

PORT OF OITA
USER MANUAL

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Harbor Section, Engineering Works Building Department,
Oita Prefectural Government

Table of Contents

I. INTRODUCTION

II. GUIDE FOR COORDINATING TRAFFIC MOVEMENT IN OITA PORT

1. Overview of Traffic Coordination
2. Vessel Schedule for Traffic Coordination
3. Communication Procedures
4. Traffic Monitoring and Safety Advice
5. Anchorage
6. Relevant Laws and Regulations

III. PORT INFORMATION

1. Oita Port and Approaches
2. Charts
3. Application for Pilots
4. Application for Tugs
5. Communication with Relevant Services
6. Report of Emergencies

IV. REFERENCES

1. Overview and History of Oita Port
2. Port Facilities
3. Mandatory Pre-arrival Notices
4. Background of PORT OF OITA USER MANUAL

I. INTRODUCTION

Oita Port, one of the deepest in Japan, handles various types of the world's largest vessels with full cargoes.

The formation of its present state started with the large-scale construction of the seaside industrial area in the 1950s. After the government of Japan designated the region of Oita as New Industrial City in 1964, many companies were established one after another - such as JXTG Nippon Oil & Energy Corporation (then Kyushu Oil Co., Ltd.) in 1964, Showa Denko K.K. in 1969, and NIPPON STEEL & SUMITOMO METAL CORPORATION (then NIPPON STEEL CORPORATION) in 1971 – and developed as Oita Industrial Complex which contributes to the nation with a key industry.

It is composed of the Japanese representative companies with highly competitive power and handles almost half of the value of shipments of manufactured goods in Oita prefecture. For more than half a century it has, together with many relevant local companies, sustained the economy of Oita prefecture.

Marine transport plays an important role in this complex's global trade and goods movements. As one of the Major Ports (a Specified Port in the Act on Port Regulations), many types of vessels use the port such as the very large Raw Material Ore carriers and dangerous goods carriers transporting oil (VLCC's) and gas (LNGs and VLNG) carriers as well as Container ships, RORO's, and domestic vessels.

In October 2016 the Port Authority, Oita prefectural government, installed monitoring systems (radar, CCTV, and AIS) to "Oita Port Radio" to monitor actual traffic and to further improve safety and efficiency.

The purpose of this manual is that "Oita Port Radio" be used by port and harbor users effectively. This will lead to all vessels, including very large vessels, to use Oita Port with confidence for efficient marine transport in a safe and orderly manner.

II. GUIDE FOR COORDINATING TRAFFIC MOVEMENT IN OITA PORT

1. Overview of Traffic Coordination

(1) Purpose

The purpose of this manual is to ensure that vessels transit safely and to prevent accidents in the heavy traffic areas with very large vessels and dangerous goods carriers using the sea berths; and several other kinds of vessels using the Hakuchi (Basins). The Port Authority, Oita prefectural government, and related organizations have in this manual prescribed items to be followed by vessels.

(2) Types of vessel

All vessels entering and departing Oita Port
(Except for fishing boats and pleasure boats)

2. Vessel Schedule for Traffic Coordination

(1) Provision of vessel schedule the day before arrival

The following organizations are requested to provide “Oita Port Radio” (hereinafter referred to as Port Radio) with berthing information on vessels using Oita Port by 17:00 of the day before arrival.

① Ship’s agent

• Information on vessels - What to inform:

Vessel name / Call sign / Gross tonnage / LOA / Person in charge / Berth name / Side alongside / ETA / Designated anchorage / Berthing time / ETD / Shifting time / Last port / Next port

② The Port Authority

• Information on vessels permitted to use public berth - What to inform:

Vessel name / Call sign / Gross tonnage / LOA / Berth name / Side alongside / ETA / Berthing time / ETD / Shifting time / Last port / Next port

③ Pilots’ association

• Pilot boarding schedule - What to inform:

Details of vessels taking pilots (Vessel name • Gross tonnage • LOA, etc.) / Berth name / Side alongside / Boarding time and position

(2) To whom and how to inform vessel schedule

【Who to inform】 Oita Port Radio

【How to inform】 Tel : +81-97-528-9521

FAX : +81-97-528-9522

E-MAIL : oita@toyoshingo.co.jp

(3) Advise any changes

Any changes to vessel schedule should be advised to Port Radio by each organization. Any changes to pilot boarding time should be advised to Port Radio by ship’s agent.

3. Communication Procedures

(1) When to report to Port Radio

Vessels are required to report their movement to Port Radio following the table below. Vessels should obtain proper traffic and other information from Port Radio.

【All vessels】

| Type of Report | Reporting Point | Report Items from the Vessel | Information and Confirmation Items to the Vessel | |
|----------------|--|--|--|---|
| Entry | ETA Report | · 3 hours before arriving | · ETA breakwater or anchorage · Last port | · Berthing information · Pilot boarding information · Fishing activities(*1) · Weather inside harbor |
| | | · Thirty (30) minutes prior to arrive breakwater | · ETA breakwater | · Berthing information · Tug advice · Traffic information |
| | | · 3 miles prior to arrive anchorage | · ETA anchorage · Intended anchor position · Request arranging alternative anchorage | · Anchorage information · Fishing activities |
| | Anchoring Report | · Drop anchor | · Anchoring time · Anchoring position · Estimated time of anchor aweigh | · Berthing information · Pilot boarding information |
| | Anchor Aweigh Report | · Anchor aweigh | · Starting time · ETA breakwater | · Berthing information · Tug advice · Traffic information |
| | Berthing Report | · Made fast to berth | · Berthing time | · Request time to call |
| Departure | Before Leaving Report | · Fifteen (15) minutes prior to depart | · ETD · Next port | · Traffic information · Fishing activities |
| | Leaving Report | · Single-up | · Single-up report | · Notify / Advise time of departure |
| Shift | Before Shifting Report (from berth to berth) | · Fifteen (15) minutes prior to depart | · ETD · ETA breakwater | · Traffic information |
| | Shifting Report | · Single-up | · Single-up report | · Notify / Advise time of departure |
| | Berthing Report | · Made fast to berth | · Berthing time | · Request time to call |

(*1) Port Radio provides information on fishing activities confirmed on radar.

※ Single-up means when vessels can depart immediately keeping minimum lines to let go.

【Domestic vessels】

| Type of Report | | Reporting Point | Report Items from the Vessel | Information and Confirmation Items to the Vessel |
|----------------|--|---|---|---|
| Entry | ETA Report | · 1 hour before arriving | · ETA breakwater or anchorage · Last port | · Berthing information · Pilot boarding information · Fishing activities · Weather inside harbor |
| | | · Thirty (30) minutes prior to arrive breakwater (*1) | · ETA breakwater | · Berthing information · Tug advice · Traffic information |
| | Anchoring Report | · Drop anchor (*1) | · Anchoring time · Anchoring position · Estimated time of anchor aweigh | · Berthing information · Pilot boarding information |
| | Anchor Aweigh Report | · Anchor aweigh | · Starting time · ETA breakwater | · Berthing information · Tug advice · Traffic information |
| Departure | Before Leaving Report | · Fifteen (15) minutes prior to depart | · ETD · Next port | · Traffic information · Fishing activities |
| Shift | Before Shifting Report (from berth to berth) | · Fifteen (15) minutes prior to depart | · ETD · ETA breakwater | · Traffic information |

(*1) Depending on the circumstances, domestic vessels are not required to report. However, Port Radio shall ask them to report when needed.

(2) How to report to Port Radio

① VHF radio

Call sign : Oita Port Radio

Calling (and Distress) : ch16

Working channel : ch18,19 (12,14)

② Tel

Number : +81-97-528-9521

4. Traffic Monitoring and Safety Advice

Port Radio monitors traffic by ship reports and by using tools such as AIS, radar, CCTV, etc. Whenever a vessel's movement is obviously different from planned schedule, Port Radio informs persons concerned and coordinates traffic.

When Port Radio sees a dangerous situation building up, they provide safety advice based on the following:

Considering the safety advice provided by Port Radio, vessels should try to prevent dangerous situations. Port Radio will share vessels' intentions with others.

- (1) Inbound vessels and vessels navigating east-west should keep well clear of any breakwater and take a course which is easily sighted by outbound vessels. This is not applicable when avoiding fishing boats and nets. (ref. the Act on Port Regulations, Article 17)
- (2) Inbound vessels should adjust speed outside harbor limits to avoid competing with others at breakwaters. Avoid waiting in the vicinity of breakwaters and try not to reduce speed suddenly. (ref. the Act on Port Regulations, Article 16)
- (3) Both inbound and outbound vessels should avoid competing in the vicinity of breakwaters. When inbound vessels unavoidably compete in the vicinity of breakwaters, inbounds proceeding further inside have priority. Regarding inbound vessels to Ozai Hakuchi, liner ships have priority. However, vessels should confirm entry order with Port Radio each time.
- (4) If inbound vessels meet other vessels in the vicinity of breakwaters, outbound vessels have priority. (ref. the Act on Port Regulations, Article 15)
Otozu Hakuchi has its own special practice.

5. Anchorage

- (1) Captain of the Port shall advise vessels or their agents their designated anchorage. (ref. the Act on Port Regulations, Article 15)
- (2) Any change, earlier or later, to actual period at anchor to be promptly advised to Captain of the Port by vessels or their agents.
※When vessels leave the anchorage, Captain of the Port to be promptly advised.
- (3) Vessels are requested to confirm anchoring position with Port Radio before dropping anchor.
- (4) Vessels are requested to drop anchor inside their designated anchorage.
- (5) Vessels are requested to inform Port radio immediately when they find it impossible to drop anchor at designated anchorage. Port Radio will advise alternative anchorage after consulting with Captain of the Port and ship's agent.
- (6) Vessels are requested to report anchoring time and position to Port Radio after dropping anchor.

【Position and Capability of Designated Anchorage】

| Name of Anchorage | Position | Capability | | | | Maximum Tonnage (Number of Vessels) |
|-------------------|---|-------------------------|------------|-----------------|-------------------|---|
| | DMM (DMS) | Dead Weight Tonnage (t) | Length (m) | Water Depth (m) | Maximum Draft (m) | |
| No.1 | 33-16.633'N (33°16'38"N) 131-38.583'E (131°38'35"E) Within a 100 m radius of the position above | 25,000 | 180.0 | 37 | 34 | For vessels without dangerous cargo 20,000 GT or less (1) |
| | | | | 40 | | |
| No.2 | 33-17.367'N (33°17'22"N) 131-41.850'E (131°41'51"E) Within a 100 m radius of the position above | 300,000 | 350.0 | 52 | 46 | No limitation (1) |
| | | | | 53 | | |
| No.3 | 33-17.067'N (33°17'04"N) 131-42.567'E (131°42'34"E) Within a 100 m radius of the position above | 100,000 | 260.0 | 46 | 41 | 50,000 GT or less (1) |
| | | | | 48 | | |
| No.4 | 33-16.700'N (33°16'42"N) 131-43.217'E (131°43'13"E) Within a 100 m radius of the position above | 40,000 | 200.0 | 31 | 27 | 20,000 GT or less (1) |
| | | | | | | |
| No.5 | 33-15.883'N (33°15'53"N) 131-44.550'E (131°44'33"E) Within a 100 m radius of the position above | 50,000 | 230.0 | 26 | 20 | 30,000 GT or less (1) |
| | | | | 27 | | |
| No.6 | 33-15.700'N (33°15'42"N) 131-45.667'E (131°45'40"E) Within a 100 m radius of the position above | 40,000 | 200.0 | 23 | 20 | 20,000 GT or less (1) |
| | | | | 24 | | |
| No.7 | 33-16.100'N (33°16'06"N) 131-45.150'E (131°45'09"E) Within a 100 m radius of the position above | 300,000 | 350.0 | 31 | 20 | No limitation (1) |
| | | | | 32 | | |
| NSC Anchorage | An area bounded by a line joining the following positions 33-16.717'N 131-38.717'E | 8,000 | 135.0 | 6 | 5.4 (15.0) | 5,000 GT or less (3) |

| | | | | |
|--------------------------|--|--|----|----------|
| (33°16'43"N 131°38'43"E) | | | | 3,000 GT |
| 33-16.400°N 131-38.833°E | | | | or less |
| (33°16'24"N 131°38'50"E) | | | | (3) |
| 33-16.550°N 131-39.483°E | | | 41 | |
| (33°16'33"N 131°39'29"E) | | | | |
| 33-16.883°N 131-39.383°E | | | | |
| (33°16'53"N 131°39'23"E) | | | | |

6. Relevant Laws and Regulations

Vessels using Oita Port should follow relevant laws and regulations and special practices for each Hakuchi.

(1) Extracts from relevant laws and regulations (the Act on Port Regulations)

Article 5

Vessels berthing in the Specified Port shall berth at a specified area of such Specified Port according to their tonnage or to the kind of cargo as provided for in the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT).

3 When Captain of the port finds specifically necessary, she/he may designate an anchorage to inbound vessels at the Specified Port other than those prescribed in the preceding paragraph.

4 Notwithstanding the provision of paragraph 1, vessels that have the anchorage designated pursuant to the provision of the preceding two paragraphs shall drop anchor at proper anchorage.

Article 15

In a case where a motor vessel is in danger of meeting any other motor vessel at or in the vicinity of the entrance of the breakwater of a port, the entering motor vessel shall keep outside the breakwater and clear of the other motor vessel.

Article 16

A vessel shall, within a port or near the boundary of the port, proceed at such speed as not to cause a hazard to other vessels.

Article 17

Within a port, a vessel sighting the end of a breakwater, a quay or any other structure or a vessel on the berth on her starboard side shall proceed as close to it as practicable and a vessel sighting it on her port side shall proceed as far from it as practicable.

Article 18

A motor launch (or motor boat) (*) shall, within a port, keep out of the way of any other vessel except other motor launches.

(*) The term "Motor Launches" means motor launches or motor boats (whose gross tonnage is under 20), barges, boats and other vessels operated by oars and paddles or those operated mainly by oars and paddles.

(2) Special practices for each Hakuchi in Oita Port

① For Otozu Hakuchi

Vessels using Otozu Hakuchi are requested to confirm the details via NSSMC OITA WORKS HARBOR CONTROL or ship's agents and to follow their requirements when entering and departing.

② For Tsurusaki Hakuchi

Vessels using Tsurusaki Hakuchi are requested to confirm the details via ship's agents and follow their requirements when entering and departing.

III. PORT INFORMATION

1. Oita Port and Approaches

(1) Oita Port

①Fishing Operations

Oita Port and Beppu Bay are good fishing areas. Fishing operations are carried out all year around, day and night. The main types of fishing operations carried out in this area are pole and line fishing conducted by small fishing boats under 5 tons; gillnet fishing, trawl fishing, and longline fishing. It is difficult for them to keep monitoring other vessels as they are absorbed in their operations. Therefore, keep a good lookout when navigating near these boats.

The fishing operations most difficult to avoid in this area are Sawara (Japanese Spanish mackerel) drift gillnet fishing. 2,000 meters drift gillnets (the top of the gillnet is 6 - 20 meters below the surface of the water) are set several times at night from sunset to sunrise. Especially in the peak fishing seasons from spring through autumn (April to December), they are also carried out in the area right in front of Oita Port.

②Fog

Fog occurs in and around Oita Port mainly in May through June, and dense fog usually occurs during the rainy season.

The pressure pattern of this dense fog is when the seasonal rain front remains in the Kyushu area (it is called Frontal Fog) or when a warm moist airstream inflows because the seasonal rain front moves up to the north temporarily and is exposed to the high-pressure system in the Pacific Ocean(it is called Drifting Fog).

Mariners should navigate with extreme caution to avoid collision or grounding in this season.

③Aids to Navigation

At the entrance to each Hakuchi, there are breakwater lighthouses and sea berth lights. However, beware of background lights from coastal factories and aircraft warning signals on towers and on chimneys. Mariners can use the large goliath cranes of Minaminippon Shipbuilding Co., Ltd. at Oita's Ozai region as good landmarks.

Note: Light buoys Nos.1, 2, 3, and 4 in Beppu passage were removed in November, 2016.

(2) Approaches

~Safe Navigation in Hayasui Seto~

① Overview of Hayasui Seto

Hayasui Seto is located north of Bungo Suido and its width between Sada Misaki and Sekisaki is approximately 7 nautical miles. Takashima is located to the west of its center. The main passage is between Takashima and Sada Misaki (navigable width of 3.5 nautical miles). East-north-east of Takashima lies Ashikase, a sunken reef. Between Takashima and Sekisaki lies Ushishima (surrounded by a hazardous sunken reef), Gongenbae (hazardous sunken rocks marked with a light beacon), and Hirase (hazardous sunken rocks also marked with a light beacon). In addition, the current is very strong and caution is required to avoid grounding or other emergencies.

(3) Weather and Sea Conditions in Hayasui Seto

① Fog

Fog occurs often in May through July, and infrequently in January. Sometimes regional dense fog also occurs, but it does not continue too long. There are two types of fog phenomena. One is morning fog, which occurs early on calm days and dissipates by 9 a.m. or 10 a.m. Another is a dense fog that comes in from the south after rainfall.

② Tidal Current Conditions

Hayasui Seto is located north of Bungo Suido, and tidal waves generated in the open sea off Shikoku enter there. The current generally flows north-to-south.

When comparing the tides with those of the nearby coast, the current flows north from approximately 2.5 hours after low tide until approximately 2.5 hours after high tide. And it flows south from approximately 2.5 hours after high tide until approximately 2.5 hours after low tide. The highest rate of the tidal current in Hayasui Seto is 5.9 knots northerly and 5 knots southerly.

(4) Vessels in Transit and Fishing Boats in Hayasui Seto

① Vessels in Transit

Hayasui Seto is a major route for marine traffic between the Pacific Ocean and Inland Sea. Numerous vessels of various types pass through it (approximately 300 per day), and because of the good fishing locations, numerous small fishing boats also operate here.

②Fishing Boats in Operation

In Hayasui Seto, pole and line fishing is conducted by small fishing boats of less than 5 tons, with one fisherman on board. They operate all year round. Generally, they fish throughout the day on a rising tide and early morning and in the evening on a falling tide.

While fishing, these boats tend to gather and not to monitor other traffic. Vessels should keep a good lookout to recognize these groups of fishing boats quickly and take early action to avoid them.

2. Charts

Vessels *must be equipped with* the latest (or corrected) charts of Oita Port. The essential (Japanese) charts for entering the port are as tabulated below.

| Oita Port | |
|-------------------------------------|-------------|
| Eastern part of Oita Ko | W 1 2 4 7 A |
| Western part of Oita Ko | W 1 2 4 7 B |
| Approaches | |
| Beppu Wan, Usuki Wan and approaches | W 1 2 1 8 |
| Beppu Wan approaches | W 1 2 1 9 |
| Bungo Suido | W 1 5 1 |
| Saganoseki Ko and approaches | W 1 2 2 5 |
| Iyo-nada and approaches | W 1 1 0 2 |

3. Application for Pilots

According to Order for Enforcement of the Pilotage Act, Oita Port belongs to the Inland Sea Pilot Area and pilotage is not compulsory. Vessels using public wharves are requested to take a pilot for safety of navigation, as needed. Vessels using private wharves are requested to follow the regulations of each facility manager and, by ship Masters' judgement. Application procedures are as follows.

【Extracted from Contract for Taking Pilots in Inland Sea Area and its Outline of Acceptance】

| | |
|------------------|--|
| When to Apply | 24 hours in advance of ETA pilot station |
| How to Apply | Apply by the following ways. (1) Inland Sea Pilot Help Desk (office location : Kobe) (2) Telephone (number : +81-78-391-7193) (3) FAX (number : +81-78-391-7180) (4) Web Site (ID and Password issued by Pilots' Association are required) |
| What to Inform | Inform the following items. (1) Vessel name, Gross tonnage, Length overall, Draft, Multi-Decker or not, Speed, Kind of cargo (2) Ship owner name and address (the Pilotage Act, Article 3) (3) Boarding position / Destination and ETA (4) Whether the ship is exempt from the consumption tax or not (5) Others |
| Types of Service | 【Harbor Pilot (Inner Harbor Service in Oita Port)】 Available Time : (1) from sunrise to 1 hour before sunset (Entry) (2) from sunrise to 30 minutes before sunset (Departure) ※The above depends on berths and type of vessel. 【Sea Pilot (Pilotage Navigation Service in Inland Sea)】 Available Time : 24 hours a day |

※Emergency pilot application from vessels

Vessels can order pilots through “Port Radio” when unexpectedly in need because of severe weather or other abnormal conditions. When “Port Radio” is requested to order pilots, they will inform the ship’s agents. If they are not available, “Port Radio” will inform the pilot office directly. Either way, “Port Radio” will contact the vessels to advise whether pilots are available as soon as confirmed.

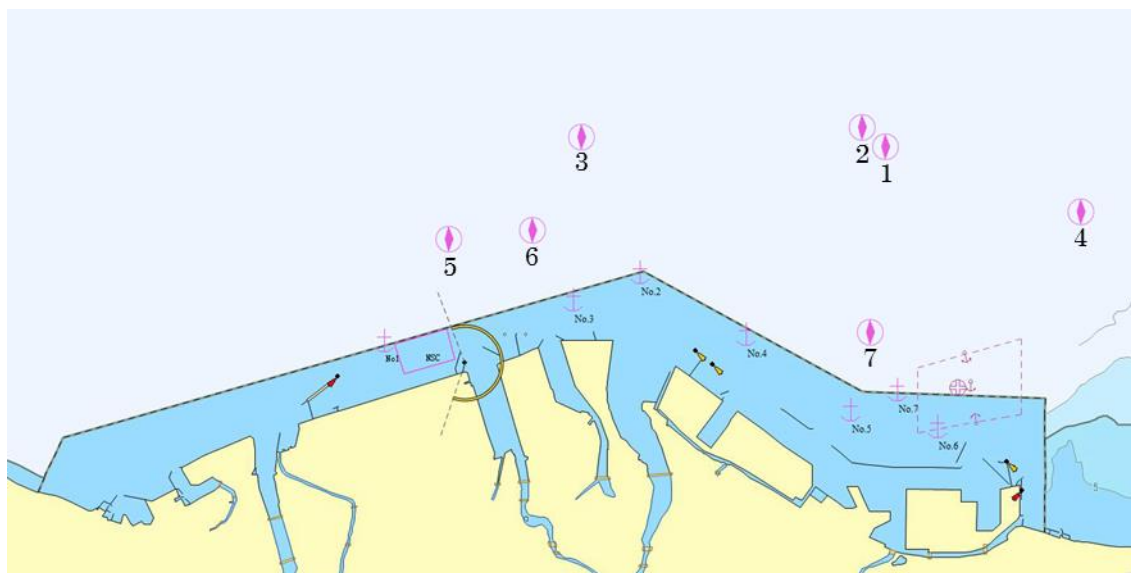
◎NOTE

It may take quite a long time for pilots to be on board when under emergency order.

【Boarding Positions of Pilots】

Approximate boarding positions of pilots (Pilot Station: hereinafter referred to as P/S) are as follows.

| Berth Name | Point | Boarding Position | | Number on Chart |
|-------------------|----------------|-----------------------------------|------------|-----------------|
| | | latitude | longitude | |
| JX Sea Berth | NO.1 P/S | 33-18.70N | 131-45.00E | 1 |
| Shoden Sea Berth | NO.2 P/S | 33-18.90N | 131-44.70E | 2 |
| NSSMC Sea Berth | NO.3 P/S | 33-18.80N | 131-41.00E | 3 |
| Oita LNG Berth | NO.4 P/S | 33-18.00N | 131-47.50E | 4 |
| Otozu Hakuchi | NO.5 P/S | 1 nm north of breakwater entrance | | 5 |
| Tsurusaki Hakuchi | NO.6 P/S | 1 nm north of breakwater entrance | | 6 |
| Ozai | NO.7 P/S | Instructed each time | | 7 |
| — | Each anchorage | Anchored position | | — |



4. Application for Tugs

Vessels using Oita Port are requested to use tugs for safety of navigation when needed. Arrangement should be made via agents by 15:00 of the day before use, to the following tug companies.

| Company Name | Telephone Number | Horsepower | Total Number of Tugs |
|--|------------------|-------------|----------------------|
| Oita Rinkai Kogyo K.K. | +81-97-558-9588 | 3,000~3,600 | 3 |
| | | 4,000~ | 6 |
| Green Shipping, Ltd. Tugboat Business Dept., Oita Branch | +81-97-528-8550 | 4,000~ | 1 |

※Emergency tug application from vessels

Vessels can order tug through “Port Radio” when unexpectedly in need because of severe weather or other abnormal conditions. When “Port Radio” is requested to order tugs, they will inform the ship’s agents. If they are not available, “Port Radio” will inform the tug companies directly. Either way, “Port Radio” will contact the vessels to advise whether tug is available as soon as confirmed.

◎NOTE : It may take quite a long time to arrange tugs when under emergency order.

【Waiting Positions of Tugs】

Non-piloted vessels’ pre-arranged tugs should meet them in the vicinity of the breakwater of each Hakuchi. Prior to this, the vessels should contact tugs on VHF ch16 to confirm how to contact the relevant assisting tug/s, and when/where to pick up and hand back the transceiver (*).

(*):transceiver=walkie talkie

5. Communication with Relevant Services

(1) International VHF CRS (Coast Radio Stations)

All Vessels using Oita Port should continuously monitor VHF ch16 and contact the following coast radio stations for the proper exchange of information. When called, respond promptly.

| Call Sign | Station | Calls and Responses | Communication | Remarks |
|------------------------|---------------------------------------|---------------------|---------------|---|
| Moji Coast Guard Radio | 7th Regional Coast Guard Headquarters | ch16 | ch12 | Communications on safety conducted by JCG |

| | | | | |
|------------------------------|---------------------------------|------|--------------------|---|
| Oita Port Radio | Oita Prefecture | ch16 | Ch18,19 (12,14) | Communications on Port operations service ※ JCG has priority on ch12,14. |
| Inland Sea Pilot Sekisaki | Inland Sea Pilot Association | ch16 | ch68 | Communications on pilot service |

6. Report of Emergencies

When an emergency arises in Oita Port and the surrounding sea areas, ways and items to report to Coast Guard and the Port Authority are as follows.

(1) Types of Emergencies

- ① Damage to vessels related to operation or facilities excluding vessels
- ② Damage to vessel's structures, equipment, or persons related to operation
- ③ Harm to vessel's safety or navigation
(e.g.) Collision, Damage to wharves, Grounding, Capsizing, Emergency patients, Falls, Oil spillage, Abandoned anchor, etc.

(2) How to Report

① Coast Guard

- Ship's telephone, Cellphone or Landline..... 「118」
(Oita Coast Guard Office +81-97-521-0114)
- International VHF (ch16)Call sign 「Moji Coast Guard Radio」

② the Port Authority

- Ship's telephone, Cellphone or Landline...
+81-97-558-5111(daytime on weekdays) +81-97-528-9521(nighttime or holidays)
- International VHF (ch16)Call sign 「Oita Port radio」

③ What to Report

- ◎Date and time of occurrence ◎Location ◎Your name and vessel name
(Type of vessel, Gross tonnage, Cargo) ◎Number of crew
- ◎Update of the emergency; of a patient; of an oil spill or other pollution
- ◎To whom and how to report ◎Weather and sea conditions

※When ship emergencies arise, such as abandoned anchor, falling objects, damage to facilities and oil spillage, owners shall take responsibility to deal with them.

IV. REFERENCES

1. Overview and History of Oita Port

(1) Overview

Oita Port, which is located in the west end of the Inland Sea and the middle of Beppu Bay, used to flourish as a trading port. Today, it is developed into a large industrial port.

Oita city overlooking Beppu Bay is located behind the port and in the middle of Oita prefecture. It is blessed with natural conditions having a warm Inland Sea climate. In the past, it did a lot of trade with Spain and Portugal. Accordingly, it reached the peak of prosperity as the center of Kyushu culture. From the Meiji era, it became the center of administration as the prefectural capital. After it was designated as New Industrial City in January 1964, it developed into an industrial city by the construction of the seaside industrial complex.

Whilst it is a large, modern, industrial port, nevertheless in the west Oita region is the only place for the citizens to enjoy playing in the sea. The West Oita Waterfront plays a central role to create an attractive and thriving space in cooperation with tourist facilities located along the beaches stretching out from Beppu city to Oita city, and in areas behind the hills.

(2) History

About 450 years ago, when the federal lord Sorin Otomo established a port to trade with Portugal and the Ming Dynasty, Oita flourished as a trading port and reached its peak. Trade declined with the death of Otomo. However, the maintenance of the port and harbor started from the end of the Edo era to the beginning of the Meiji era to evolve with the times. Taking this opportunity, marine traffic between Osaka and Kobe grew rapidly. As a result, the port became a key location as a point of contact between land and sea in East Kyushu with the expansion of the railway network.

In 1927, the port was designated as the second-class Major Port. Construction for port facilities improvements project was conducted under the direct control of the Ministry of the Interior from 1932 to 1939. However, its function suffered serious damage from World War II.

After the war's end, the port gradually recovered from the damage. It was designated as Major Port in 1951 due to the establishment of the Port and Harbor Act in 1950, and thereafter, the Port Authority (Oita prefecture) started to manage it instead of the national government.

The port was designated as Port of Entry and Departure based on the Immigration Control Act in 1955; an open port based on the Customs Act in 1965; and Plant Protection Port based on the Plant Protection Act in 1972. It was invested one after another with the times.

Meanwhile, from 1959 construction of oil and gas terminals (the West Oita region) and timber terminals (the Sumiyoshi region) were started to save energy resources and to deal with the expansion of the Japanese economy. This construction led to the development of Oita Tsurusaki seaside industrial area. After the port was designated as New Industrial City in 1964, it became a large, modern, industrial port with investment in industrial infrastructure.

In 1996, the port was designated as a Foreign Access Zone (FAZ). At its center, Ozai container terminal, a terminal with a water depth of 14m, and its gantry cranes were constructed and opened for use in 1998.

At the same time, the investment in transportation projects progressed. Large distribution centers as a base of logistics, information and interaction in West Kyushu, Kyushu Odan Expressway and Higashi-Kyushu expressway were constructed and dramatically improved access to the surrounding areas.

【the Ozai region, Oita Port】



【the West Oita region, Oita Port】



2. Port Facilities

(1) Public

① Mooring and Water Supply

| Wharf Name | Mooring Facilities | | | | Water Supply Facilities | |
|---|------------------------------|--|---------------------------|---|--------------------------|--------------------------------------|
| | Berth Name (Berth Number) | Depth of Water Alongside Berth(m) (*) | Length of Berth (m) | Maximum Mooring Capability (DWT) | Number of Connections | Water Supply Capacity (t/h) |
| Ikushi Wharf (Nishi-Oita Hakuchi) | 1 (1~5) | 4.5 | 295 | 700 | | |
| | 2 (7) | 7.3 | 230 | 3,000 | | |
| | 4 (9~10) | 6.0 | 160 | 3,000 | | |
| Sumiyoshi Wharf | 1 (1~2) | 10.0 | 370 | 15,000 | 3 | 15 |
| | 2 (3~7) | 6.0 | 469 | 3,000 | 2 | 15 |
| | 3 (8) | 5.0 | 70 | 1,000 | | |
| | 4 (9~15) | 4.5 | 570 | 700 | 2 | 15 |
| | 5 (16) | 6.0 | 105 | 3,000 | | |
| Otozu | 1 (1~3) | 7.5 | 390 | 5,000 | 2 | 20 |
| | 2 (4~5) | 5.5 | 180 | 2,000 | 1 | 20 |
| Tsurusaki | West (9~12) | 4.5 | 240 | 700 | | |
| | West (13~14) | 5.5 | 180 | 2,000 | | |
| | East (1~8) | 4.5 | 480 | 700 | 2 | 20 |
| Ozai Public Wharf | -4.5m (1~2) | 4.5 | 120 | 700 | 2 | 15 |
| | -5.5m (3~8) | 5.5 | 560 | 2,000 | 3 | 20 |
| | -7.5m (9) | 7.5 | 160 | 5,000 | 1 | 20 |
| | -7.5m (12~15) | 7.5 | 520 | 5,000 | 4 | 20 |
| | -12.0m (16) | 12.0 | 240 | 30,000 | 2 | 20 |
| | -10.0m (17) | 10.0 | 185 | 15,000 | 1 | 20 |
| | -10.0m (19) | 10.0 | 170 | 10,000 | | |
| | -14.0m (20) | 14.0 | 280 | 50,000 | 5 | 30 |
| Hiyoshibaru | -7.5m (1~2) | 7.5 | 260 | 5,000 | | |
| | -5.5m (3~5) | 5.5 | 270 | 2,000 | 3 | 20 |

(*Note) The figures in “Depth of Water Alongside Berth” are calculated, so they may differ from the actual ones. When you want to confirm them for use, contact the Port Authority (Oita Port Promotion Office).

- Vessels or agents using public mooring facilities should call or submit an application to the help desks below before use.
- The Port Authority permits use when each application from vessels or agents meets the required standards stipulated in the ordinance. In spite of this, when mooring facilities are already reserved, the Port Authority informs ships and agents to change to other facilities; re-coordinate the date and time.
- After obtaining permission, vessels or agents are requested to advise the Port Authority promptly whenever there is a change in the time of use.

【Help Desks for Each Applications】

| Help Desk | Oita Port Promotion Office | NPO MINATOMACHIZUKURI | Oita Port Radio |
|---------------------------------------|---|---|---|
| Open | Weekdays 08:30~17:00 | Holidays 09:00~17:00 | After hours 17:00~09:00 |
| How to apply (Telephone Number) | +81-97-551-4422 +81-97-556-2174 | Office : +81-97-538-6688 East region (Tsurusaki · Otozu · Ozai · Hiyoshiharu) Cellphone : +81-90-1190-5053. West region (West Oita · Sumiyoshi) Cellphone : +81-90-1190-5144. | +81-97-528-9521 |
| What to apply | <ul style="list-style-type: none"> • Facility Use Application • Facility Possessory Application • Waters and Public land Possessory Application • Coastal Preservation Areas Occupational Application http://www.pref.oita.jp/soshiki/17300/facilityuse.html | <ul style="list-style-type: none"> • Facility Use Application (provisional reception of mooring) | <ul style="list-style-type: none"> • Facility Use Application (provisional reception of mooring) |

• Vessels and agents should inform the help desks below when necessary to supply water.

| | | | |
|---------------|---|--|---|
| Help Desk | TURUKAI- TRANSPORTATION Co., Ltd. Telephone number: +81-97-592-2265 | TSURUSAKI SEALAND TRANSPORTATION CO. LTD Telephone number: +81-97-521-1135 | SUMIYOSHI UNYU SANGYO CO, LTD Telephone number: +81-97-534-3302 |
| Assigned Area | Ozai • Hiyoshibaru | Tsurusaki • Otozu | Sumiyoshi |
| Open | Monday to Saturday 08:00~16:00 | | |
| Price | 840 yen per ton | | |

② Facility Fees

• According to Article 14.1 and Article 16-2 of Oita Prefectural Ordinance on Port Facility Management, the person who has been permitted to use, occupy or utilize port facilities must pay the fees per the appended table 1-3.

【Partial Extracts from Oita Prefectural Ordinance of Port Facility Management】

Chapter 3. Fees

(Payment of Fees)

Article 14.1

The person who has been granted permission for the use or the occupancy of port facilities shall pay the user fee, or occupancy fee (hereinafter referred to as “fees” in this article and Article 6) as set out in appended table 1 or table 2.

Article 14.2

Regarding the port facilities whose use is determined in item 3 of Article 4, the governor may add not more than fifty percent of the amount of user fee of said port facilities stipulated in provision to the amount of said user fee.

Article 14.3

In addition to what is provided for in this ordinance, necessary matters for the collecting system, calculation and the payment date of fees shall be prescribed by a Rule.

(Reduction or Exemption of Fees)

Article 15.1

The governor may reduce or exempt fees in any case falling under one of the following items:

Article 15.1.1

When the State or local government uses or occupies port facilities for official or public business.

Article 15.1.2

When the whole or a part of port facilities is difficult to be used or is occupied because of disaster or other grounds not attributable to the person who has been granted permission for the use or the occupancy of port facilities.

Article 15.1.3

When the governor finds special grounds.

(Fees Refund)

Article 16.1

Fees which have already been paid shall not be refunded. However, when the governor finds adequate grounds, all or part of them may be refunded.

(User Fee)

Article 16-2.1

The person who uses Port of Beppu Parking, which manages entries and exits by a machine, shall pay a fee pertaining to use.

Article 16-2.2

The fee set forth in the preceding paragraph (hereinafter referred to as user fee) shall be prescribed by the designated managers (this shall be limited to the designated managers who are prescribed in Article 23 and who conduct business related to the management of Port of Beppu Parking) within the amount prescribed in appended table 3. In this case, the designated managers shall obtain approval of the governor for said user fee in advance.

Article 16-2.3

The governor shall let the designated managers accept the user fee as their income.

Article 16-2.4

Provision of the preceding Article 2 applies to user fee mutatis mutandis. In this case, the term “the governor” in the preceding Article 2 shall be deemed to be replaced with “the designated managers”.

(2) Private

| Wharf Name | Mooring Facilities | | | |
|--|-------------------------|---|------------------------|-------------------------------------|
| | Berth Name | Depth of Water Alongside Berth (m)(*) | Length of Berth (m) | Maximum Mooring Capability (DWT) |
| Nippon Steel & Sumitomo Metal Corporation | Raw Material Sea Berth | 27.0 | 620 | 410,000 |
| | NSSMC Slag Shipment | 15.0~24.0 | 290 | 70,000 |
| | Tsuru Berth A | 6.5 | 60 | 5,500 |
| | Tsuru Berth B | 6.5 | 120 | 5,300 |
| | Kaseihin Berth | 6.0 | 110 | 2,000 |
| | Oil Berth | 5.5~7.5 | 260 | 5,000 |
| | Product Quay(-7m) | 6.0~7.0 | 310 | 4,000 |
| | Product Quay(-12m~-13m) | 12.0~13.0 | 1,140 | 50,000 |
| | All Weather Berth | 6.5 | 107 | 2,000 |
| | All Weather Berth North | 5.5 | 145 | 3,000 |
| SHOWA DENKO K.K. | Shoden Berth No.12 | 7.2 | 110 | 5,346 |
| | Shoden Berth No.13 | 6.5 | 100 | 3,294 |
| | Shoden Berth No.14 | 6.5 | 190 | 3,000 |
| | Shoden Berth No.11 | 6.5 | 138 | 3,060 |
| | Shoden Berth No.1 | 5.0 | 89 | 1,300 |
| | Shoden Berth No.2 | 5.5 | 80 | 1,999 |
| | Shoden Berth No.4 | 7.5 | 142 | 6,250 |
| | Shoden Berth No.6 | 6.5 | 100 | 3,513 |
| | Shoden Sea Berth | 17.0 | 300 | 99,999 |
| NS Styrene Monomer Co., Ltd. | Dolphin No.1 | 6.2 | 35 | 3,000 |
| | Dolphin No.2 | 8.0 | 35 | 7,000 |
| | Dolphin No.3 | 6.0 | 35 | 2,000 |
| JXTG Nippon Oil & Energy Corporation | JX Oita Berth NO.1 | 4.6 | 80 | 2,000 |
| | JX Oita Berth NO.2 | 4.7 | 80 | 2,000 |
| | JX Oita Berth NO.3 | 6.0 | 85 | 4,500 |
| | JX Oita Berth NO.4 | 6.0 | 100 | 4,500 |
| | JX Oita Berth No.5 | 6.2 | 125 | 4,500 |
| | JX Oita Berth No.6 | 4.7 | 110 | 2,000 |
| | JX Oita Berth No.7 | 4.7 | 90 | 2,000 |
| | JX Oita Berth No.8 | 7.8 | 40 | 5,000 |
| | JX Oita Berth No.9 | 7.7 | 35 | 3,000 |

| Wharf Name | Mooring Facilities | | | |
|--|---------------------------|---|------------------------|-------------------------------------|
| | Berth Name | Depth of Water Alongside Berth (m)(*) | Length of Berth (m) | Maximum Mooring Capability (DWT) |
| | JX Oita Berth NO.10 | 9.1 | 35 | 10,000 |
| | JX Oita Sea Berth | 22.8 | 34,493 | 314,014 |
| Sumitomo Chemical Co., Ltd. | Sumitomo Chemical Dolphin | 4.5 | 30 | 700 |
| | Sumitomo Chemical Berth | 4.5 | 120 | 700 |
| Ojimateria co., Ltd. | Berth | 4.5 | 150 | 700 |
| Mitsui Engineering & Shipbuilding Co., Ltd. | B | 4.5 | 220 | 18,500 |
| | D | 9.5 | 320 | 32,650 |
| | E | 2.5 | 590 | — |
| Oita Liquefied Gas Joint Stock Co., Ltd. | Kyobi Board Berth No.1 | 6.1 | 148 | 3,500 |
| | Kyobi Board Berth No.2 | 6.0 | 135 | 2,000 |
| | Kyobi Board Berth No.3 | 5.1 | 105 | 1,200 |
| | Kyobi Abroad Berth | 20.0 | 360 | 70,000 |
| OITA LIQUEFIED NATURAL GAS CO., INC. | Oita LNG Berth | 14.0 | 415 | 121,964 |

(*Note) The figures in “Depth of Water Alongside Berth” are calculated, so they may differ from the actual ones. When you want to confirm them for use, contact the Port Authority (Port of Oita Development Office).

3. Mandatory Pre-Arrival Notices

(1) Security Information of Ship based on the Law for the Security of Ships and of Port Facilities

① Ocean going vessels who intend to enter Oita Port and Specific Area (Inland Sea) directly from abroad are required to report “Security Information of Ship” to Oita Coast Guard Office 24 hours in advance of arrival.

(Where to report : Oita Coast Guard Office, Guard and Rescue Division
Telephone Number +81-97-521-0114)

② The Captain is responsible for this report. However, owners and ship’s agents authorized by the Captain or ship owner, can also submit the report.

③ NACCS, FAX, mail and hand delivery are acceptable.

【Items • Appropriate Articles】

(Security Information of Ship)

• the Law for the Security of Ships and of Port Facilities Article 44.1-3

(Items to report for Security Information of Ship)

• Ordinance for Enforcement of the Law for the Security of Ships and of Port Facilities Article 75.1-28

(Specific Areas)

• Ordinance for Enforcement of the Law for the Security of Ships and of Port Facilities Article 3.1 [Tokyo Bay], 2 [Ise Bay], 3 [Inland Sea]

(Penal Provision)

• the Law for the Security of Ships and of Port Facilities Article 57. 2-4

(2) Information about Contract of Insurance or Other Financial Security based on Act on Liability for Oil Pollution Damage

① When general vessels(*1), including barges, whose gross tonnage is 100 or more and oil tankers loaded with 2,000-tons or more of oil intend to enter Japan (Oita Port) directly from abroad, they are required to report “Information about Contract on Insurance or Other Financial Security” to Kyushu District Transport Bureau by noon of the day before arrival (except when that falls on the administrative organ’s holidays) at Oita Port or Specific Area(*2) (limited to general vessels) .

② The Captain is responsible for this report. However, owners and ship’s agents can also submit the report. When ship’s agents report, they are required to be authorized by the captain or ship owner.

③ NACCS, FAX, mail and hand delivery are acceptable.

(*1) The term “general vessels” means passenger boats or merchant vessels loaded with cargoes excluding bulk oil, and other goods (excluding vessels operated by oars and paddles or those operated mainly by oars and paddles).

(*2) The term “Specific Area” means Inland Sea prescribed in Article 11.3 of Ordinance for Enforcement of Act on Liability for Oil Pollution Damage

【Supplemental Explanation】 Range of Inland Sea as Specific Area

Inland Sea is the area surrounded by

- A) the line from Hinomisaki Lt.Ho. in Wakayama prefecture to Kamodamisaki Lt.Ho. in Tokushima prefecture;
 - B) the line from Satamisaki Lt.Ho. in Ehime prefecture to Sekisaki Lt.Ho. in Oita prefecture;
 - C) the line from the position bearing 056 degrees, distance 4,800m from Mutsure lighthouse in Yamaguchi prefecture to the position bearing 000 degrees, distance 80m from that;
 - D) the line from position [C] to the position bearing 270 degrees, distance 1,270m from [C];
 - E) the line from position [D] to Unoishibana, Mutsure island, Yamaguchi prefecture;
 - F) the line from Udonobana, Mutsure Island to the position bearing 223 degrees, distance 80m from Udonobana;
 - G) the line from position [F] to the position bearing 133 degrees, distance 600m from [F];
 - H) the line from position [G] to the position bearing 244 degrees, distance 870m from [G];
 - I) the line from position [H] to the northernmost point of Wagora Island, Fukuoka prefecture;
 - J) the line from the northernmost point of Wagora Island to the position bearing 257 degrees, distance 2,940m from that point;
- and
- K) the line and shore from position [J] to the sea-shore bearing $246\frac{1}{2}$ (246.5) degrees.

4. Background of PORT OF OITA USER MANUAL

The purpose of this manual is to lead all vessels, including very large vessels, using Oita Port towards efficient marine transport and the safe and orderly use of Oita port and harbor. This was compiled by agreement, after explanations and hearings to the people concerned about Oita Port (Oita Industrial Complex Council, OTOZU HARBOR USERS LIAISON CONFERENCE, Tsurusaki Hakuchi Users Council, Oita Shipping Agency Association, and other relevant companies and bodies).

Reference

“Guidance For Safe Entry To OITA PORT”: (Public Corporation) The Seibu Association for Maritime Safety