

# Standards of safety measures for vessel operations in Nagasaki Port

Prepared on 6 October 2017  
Last revised on 19 May 2023

## Article 1 Purpose

The purpose of this standard is to establish standards necessary for the uninterrupted use of port facilities by ships using Nagasaki Port based on the provisions of Article 3, the general installation plan of the Nagasaki Port Use Coordination Committee (hereafter referred to as “Committee”), in order to contribute to efficient use of the port facilities and ensure the safety of traffic within the port.

## Article 2 Application

These standards apply to ships of 500 gross tons or greater using port facilities within the Nagasaki port area shown in attached sheet 1 (hereafter referred to “ships using port”). The Master of the ship using port shall adhere to this standard, the requirements related to the Act on Port Regulations and the Rules of the Nagasaki Port Typhoon Measures Committee.

## Article 3 Standards

### Clause 1 General

#### ( 1 ) Weather conditions

The reference weather conditions for port entry to Nagasaki Port are as given below. However, if separate standards have been established, those standards shall be followed.

- 1 ) Average wind speed 15 m/s or below
- 2 ) Visibility 1 nautical mile or greater

#### ( 2 ) Anchoring

- ① Avoid anchoring in the sea area in front of Section 1 to Section 5 in the port to prevent obstruction to berthing/de-berthing at the quay. Ships carrying dangerous cargo can be anchored only in Section 3 and Section 6 after receiving approval of the Captain of the port Nagasaki.
- ② Take adequate care to not enter the course when anchoring the ship in Section 3 because the anchorage abuts the course.
- ③ When anchoring in Section 6, formulate the Anchoring Plan after adequate coordination between the users.

#### ( 3 ) Communications on ship movements

Ships provided with VHF shall ensure that they are in a state of constant contact.

## Clause 2 Entry/departure of cruise ships

If a cruise ship encounters a disaster within the small Nagasaki Port, not only many lives will be endangered but also economic activities of the port may be suspended due to closure of the port, which may lead to considerable loss for port users. For this reason, the standards for entry/departure of cruise ships into/from the port shall be as given below unless separate standards have been established (see the appended table).

### ( 1 ) Normal periods

① Average wind speed during entry/departure of ship to be 15 m/s or below. If strong winds are expected, the Master shall formulate best possible measures such as arranging for tugboat, etc., if he deems it necessary.

② If the Master anticipates the average wind speed from the time of entry into port to departure from port to exceed 15 m/s, the Master shall study the best possible measures such as by reviewing the Arrival/Departure Plan.

### ( 2 ) Abnormal weather such as typhoon, etc.

① If a Level 2 Alert has been issued or if the Master encounters a strong wind area in the port, he cannot enter the port.

② If a Level 2 Alert has been issued after berthing, the ship shall quickly de-berth and seek refuge outside the port.

③ If there is a risk of strong wind after berthing, efforts shall be made to de-berth and take refuge outside the port before the strong wind is encountered, even though a Level 2 Alert has not been issued

### ( 3 ) Change in operating schedule

In principle, change in operating schedule on the day of entry of ship into port is not allowed.

However, if a change in the operating schedule becomes necessary because of weather conditions and the like, the person responsible for changing the schedule shall notify the port users.

## Clause 3 Operation in areas north of Kozaki Hana

The width of the course from near Kozaki Hana and the northward area of the port (hereafter referred to as “Kozaki Hana north area”) is narrow and is about 290 m; therefore, the following standards are established to ensure safety of ship navigation:

### ( 1 ) Offer of information on ship movements

① Prior notification of information on port entry schedule

Ship operators (including shipping agents and shipbuilders) using the port in Kozaki Hana north area shall report information port entry/departure to the Port

Authority. The Port Authority shall notify the port users the same information through the port navigation information system (hereafter referred to as “system”). However, until the system is deployed, the conventional method shall be used.

Prior notifications in the form of briefings to port users are being given periodically in the case of large cruise ships exceeding 130,000 gross tons. However, for other cruise ships as well, prior notifications shall be given on port entry/departure by distribution such information to port users.

② Change in schedule

When information related to port entry/departure changes, the operator shall notify the Port Authority and the Port Authority shall send out notification through the system. Until the system is deployed, the conventional method shall be used for notification.

( 2 ) Avoiding passing each other

① Water area to avoid passing each other

The “water area between Kozaki Hana vicinity and Kosuge Hana vicinity” shown in sheet 2 shall be taken as the “water area to avoid passing each other.”

② Applicable ships

Ships with overall length exceeding the course width of 290 m (hereafter referred to as “applicable ships”) shall avoid passing each other ships using the port in the water area to avoid passing each other.

③ Navigation plan

Operation of passenger liners and ships with scheduled berthing/de-berthing timings shall be given priority in the water area to avoid passing each other.

Ship traffic is especially high during the time zones of 7 to 9 and 17 to 19 hours. During these time zones, the operators of applicable ships planning to enter/leave port shall collect data of port usage status beforehand and formulate a perfect navigation plan.

( 3 ) Adjusting the operating schedule

The operator shall prepare a navigation plan such that in principle, there is no congestion in the water area to avoid passing each other; however, when congestion cannot be avoided because of unforeseen conditions, the operating schedule shall be adjusted by the procedure given below.

① When docking/un-docking at the shipyards, or adding a new operational plan, the person responsible for adjustments shall adjust the operating schedule.

However, if the adjustment fails, the said person can request the Committee Office to make the adjustment.

② The Committee Office shall report the request for adjustment from the operator to the Chairman of the Committee, and the Chairman shall make the required adjustment by holding a meeting of the Committee.

**Article 4 Review of standards**

This standard shall be reviewed from time to time according to the port usage conditions and committee meetings held periodically with the purpose of ensuring safety of traffic in the port.

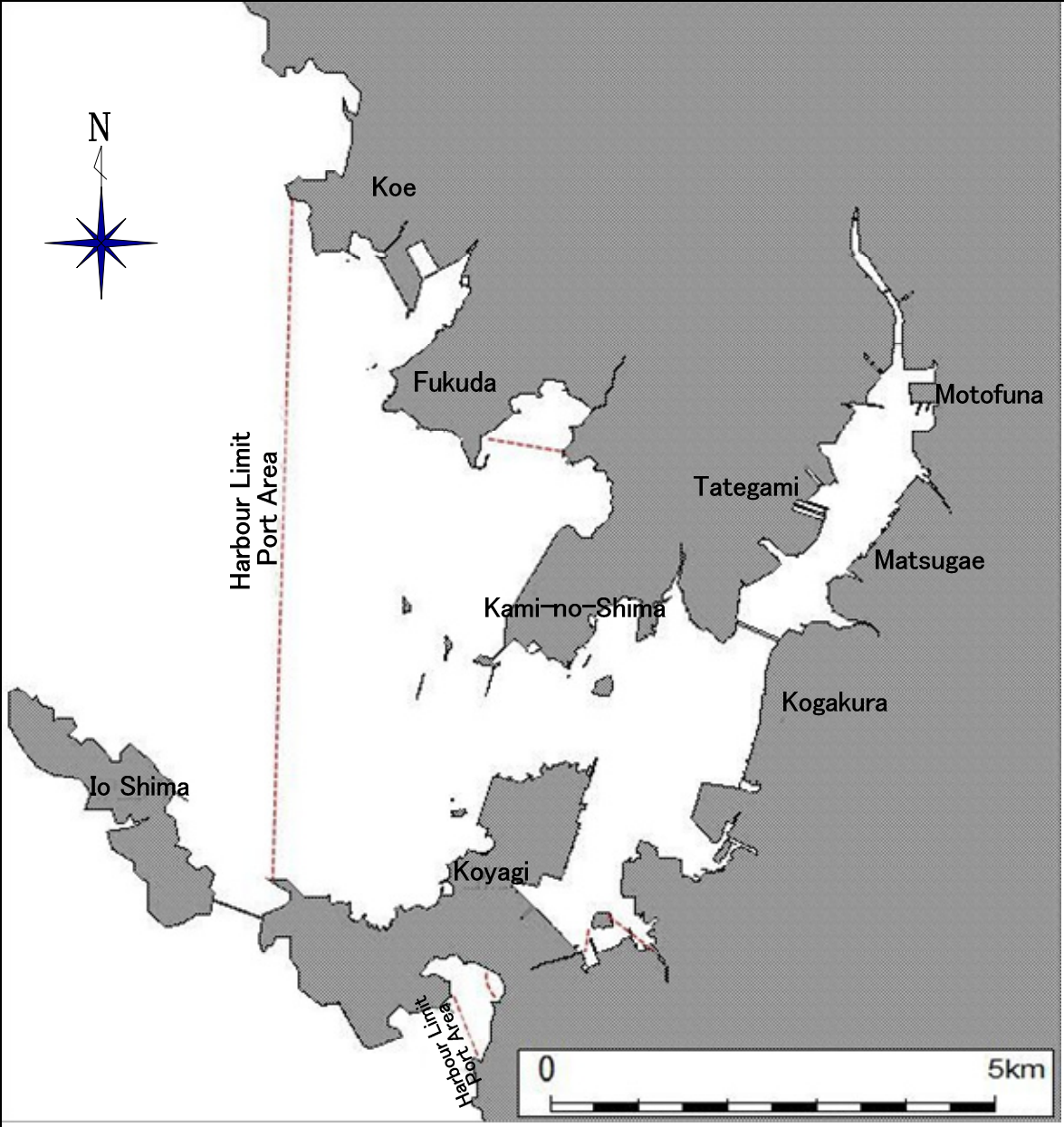
**Article 5 Others**

Special instructions from the Captain of the Port Nagasaki or Port Authority shall be adhered to by the ships using the port.

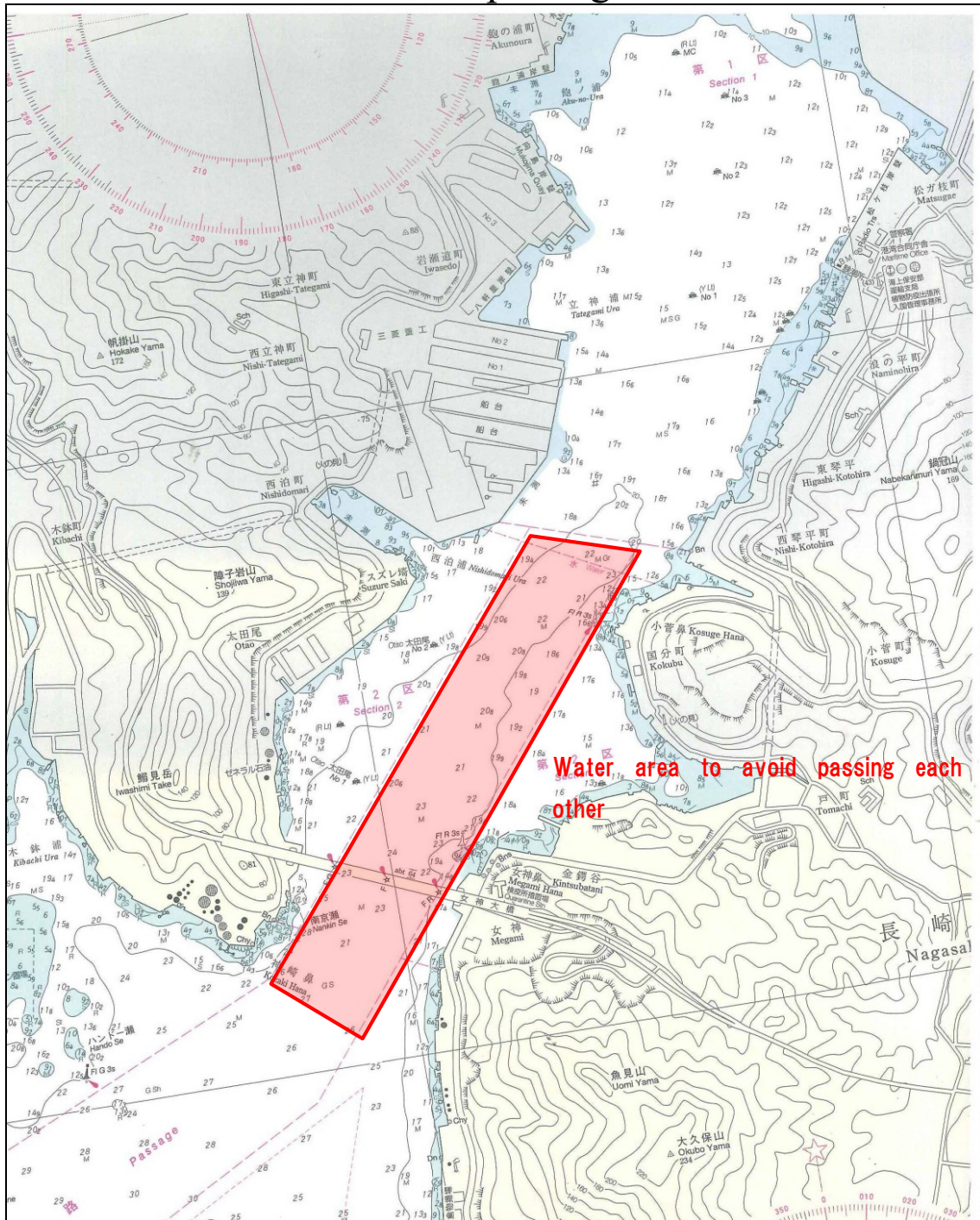
19 May 2023

Chairman, Nagasaki Port Use Coordination Committee  
Captain of the Port Nagasaki  
Nagasaki Port Authority

Sheet 1: Map showing Nagasaki Port area



# Sheet 2: Water area to avoid passing each other



## Appended Table

| <b>Ship Type</b>                             | <b>130,000 GT class~<br/>150,000 GT class</b> | <b>160,000 GT Class</b>       |
|--|---|-------------------------------|
| <b>Wind speed when entering/leaving port</b> | In port 12 m/s                                | In port 11 m/s                |
| <b>Visibility</b>                            | 1 mile or greater                             | 2,000 m or greater            |
| <b>Tugboat (Emergency response)</b>          | 2 boats (3,000 PS or greater)                 | 2 boats (3,000 PS or greater) |
| <b>Escort boat</b>                           | 1 boat  | 1 boat                        |