

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

(Effective as of April 25th, 2025)

At Hakata port, the port administrator has established a Berth Officer to coordinate berth utilization and Hakata Port Radio Station to communicate with entering and departing vessels, and has been operating safely and efficiently by centrally managing information related to port operation.

The Port of Hakata Safety Council has compiled this standard as a necessary measure to ensure the safety of ships entering and departing the port and using its berths (hereinafter referred to as 'vessels entering and departing the port').

Vessels entering and departing the port shall comply with the Port Regulations Law and other related laws as well as this regulations.

## **1 Permission and instructions for change of entry and departure dates**

Vessels entering and departing the port shall apply to the Berth Officer for permission to use mooring facilities in accordance with the standards described in chapter 3 and below, and shall promptly contact the Berth Officer to obtain permission if they intend to change the details. Additionally, the administrator may instruct vessels to change the approved entry and/or departure date and time when it is deemed necessary in order to carry out safe and efficient port management, therefore vessels entering and departing the port should maintain communication even after receiving permission.

- (1) Vessels shall, in principle, apply for permission for mooring facilities to the Berth Officer in Appendix 1 by 11:00 a.m. on the day before entering or leaving port (or the day before a holiday), and obtain permission from the port administrator.
- (2) Vessels who wish to change the permitted entry or departure date and time, should contact the Berth Officer for permission.

## **2 Report of Ship Movement**

In order to provide necessary information for the safety of vessel traffic to vessels entering and departing port, Hakata Port Radio Station needs to confirm the ship movement. In addition, the port administrator may specify a change in the enter or departure date and time through Hakata Port Radio Station when it is judged that an adjustment is necessary due to a delay in entry and/or departure. Therefore, vessels entering and departing the port should make the necessary communication according to the following criteria.

- (1) Vessels entering or departing port shall report to Hakata Port Radio Station in accordance with the standards in Appendix 2. After reporting, if there is any change in the communication items, should inform Hakata Port Station each time.
- (2) Vessels equipped with VHF shall listen to the call-response channel (CH16) at their entry and departure. Additionally, listen to the port communications channel (CH11) as much as possible when

in port, and should cooperate in relaying communications between Hakata Port Radio Station and other vessels.

- (3) When the vessel is about to leave the shore, be sure to notify the Port Radio Station at the time of single-up, and must not release the mooring line until approval has been obtained.
- (4) When the port administrator gives permission or instructions to change the entry or departure date, information will be provided to the vessels concerned by Hakata Port Radio Station, however final confirmation of the navigation and requests for cooperation are the responsibility of the vessels concerned.

#### Appendix 1 (Permission/Contact)

Berth Officer	<b>Permission for Entering/Departing a Berth (i.e. ship agent)</b>				
	•Application for permission to use mooring facilities and changes to the details.				
	•Changes to permitted arrival and departure dates.				
	•Coordination of berth utilization.   •Security of port facilities.				
	Telephone	092-292-3444			
	Fax	092-292-3447			
Hakata Port Radio Station	•Report of Ship Movement for Entering/Departing Vessels				
	VHF	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	
	•Communication of vessel entry/departure, and transfer within the port.				
	•Inquiries on the status of arrangements for pilots, pilot boats, shore water supply and the like.				
	•In case of emergency, contact with the fire department and other related organizations.				
•Inquiries regarding vessel movements, authorized arrival and departure dates, wind direction and speed information related.					
	Telephone	092-272-0577			
	Fax	092-272-0578			

#### Appendix 2 (Report of Shipment Movement)

Classification	Time	Details
Prior report	2 hours before arriving at the pilot station	<ul style="list-style-type: none"> <li>• Estimated time of arrival (ETA) at the pilot station</li> <li>• Estimated time of berthing</li> <li>• Estimated time of arrival at anchorage (anchored vessel)</li> </ul>
Entry report	When arriving at the pilot station	• Location report
	When berthing	• Time of berthing
Departure report	30 minutes before leaving	• Estimate time of departure (ETD)

	the berth	
	When single-up	▪ Single-up report
	At the end of anchoring	▪ Time of anchoring ▪ Anchor position ▪ Estimated date and time of unmooring
	When unmooring	▪ Time of unmooring
	As needed	▪ Change of ETA/ETD time ▪ Channel IN/OUT time ▪ Other necessary information required for entry/departure
Others		

### 3 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 shall maintain an extra depth of at least 50 centimeters at the lowest tide while mooring at berths.

\*In either case, the maximum draft shall not exceed the depth shown on the nautical charts.

### 4 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 and 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

\*The maximum permissible wind speed for berthing and leaving berths of entering and leaving vessels shall be, in principle, 15 m/s average wind speed near the berth.

(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, the captain 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 and depart the Port

of Hakata and the captains are considered to be capable of safe navigation.

## 5 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 265 meters and over and less than 370 meters is restricted.

LOA of vessels	Vessels restricted to pass by the vessels stated on the left
265m and over and less than 330m	A vessel with LOA of 200m and over
330m and over and less than 370m	A vessel with LOA of 160m and over

\*When the LOA of both vessels are less than 265 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 and 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.

## 6 Special Standards for Berth Utilization

Vessels which enter and depart the port shall comply with the above-mentioned standards in chapter 1 to 5 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 Only vessels with LOA of less than 200 meters may utilize the berths.
- ② 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.

- ③ 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.
- ④ 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.
- ⑤ Entry into the port from the Central Channel at night is prohibited.
- ⑥ For night departures from the Central Channel, 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	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,400ps and	Vessels can enter or depart the port when the vessels are towed by 2 tugboats of 3,600ps and

	over.	over.	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) Berth No. 6, No. 7, No. 8 and Berths No. 7-8 (Consecutive Use of No. 7 and No. 8) 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 *Berths No.7 and No.8 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	
	Berths No.7 and		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			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.	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 6-(4) and 6-(5) as follows:

- ① The wind velocity shall be the average wind velocity measured with anemometer installed at a terminal building rooftop of Hakata Port Container Terminal.
- ② The berthing speed shall be monitored at all times when berthing.

## 7. Others

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

(Reference) Items that are currently specified separately

- Safety Measures for Navigation Support and Berthing and Leaving Berths
- Safety Measures for Large Cruise Vessels (LOA of 250 meters and over and less than 370 meters)
- Guard Boats for 170,000t-class Large Cruise Vessels (LOA of 320 meters and over and less than 350 meters)
- Large Cruise Vessels and Other Vessels Pass by in the Central Channel of Hakata Port



## **Safety Measures for Navigation Support and Berthing and Leaving Berths**

Pursuant to chapter 7 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 and 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 4 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 and 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 4 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 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 7 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 and 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 and Departing the Port

- (1) The vessel shall notify its agent an estimated time and date of entry and departure without fail before berths are allocated.
- (2) The vessel shall give priority to patrol boats entering and leaving the port for emergency duties, as well as scheduled 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 or 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 5-(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 and/or 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 and/or 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 and 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 and/or departing the port is expected to exceed the standards stated as below, the vessel shall consider the best measures such as changing an entering

and/or departing plan by the time berths are allocated on the day before arrival or departure and report the result of the consideration to an agent and related parties immediately.

## 2. In Entering and Departing the Port and while Mooring

### (1) Berth No. 5 and Berths No. 5-6 (Consecutive Use of 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		
Pilot	The vessel shall request a pilot.		
Navigation support	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.		
Guard boat	1 guard boat, as a general rule	1 guard boat	1 guard boat or more than 1 guard boat
Tugboat	Two tugboats shall be deployed. However, in the case of vessels equipped with azimuth thrusters or when the wind velocity is expected to be 8m/s or below on average, the number of tugboats may be reduced upon consultation with the pilot.		
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 winds exceeding velocity of 12m/s is expected, or when the Japan Meteorological Agency's typhoon information forecasts that the typhoon will enter a strong wind zone, the vessel shall depart the port before exceeding the wind velocity at the time of entry or departure.		

(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			
Pilot	The vessel shall request a pilot.			
Navigation support	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.			
	Guard boat	1 guard boat, as a general rule	1 guard boat	1 guard boat or more than 1 guard boat
	Tugboat	Two tugboats shall be deployed. However, in the case of vessels equipped with azimuth thrusters or when the wind velocity is expected to be 8m/s or below on average, the number of tugboats may be reduced upon consultation with the pilot.		
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 winds exceeding velocity of 15m/s is expected, or when the Japan Meteorological Agency's typhoon information forecasts that the typhoon will enter a strong wind zone, the vessel shall depart the port before exceeding the wind velocity at the time of entry or departure.			

(3) Berth No. 5 and Berths No. 4-5 (Consecutive Use of No. 4 and No. 5) 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		
Pilot	The vessel shall request a pilot.		
Navigation support	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.		
	Guard boat	1 guard boat, as a general rule	1 guard boat
	Tugboat	Two tugboats shall be deployed. However, in the case of vessels equipped with azimuth thrusters or when the wind velocity is expected to be 8m/s or below on average, the number of tugboats may be reduced upon consultation with the pilot.	
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 winds exceeding velocity of 12m/s is expected, or when the Japan Meteorological Agency's typhoon information forecasts that the typhoon will enter a strong wind zone, the vessel shall depart the port before exceeding the wind velocity at the time of entry or departure.		

\*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 The wind velocity criteria for entering and leaving Chuo Wharf Berths No. 5 and No. 6 shall be determined based on the anemometer installed at Chuo Wharf No. 6, while the criteria for Hakozaki Wharf Berths No. 4 and No. 5 shall be determined based on the anemometer installed on the rooftop of the 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, safety measures should be taken, such as the use of tugboat, if necessary, in consideration of the vessel size and weather conditions.

August 17th, 2018

April 1st, 2021

September 20th, 2022

Last revised on March 25th, 2025

Chairman of the Safety 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 7 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 and 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

## **Large Cruise Vessels and Other Vessels Pass by in the Central Channel of Hakata Port**

Pursuant to Others in Chapter 7 of Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata, large cruise vessels and other vessels must pass by in the Central Channel of Hakata Port in accordance to the following.

### **1. Content**

Regardless of Restriction of Passing in Navigation Control in chapter 5-(1) of Standards for Vessel Entry and Departure, and Berth Utilization at the Port of Hakata, if the following conditions are met, large cruise vessels shall be permitted to pass by Specific Liner Passenger Vessels in the Central Channel of Hakata Port.

### **2. Definition of a Large Cruise Vessel**

The definition of a large cruise vessel, within this standard is as follows:

Vessels of 220,000 tons or less in size and 300 meters or more in length, including propeller-propelled vessels capable of lateral movement with thrusters located at the bow and stern, which have a record of entering the Port of Hakata that has been approved by the port administrator.

### **3. Specific Liner Passenger Vessels**

Jetfoils that regularly enter and depart from the Port of Hakata and have extremely high mobility, and the following vessels:

- (1) Hakata - Pusan route (Beetle, Beetle II, Beetle III)
- (2) Hakata - Iki, Tsushima route (Venus, Venus 2)

### **4. Conditions**

Large cruise vessels that intend to pass by other vessels in the channel shall apply in writing to the port administrator for approval to comply with the following conditions as well as to confirm the maneuverability.

- (1) Obtain permission from the port administrator prior to entering the port, comply with the Safety Measures for Large Cruise Vessels, and navigate properly.
- (2) When navigating the channel, share information closely with the port administrator (Hakata Port Radio Station) and related vessels.
- (3) The following safety measures should be taken.
  - ① Avoid passing by near breakwaters and No. 5 buoy and No. 6 buoy in Central Channel.
  - ② Shall be suspended when average wind speed is 10 meters per second or higher, wave height is 0.5 meters or higher, visibility is less than 1,000 meters, or at night.
  - ③ Shall be suspended when marine construction work is being carried out in the channel or its vicinity, and cannot evacuate construction work vessels.
  - ④ Shall be suspended when the captains of both vessels judge that safe passing is doubtful.
  - ⑤ Shall be suspended when the port administrator decides that the passing by is not acceptable due to sudden changes in the weather or other reasons.



April 1st, 2021

Chairman of the Safety Council at the Port of Hakata

Harbor Master at the Port of Hakata

Port Administrator at the Port of Hakata