. Prevention of collision at the intersection of Central and East Channels
 - *Ordinance for Enforcement of the Port Regulations Law, Article 44
 - In Hakata Port, if vessels navigating the Central Channel and vessels navigating in the East Channel may meet, vessels navigating the East Channel shall keep out of the way of vessels navigating the Central Channel.

 - b. Restrictions set forth in the Standard for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata
 - Restriction of passing-by in a Channel
 - In case of a subject vessel and a controlled vessel may pass by each other in a Channel, the controlled vessel shall not enter the Channel.
 - Liner passenger vessels have priority over large passenger vessels.

 - c. Restrictions set forth in the Hakata Port Navigation Control Guidelines
 - Prevention of collision when entering and departing a Channel
 - Vessels with high speed have priority over other vessels.
 - Vessels berthing further into a berth have priority (when entering).
 - Vessels departing without turning around have priority (when departing).
 - Direct vessels have priority over anchored vessels.
- (2) Basin in front of the mooring facility
- Restrictions set forth in the Hakata Port Navigation Control Guidelines
- (1) Prevention of collision when entering and departing the basin in front of the mooring facility
 - Inbound vessels in a berthing position have priority over outbound vessels.
 - (2) Prevention of collision between vessels departing within the same slit
 - Outbound vessels without turning around have priority.
 - A vessel near a Channel shall leave its berth first.
 - (3) Restriction of approaching when turning around near breakwaters
 - Vessels turning around near the breakwater have priority.
 - (4) In case of using the same berth
 - Vessels arriving the port shall enter a Channel after vessels departing the port have left the berth.

4. Case Studies

(1) Channels (a. Navigation Rules under the Port Regulations Act)

Prevention of collision for vessels navigating a Channel and other vessels

* Act on Port Regulations, Article 13

- A vessel intending to enter a Channel from outside or go outside from the Channel shall keep out of the way of any other vessel navigating the Channel.

Prevention of collision at the intersection of Central and East Channels

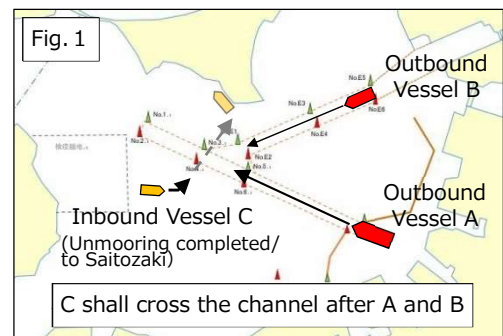
*Ordinance for Enforcement of the Port Regulations Law, Article 44

- In Hakata Port, if vessels navigating the Central Channel and vessels navigating in the East Channel may meet, vessels navigating the East Channel shall keep out of the way of vessels navigating the Central Channel.

- **Prevention of collision for vessels navigating a Channel and other vessels**
- **In case of vessels may meet at the intersection of the Central and East Channels**

⇒ Inbound vessel C shall cross the Channel after outbound vessels A and B.

If there is a possibility that outbound vessel A navigating the Central Channel and outbound vessel B navigating the East Channel may meet near the intersection of the two channels, priority is given to the navigation of outbound vessel A.

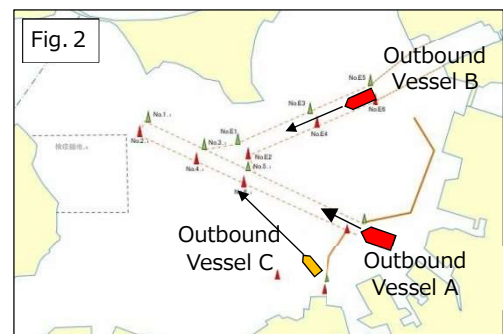


Case on June 18, 2021

- **Prevention of collision for vessels navigating a Channel and other vessels**
- **In case of vessels may meet at the intersection of the Central and East Channels**

⇒ Outbound vessel C shall enter the Channel after outbound vessels A and B, which are navigating the Channel.

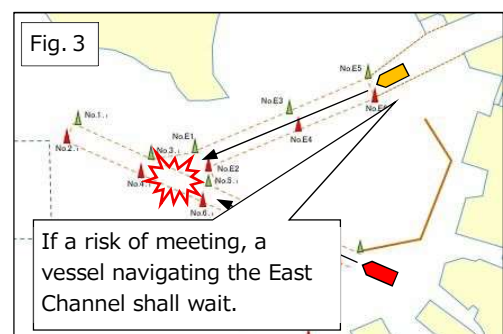
If outbound vessel C enters the channel after outbound vessel A, and if there is a possibility that outbound vessel C navigating the Central Channel and outbound vessel B navigating the East Channel may meet near the intersection of the two channels, priority is given to the navigation of outbound vessel C.



Case on October 14, 2020

- **In case of a conflict between outbound vessels from the Central and East Channels**

⇒ East Channel vessel shall navigate after Central Channel vessel has passed.



Case on June 22, 2021

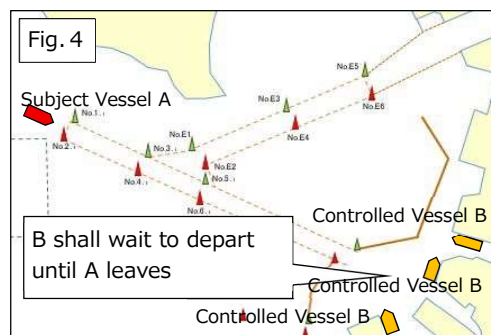
(b. Restrictions set forth in the Standard for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata)

Restriction of passing-by in a Channel

- In case of a subject vessel and a controlled vessel may pass by each other in a Channel, the controlled vessel shall not enter the Channel.
- Liner passenger vessels have priority over large passenger vessels (LOA of 250m to less than 370m).

•In case of a subject vessel entering the port is navigating a Channel (or about to enter the Channel) and may pass by other vessels in the Channel

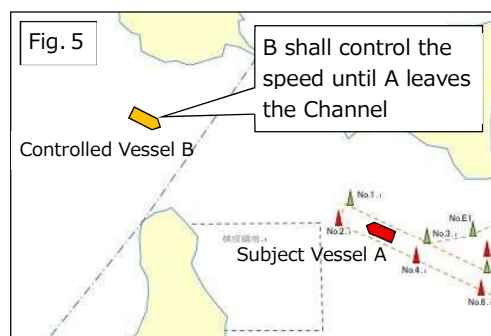
⇒Controlled vessels B shall not enter the Channel until subject vessel A leaves.



Case on October 30, 2019

•In case of a subject vessel departing the port is navigating a Channel and may pass by other vessels in the Channel

⇒Controlled vessel B entering the port shall not enter the Channel until subject vessel A leaves.

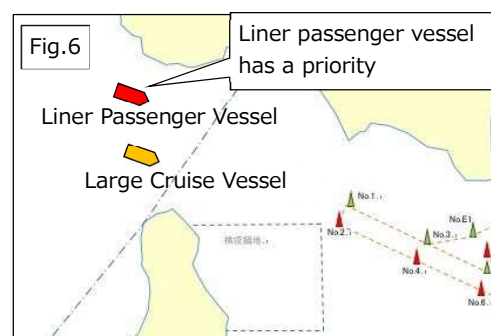


Case on July 1, 2017

•In case of a conflict between a liner passenger vessel and a large cruise vessel when entering a Channel

⇒The large cruise vessel shall enter the channel after the liner passenger vessel.

*Large passenger vessels are defined as “LOA of 250m to less than 370m” in the Standards for Vessel Entry and Departure.



Case on March 16, 2017

(C. Restrictions set forth in the Hakata Port Navigation Control Guidelines)

Prevention of collision when entering and departing a Channel

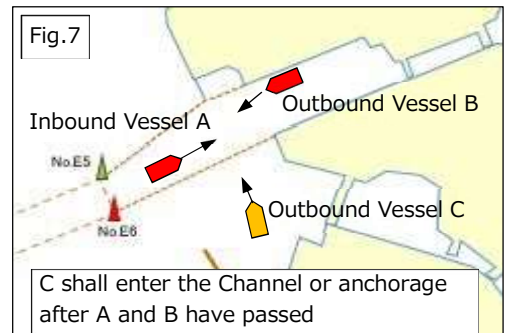
- Vessels with high speed have priority over other vessels.
- Vessels berthing further into a berth have priority (when entering).
- Vessels departing without turning around have priority (when departing).
- Direct vessels have priority over anchored vessels.

•In case of a conflict between a vessel departing from Hakozaki Wharf and vessels arriving and departing to/from Kashii-IC slit area (outside the Port Regulation Channels)

⇒ In addition to preventing collision between a vessel departing from Hakozaki Wharf and vessels arriving and departing to/from Kashii-IC slit area mentioned above, following measures are taken:

- Vessels on the extended East Channel have priority.
- Vessels arriving and departing to/from Kashii-IC slit area have priority.

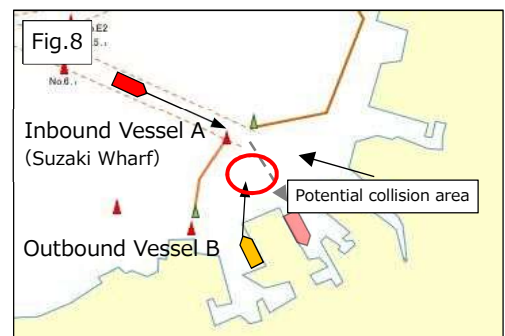
Based on the navigation control, outbound vessel C shall enter the regulated Channel and anchorage (outside the Port Regulation Channels) after inbound and outbound vessels A and B have passed.



Case on April 23, 2021

•In case of a conflict between vessels arriving and departing from the slit in the extended Central Channel and outbound vessels from other areas

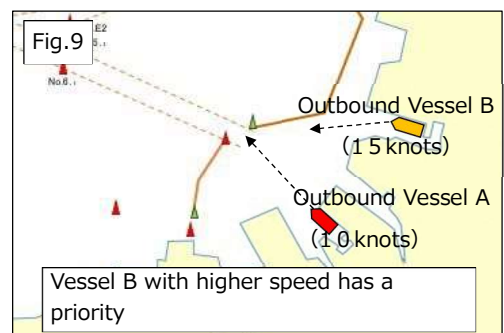
⇒ Outbound vessel B shall leave its berth after inbound vessel A has exited the Central Channel.



Case on May 20, 2021

•In case of a conflict between outbound vessels near the breakwater

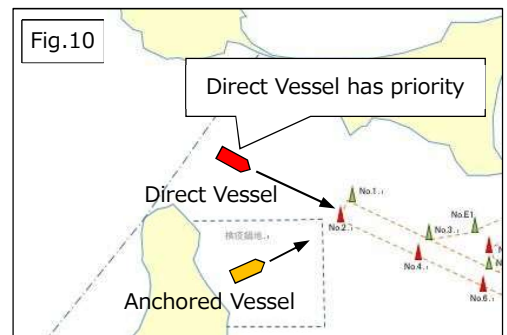
⇒ Outbound vessel A with slower speed shall depart after outbound vessel B with higher speed.



Case on January 20, 2021

• **In case of a conflict between direct vessels and vessels entering from the anchorage to a Channel**

⇒ Anchored vessel shall enter the channel after direct vessel has passed.



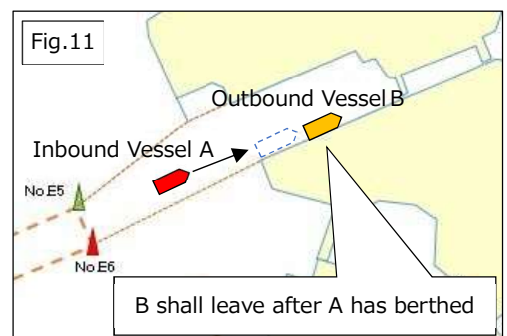
Case on August 18, 2016

(2) Basin in front of the mooring facility
(Restrictions set forth in the Hakata Port Navigation Control Guidelines)

- (1) Prevention of collision when entering and leaving the basin in front of the mooring facility
- (2) Prevention of collision between vessels departing within the same slit
 - Outbound vessels without turning around have priority.
 - A vessel near a Channel shall leave its berth first.
- (3) Restriction of approaching when turning around near breakwaters
 - Vessels turning around near the breakwater have priority.
- (4) In case of using the same berth
 - Vessels arriving the port shall enter a Channel after vessels departing the port have left the berth.

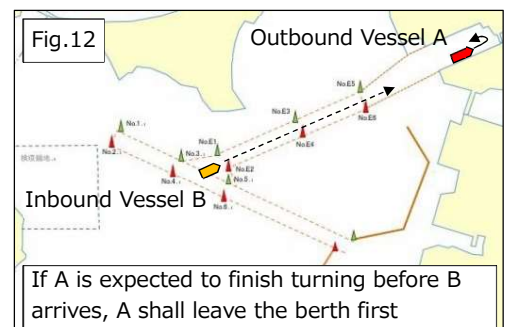
• **In case of overlapping arrival and departure times at adjacent berths**

⇒ Outbound vessel B shall leave after inbound vessel A has berthed.



• **In case of a conflict between outbound vessel turning at the Kashii-IC slit area and inbound vessel**

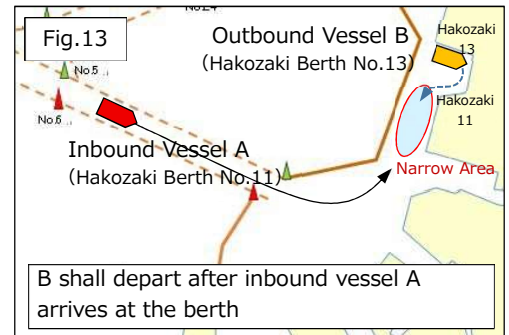
⇒ If outbound vessel A is expected to finish turning before inbound vessel B arrives beside the turned A (or at the berth), outbound vessel A shall depart first.



Case on July 14, 2020

• If vessels may pass by each other at the anchorage (narrow area) in front of Hakoziaki berths No. 6 to No. 10

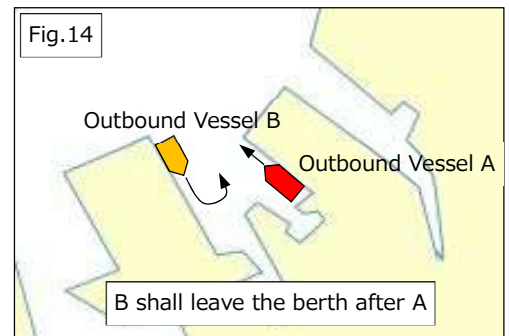
⇒ Outbound vessel B shall depart after inbound vessel A has berthed or arrived in front of berth.



Case on May 28, 2020

• In case of a conflict between outbound vessels in the same slit

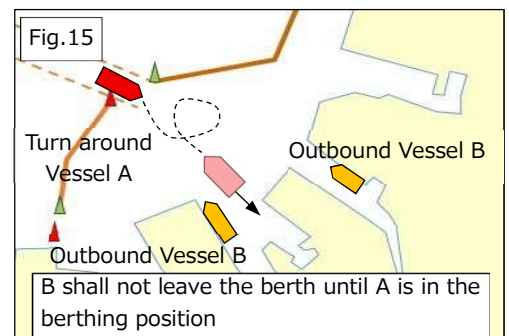
⇒ Outbound vessel B shall give priority to outbound vessel A, which departs without turning, and shall depart the port after outbound vessel A leaves.



Case on December 29, 2021

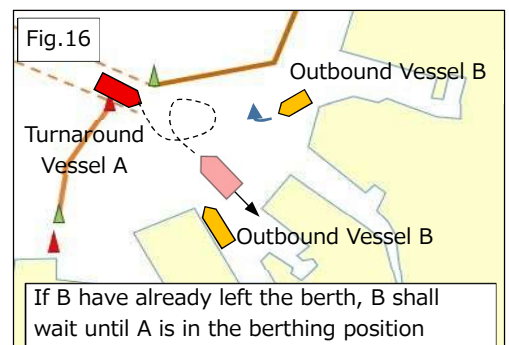
• When vessels berthing at Chuo Wharf or Suzaki Wharf turn around near the breakwater

⇒ Outbound vessels B shall not leave the berth until turnaround vessel A is in the berthing position.



Case on November 4, 2019

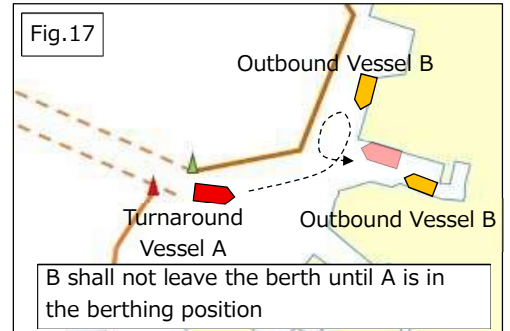
⇒ If outbound vessels B has already left the berth, vessels B shall keep a safe distance from turnaround vessel A until the turning or berthing of A is completed.



Case on May 17, 2016

•When a vessel berthing at Hakozaki Wharf turns around near the breakwater

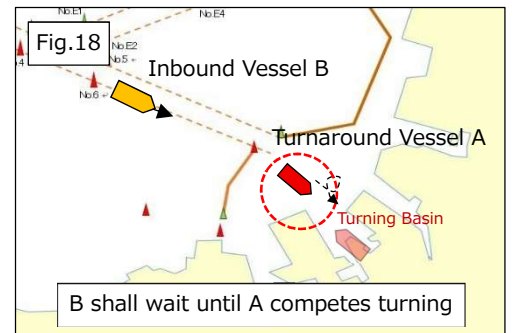
⇒Outbound vessels B shall not leave their berths until turnaround vessel A has completed the turning and has started berthing.



Case on June 7, 2021

•In case of a conflict with a vessel turning around near the breakwater

⇒Inbound vessel B shall control its speed to keep a safe distance from the turning basin until turnaround vessel A completes its turning.



April 25, 2025
Chair of the Safety Council at the Port of Hakata
Harbor Master at the Port of Hakata
Port Administrator at the Port of Hakata