

TO: Users of Port of Hakodate

FROM:

Stakeholder Council on Safety and Use of Hakodate Port

DATE: Monday, March 29, 2021

PAGES: 15 pages (including cover sheet)

SUBJECT:

Voluntary rule by users governing how to use Hakodate Port: Agreement reached by the Stakeholder Council on Safety and Use of Hakodate Port

MESSAGE:

Attached is an agreement on how to use Hakodate Port that was reached by the Stakeholder Council on Safety and Use of Hakodate Port (hereinafter called the Council).

The Council was held on November 25, 2019, for the purpose of contribution to safety and development promotion of Hakodate Port, through information sharing and consideration of the current state of Hakodate Port and what the port should be in the future between people concerned who are responsible for the safety and use of Hakodate Port. So as to achieve the purpose of the Council, information sharing and opinion exchange were decided to be conducted with respect to safety countermeasures, the usage of Hakodate Port, and other necessary issues to achieve the purpose of the Council. Since then, some consultations on how to use Hakodate Port safely have actually been made. A part of the results was reflected in partial revision of the Enforcement Regulation of the Act on Port Regulations, an ordinance of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) under the promotion of deregulation in recent years, and the rest of them were adopted in voluntary rule by users on how to use Hakodate Port.

The Council includes shippers, ship charterers, ship owners, ship operators, pilots, ship agents, fisheries associations and government and municipal offices, and as of now it consists of 40 entities concerned. Also, the assembly of the Council is convened by the Chairperson of the Council, and President of Hakodate Shipping Agent Club was appointed as the Chairperson. The stakeholders include Hakodate City, namely the Hakodate Port Authority, who is assigned as a Secretariat of the Council. (see [Annex A: The Rules of the Stakeholder Council on Safety and Use of Hakodate Port](#))

All users of Hakodate Port are consequently advised to follow the rule by users in good faith prescribed in the agreement accordingly.

[Annex A: The Rules of the Stakeholder Council on Safety and Use of Hakodate Port](#)

The Rules of the Stakeholder Council on Safety and Use of Hakodate Port

(Name)

Article 1

The name of this council is the Stakeholder Council on Safety and Use of Hakodate Port (hereinafter called the Council).

(Purpose)

Article 2

The purpose of the Council is to contribute to safety and development promotion of Hakodate Port, through information sharing and consideration of the current state of Hakodate Port and what the port should be in the future between people concerned of the Council.

(Functions)

Article 3

At the Council, so as to achieve the purpose of the Council, information sharing and opinion exchange are to be conducted with respect to the following items:

- Safety countermeasures
- Use of the port
- Other necessary items to achieve the purpose of the Council

(Organization)

Article 4

The Council is organized by entities who approve of the intent of the Council.

(Assembly)

Article 5

The assembly of the Council is convened by the Chairperson of the Council.

2. President of Hakodate Shipping Agent Club is appointed as the Chairperson.

3. In the case when the chairperson comes to grief or is otherwise not available for the assembly, another member who has been appointed beforehand will represent the Chairperson.

4. The assembly is able to request persons concerned to attend the assembly and listen to the opinions of the persons concerned, if necessary.

(General Affairs)

Article 6

General affairs of the Council are to be taken care of by the Port and Airport Department of the City of Hakodate.

(Supplementary Provision)

The rules come into effect as of November 25, 2019.

Voluntary rule by users governing how to use Hakodate Port

For the purpose of securing safety and convenience of vessels in and around the vicinity of Hakodate Port, voluntary rule by users that has been practically operated since 2005, when the rule was made in conjunction with official abolishment of anchorage designation in Hakodate Port, has been reviewed, and as of September 18, 2020, new rule by users governing how to use Hakodate Port was established, gaining the consensus of all members of the Stakeholder Council on Safety and Use of Hakodate Port (see [Annex 1: Members List of the Stakeholder Council on Safety and Use of Hakodate Port](#)).

September 2020

The Stakeholder Council on Safety and Use of Hakodate Port

I Rule on anchoring

1. Definitions of terms prescribed in this rule

1-1 All sorts of vessels

Vessels other than vessels loaded with dangerous goods as prescribed in the Act on Port Regulations

1-2 Vessels loaded with dangerous goods

Vessels loaded with dangerous goods as prescribed in the Act on Port Regulations

2. Port sections for vessels at anchor

2-1 Port section 2, 3 or 6 are for all sorts of vessels.

2-2 Section 4 or 6 are for vessels loaded with dangerous goods. Anchoring should not be made in section 5 as a rule.

3. Anchorage in the port

3-1 Anchorages in section 2, 3 and 4 are circles (hereinafter called circles) on **Annex 2 (Layout of Hakodate Port Anchorage Circles)**.

3-2 Available vessels at anchor in the circles are as follows:

- Circle A: up to vessels of length 112 meters, draft 7.4 meters
- Circle B: up to vessels of length 172 meters, draft 10.8 meters
- Circle C: up to vessels of length 148 meters, draft 9.9 meters

When using both Circle B and Circle C: up to vessels of length 228 meters, draft 9.9 meters

3-3 Vessels at anchor in the circles should drop anchor in the center of the circle, not stay out of the circle.

3-4 Usage of the circles should be limited to necessary situations that have to be conducted in a relatively calm sea area such as for refueling, supply of goods or change of crew members. After completing such necessary situation, the vessel should immediately weigh anchor and move to section 6 or leave the port.

Period for staying at the circles should be within approximately eight hours as the benchmark.

3-5 Vessels at anchor in the circle of section 6 should anchor in any area depending on the situation.

3-6 In the case where a passenger ship of over 40,000 GT class comes in or out of Wakamatsu Wharf, all sorts of vessels should refrain from anchoring in circle B and C, shown in **Annex 2 (Layout of Hakodate Port Anchorage Circles)**.

3-7 In the case of stormy weather (i.e. in the case when a storm warning or blizzard warning is issued or its warning is definitely anticipated), all sorts of vessels less than 500 GT (as a yardstick) are allowed to anchor in an area that does not affect other vessels' traffic, other than the marine traffic lane in section 2 and 3 and near mooring facilities, in addition to circle A, B and C.

4. Procedure for how to anchor in the port

4-1 All sorts of vessels

- A vessel or a port agent (hereinafter called users) should contact the Hakodate Coast Guard Office by telephone at 0138-42-5658 to receive availability of circles and select the circle.
- Users who have selected the circle should report to the Port Authority by fax of **Annex 3 (Circle Usage Information FAX)** at 0138-26-2656.
- In the case when the circle overlaps with other users, it should be decided between those concerned.
- In the case of stormy weather, all sorts of vessels less than 500 GT intend to anchor in an area mentioned in 3-7, users should report its anchor position to the Hakodate Coast Guard Office by telephone at 0138-42-5658 and the Port Authority by fax of **Annex 3 (Circle Usage Information FAX)** respectively.

4-2 Vessels loaded with dangerous goods

Vessels loaded with dangerous goods have to be designated a berthing place in the port by the Captain of the Port of Hakodate, based on Article 22 of the Act on Port Regulations.

II Rule on incoming and outgoing of the vessel

1. Definitions of terms prescribed in this rule

1-1 "Passenger ship" means a cruise passenger ship.

1-2 "Ferry" means a liner ferry boat between Hakodate Port and Aomori Port, and, Hakodate Port and Oma Port.

1-3 "General vessel" means vessels other than the abovementioned passenger ship and ferry.

2. Operation criteria on inbound and outbound passenger ship

See **Annex 4 (Operation Criteria on Inbound and Outbound Passenger Ship)**.

Also, people concerned should communicate in operation of inbound or outbound ship according to **Annex 5 (Information Communication Flowchart)**.

3. Coordination to avoid encounter with other vessels

The Port Authority provides an annual port call schedule of passenger ships for people concerned as soon as it is finalized, and lets them know by **Annex 6 (Notice of passenger cruise ship's port call at Hakodate Port)** at least no later than three days prior to the arrival and request cooperation on the arrival.

Also, in the case where a port agent of a passenger ship plans the incoming and outgoing time schedule of the passenger ship, it should take into consideration the scheduled inbound and outbound ferry services. The port agent requests its time schedule in advance with the shipping company of the passenger ship so that the passenger ship does not come in nor out of the port in the time zone when the ferry comes in and goes out.

Please see the following websites of the ferry companies.

Tsugaru Kaikyo (Tsugaru Strait) Ferry Company: <https://www.tsugarukaikyo.co.jp/>

Seikan Ferry Company: <http://www.seikan-ferry.co.jp/>

4. Securing navigable waters in the port

In the case where a passenger ship of over 40,000 GT class comes in or out of Wakamatsu Wharf, all sorts of vessels should refrain from anchoring in circle B and C, shown in **Annex 2 (Layout of Hakodate Port Anchorage Circles)**.

5. Actions in the case where the time schedule of a passenger ship is suddenly changed

The port agent of a passenger ship contacts by telephone the people concerned including ferry companies and other port agents in accordance with **Annex 5 (Information Communication Flowchart)**, and makes necessary coordination with them, in the case where the passenger ship's arrival or departure time is suddenly changed on the day.

6. How to navigate in case of encountering each other (including navigation prescribed in the Act on Port Regulations)

6-1 How to navigate in the case of arrival of passenger ship

6-1-1 Approach to South Passage

- Vessels other than a passenger ship should not enter the port together with a passenger ship nor overtake a passenger ship so as not to disturb the course of the passenger ship, in the case where a passenger ship is approaching the South Passage after going north toward the western area of the South Passage proceeding from the Pilot Boarding Point that is outside of the port.
- In the case where vessels other than a passenger ship need to overtake a passenger ship, the vessels may overtake the passenger ship, after making direct contact with each other.
- In the case where an inbound passenger ship may encounter an outbound ferry or an outbound general vessel on South Passage, as a rule the inbound passenger ship gives priority to the outbound ferry or the outbound general vessel and stands by in the safe western area of the South Passage, after making direct contact with the outbound ferry or the outbound general vessel.

6-1-2 On South Passage

- Inbound vessels other than a passenger ship should coordinate how to go into the South Passage, so as not to overlap on the Passage with a passenger ship, after making direct contact with each other.
- In the case where the departure time of a ferry is behind schedule, an inbound passenger ship and an outbound ferry should coordinate how to go into the South Passage, after making direct contact with each other.
- In the case where the arrival time of an inbound passenger ship is behind schedule, after making direct contact with each other, the passenger ship should come into the port after the ferry comes out of the port.

6-1-3 After passing from the South Passage toward Wakamatsu Wharf or West Wharf in the port

- A general vessel intending to leave berth should coordinate the departure time, so as not to encounter an inbound passenger ship.
- In the case where a passenger ship and a general vessel may encounter in the port, both ships should make a port-to-port passing of each other safely as a rule, after making direct contact with each other.
- An inbound general vessel following an inbound passenger ship should not overtake the passenger ship.

6-2 How to navigate in the case of departure of passenger ship

6-2-1 On the way from Wakamatsu Wharf or West Wharf to South Passage

- In the case where a general vessel comes into the port, a passenger ship intending to leave berth should coordinate the departure time, so as not to encounter the inbound general vessel.
- In the case where a passenger ship and a general vessel may encounter in the port, both ships should make a port-to-port passing of each other as a rule, after making direct contact with each other.
- An outbound general vessel following an outbound passenger ship should not leave the port nor overtake the passenger ship, so as not to disturb the course of the passenger ship.

6-2-2 On South Passage

- Vessels other than a passenger ship should coordinate how to go into the South Passage, so as not to overlap on the South Passage with a passenger ship, after making direct contact with each other.
- In the case where an outbound passenger ship may encounter an inbound ferry or an inbound general vessel on the South Passage, the inbound ferry and the inbound general vessel should stand by in the safe western area of the South Passage as a rule, after making direct contact with each other.
- In the case where the arrival time of a ferry is behind schedule, an outbound passenger ship should be given priority and an inbound ferry should stand by in the safe western area of the South Passage as a rule, after making direct contact with each other.
- In the case where the departure time of an outbound passenger ship is behind schedule, the passenger ship should stand by in the safe area in the port, then leave the port after a ferry comes into the port, after making direct contact with each other.

This voluntary rule is applied and its operation starts on September 26, 2020.

Supplementary provisions

Partially revised March 29, 2021 (Rule on anchoring, procedure for how to report anchor position to the authorities concerned in the case of stormy weather added)

Annex 1: Members' List of the Stakeholder Council on Safety and Use of Hakodate Port

Annex 2: Layout of Hakodate Port Anchorage Circles

Annex 3: Circle Usage Information FAX

Annex 4: Operation Criteria on Inbound and Outbound Passenger Ships

Annex 5: Information Communication Flowchart

Annex 6: Notice of passenger cruise ship's port call at Hakodate Port

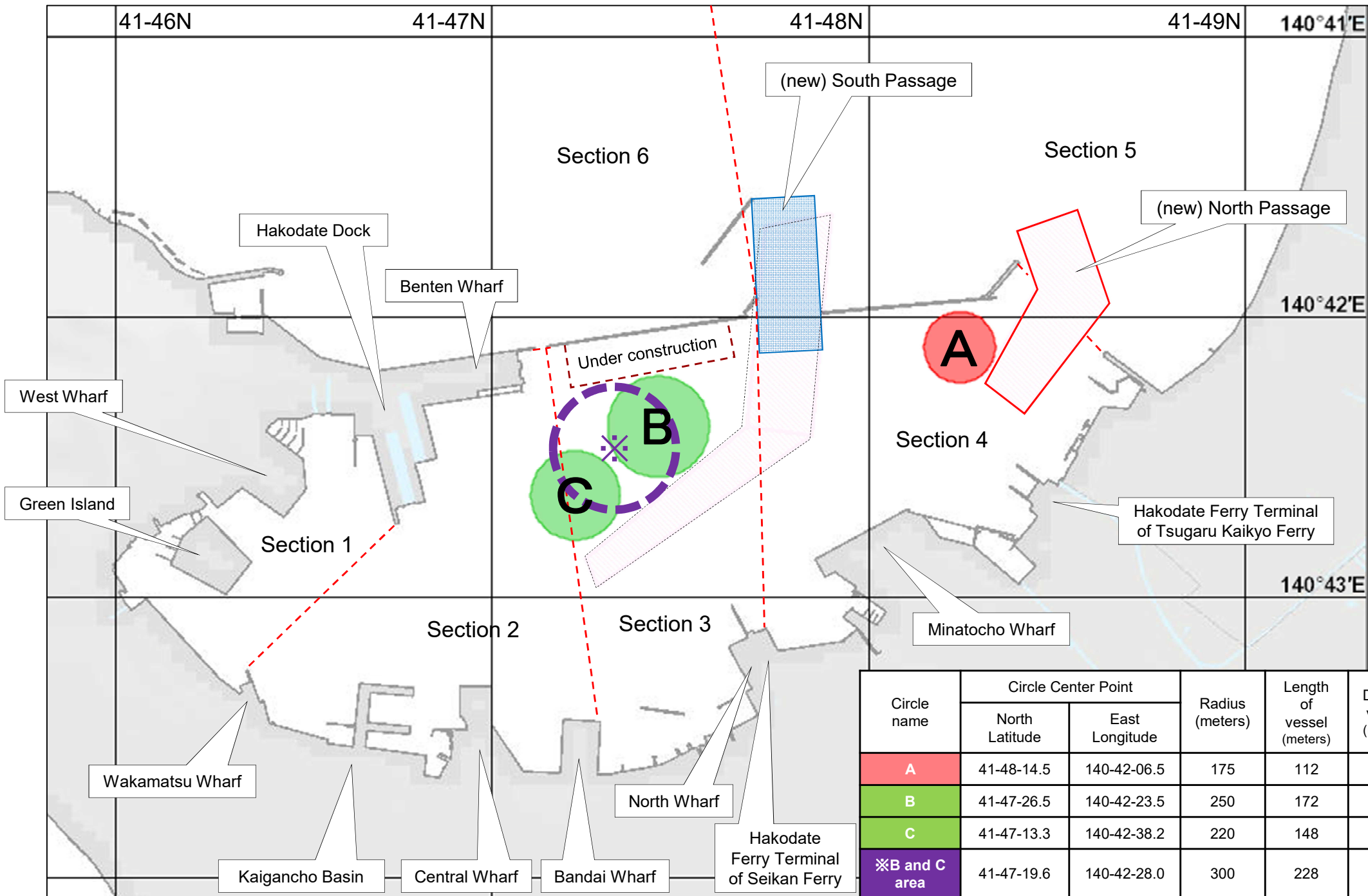
As of September 2020

Members' List of the Stakeholder Council on Safety and Use of Hakodate Port

No.	Names of members
1	Kyoei Unyu Company Ltd.
2	Kyodo Tsusen Co. Ltd.
3	Kita Nihon Kaiun Co., Ltd.
4	Showa Nittan Maritime Co., Ltd.
5	Tsugaru Kaikyo Ferry
6	Hakodate Branch, Nippon Express Co., Ltd.
7	Hakodate Kaiun Co., Ltd.
8	Hakodate Maruwa Koun Co., Ltd.
9	The Hakodate Port Service Ltd.
10	Hakodate International Trading Incorporation
11	Fuji Salvage Co., Ltd.
12	Mitsubishi Chemical Logistics Corporation
13	Hakodate City Fisheries Cooperative Association
14	Kamiiso County Fisheries Cooperative Association
15	Licensed Pilot of Hakodate Harbour
16	Marukatsu Kousan Co., Ltd.
17	The Hakodate Dock Co., Ltd.
18	Kitanihon-oil, Ltd.
19	Kyowa Oil, Co., Ltd.
20	Donan Oil, Co., Ltd.
21	Donan Branch Office, Hokkaido Energy Co., Ltd.
22	Hokkaido Kaiun Co., Ltd.
23	Dounan Branch Office, All Japan Seamen's Union
24	Hakodate Detached Office of Otaru Quarantine Station, Ministry of Health, Labor and Welfare (MHLW)
25	Hakodate Branch Office, Sapporo Regional Immigration Services Bureau, Ministry of Justice (MOJ)
26	Hokkaido District Fisheries Management Office, Japan Fisheries Agency, Ministry of Agriculture, Forestry and Fisheries (MAFF)
27	Subarea Activity Hakodate, Ominato District, Japan Maritime Self-Defense Force (JMSDF), Ministry of Defense (MOD)
28	Hakodate Juvenile Prison, MOJ

29	Fisheries and Forestry Department, Hokkaido Prefectural Government
30	Oshima District Bureau of Education, Hokkaido Prefectural Government
31	Hakodate Nishi Police Station, Hakodate Area, Hokkaido Prefectural Police
32	Hokkaido University
33	Hakodate Fisheries Research Institute, Fisheries Research Department, Local Independent Administrative Agency, Hokkaido Research Organization
34	Hakodate Office, Kuribayashi & Co., Ltd.
35	Hakodate Transport Branch Office, Hokkaido District Transport Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT)
36	Hakodate Coast Guard Office, 1 st Regional Coast Guard Headquarters, Japan Coast Guard, MLIT
37	Hakodate Development and Construction Department, Hokkaido Regional Development Bureau, MLIT
38	Oshima General Subprefecture Bureau, Hokkaido Prefectural Government
39	Economic Department, City of Hokuto
40	Port and Airport Department, City of Hakodate

Layout of Hakodate Port Anchorage Circles



FAX

From: Circle User

Company name, person in charge and telephone number

To: Administration Division, Port and Airport Department, City of Hakodate
(Fax: 0138-26-2656)

Date: (Day, Month, Year):

Re: Circle usage information

1. Purpose of usage of circles

- For refueling
- For supply of goods
- For change of crew members
- Others (e.g. prepared for stormy weather)

2. Period of circle usage

From time and date to time and date

3. Choice of circles

- Circle A for vessels loaded with dangerous goods
- Circle B for all sorts of vessels
- Circle C for all sorts of vessels
- Both Circle B and Circle C for all sorts of vessels

4. Name of the vessel and its tonnage

Name:

Gross tonnage:

5. Specifications of the vessel

Length:

Draft:

6. Telephone number

Mobile phone or maritime telephone number

7. Remarks

Anchor position: XX-XX.XX North, XXX-XX.XX East

Attention1: If there are any changes concerning circle usage, please fax the latest information to the Administration Division of Port and Airport Department, City of Hakodate at 0138-26-2656 immediately.

Attention 2: In the case of stormy weather and all sorts of vessels less than 500 GT intend to anchor in section 2 and 3, please fill in its anchor position in 7. Remarks

Operation Criteria on Inbound and Outbound Passenger Ships

Subject	Operational criteria and conditions	
	Wakamatsu Wharf	Minatocho Wharf
Berthing vessels	90,000 gross tonnage (GT) class ¹ After provision of official service, up to 110,000 GT	160,000 GT class
Draft	8.1 meters or less ² After provision of official service, up to 9.0 meters or less	12.7 meters or less at Wharf A 10.9 meters or less at Wharf B
Velocity of a vessel approaching the berth, to or from vertical direction	11 centimeters/s or less	8 centimeters/s or less
Broadside alongside the berth	An incoming ship, starboard side alongside the berth, as a rule	Either starboard side or port side alongside the berth is available.
Critical mooring wind velocity	Average wind velocity is 11m/s or less	Average wind velocity is 14m/s or less
Wind velocity	Average velocity is 10m/s or less.	
Wave height	Wave height outside the port is 1.0 meters or less.	
Visibility	1,000 meters or more	
Arrival time and departure time	An inbound ship should enter the port from sunrise to before sunset. Departure from the port at night is available.	
Tugboat arrangement	A tugboat should be arranged, if necessary. ³	
Pilotage arrangement	Inbound and outbound ships should arrange a pilot on board who is familiar with the marine traffic and sea area environment of Hakodate Port.	
Leaving mooring facility in case of emergency	In the case when critical mooring wind velocity is anticipated to exceed the benchmark, a ship mooring at the berthing facility should immediately leave the facility, under inward and outward bound operations criteria.	
Under-keel clearance	A large-sized passenger cruise ship should secure under-keel clearance of 10 percent or more of its draft of water depth on the navigable waters in the port.	

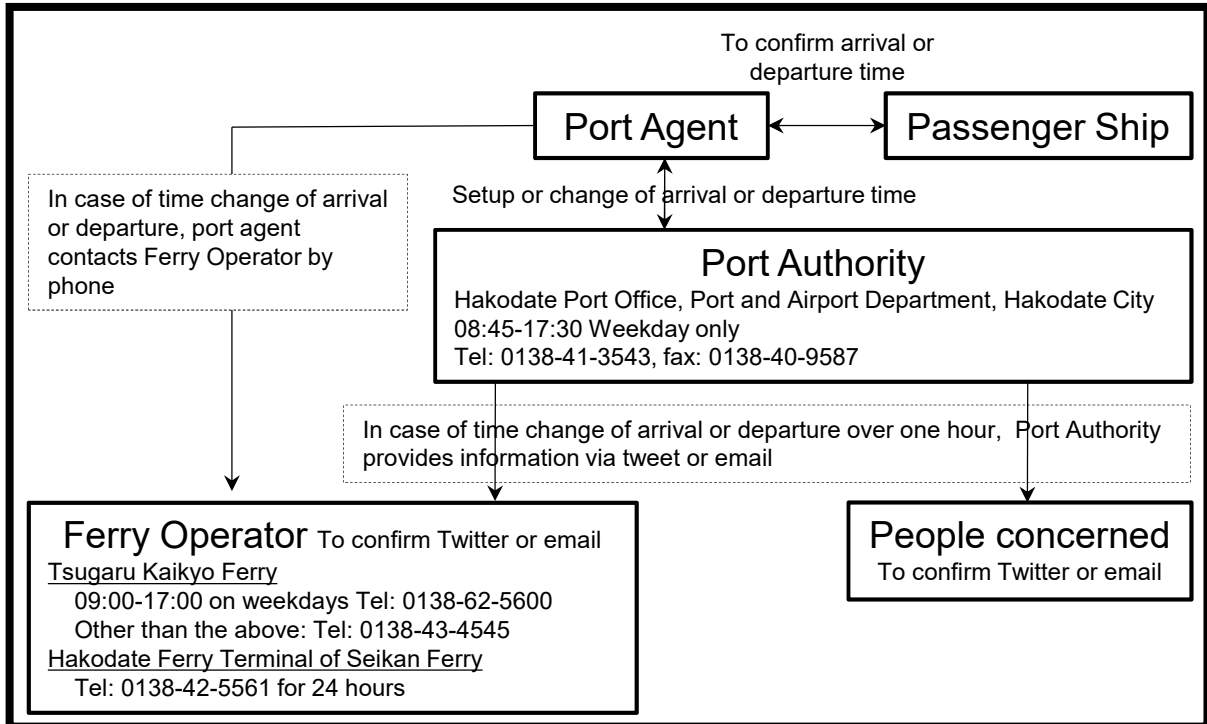
¹ As Wakamatsu Wharf comes into service provisionally, the maximum size ship available to moor at the Wharf is up to 90,000 GT class and draft is 8.1 meters or less.

² Same as above

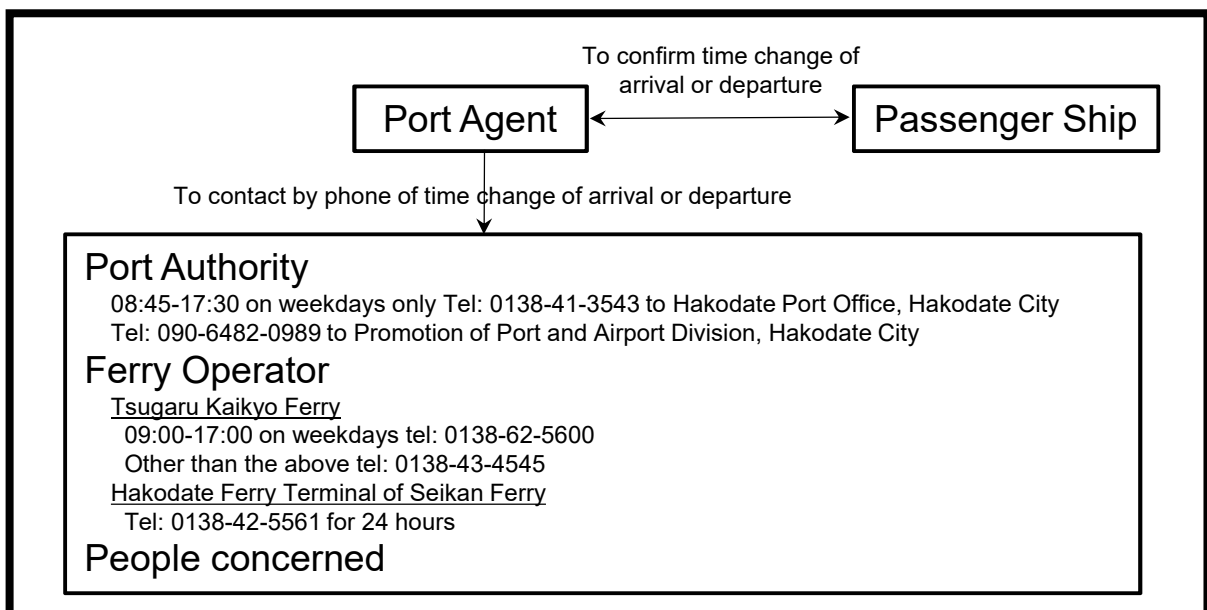
³ Additionally, a lookout boat or a marking boat should be arranged, if necessary.

Information Communication Flowchart

Case 1: Setup or change of arrival or departure time of passenger ship



Case 2: Urgent change of arrival or departure time of passenger ship



Notice

Passenger cruise ship's port call at Hakodate Port

Passenger cruise ship Diamond Princess is scheduled to arrive at Hakodate Port.

Berth: Minatocho Wharf A, Hakodate Port
Date: Tuesday, November 3, 2020
Arrival: 10:00 Departure: 19:00

Cooperation for safe port entry of an inbound passenger cruise ship by all vessels in Hakodate Port and people concerned would be very much appreciated, following the voluntary rule by users governing how to use Hakodate Port.
(Address: <https://www.city.hakodate.hokkaido.jp/docs/2020090100013/>)

In the case where a passenger cruise ship's arrival is suddenly changed by more than 1 hour, the following Twitter will let you know. You can check it without an account.

📍Address: https://twitter.com/hakodate_cruise



Specifications of M/V Diamond Princess

Gross Tonnage : 115,906GT
Length Overall : 290.0m
Width Overall : 37.5m
Draft : 8.3m

If you have any inquiries on detailed information, please contact the following by phone.

Port and Airport Department, Hakodate City TEL 0138-41-3543
Kyoei Unyu Co., Ltd. TEL 0138-42-4121