

Notice about Construction Work to the Wharf at Hakata Port (Island City District) No.1

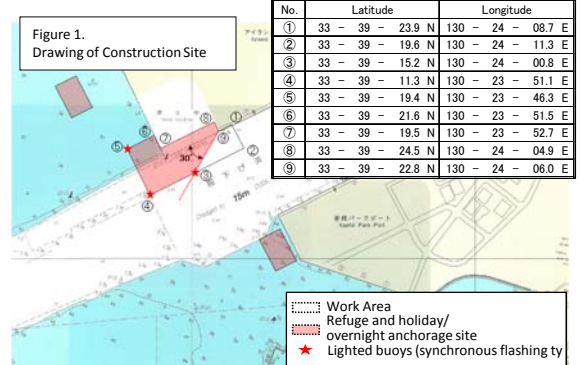
Hakata Port & Airport Office, Kyushu Regional Development Bureau TEL: 092-752-4365
 Harbormaster, Hakata Port TEL: 092-281-5867

We ask all vessels sailing nearby to pay special attention, as we will be carrying out the following construction work to the wharf at Hakata Port (Island City District).

1. Duration of Work (Construction site: see Figure 1)

Early November 2019 to late November 2020 (sunrise to sunset)

Types of construction	Year/Month		2019												2020													
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov		
Management of lighted buoys	Management																											
Placing of riprap foundation	Plant Production																											
Placement of temporary support piles	Offshore Work																											
Transportation and installation of jacket	Offshore Work																											
Placement of steel pipe piles	Offshore Work																											
Leveling of block side and top of foundation	Offshore Work																											
Transportation and installation of L-shaped block	Offshore Work																											
Placing of backfill and rocks behind backfill	Offshore Work																											



- In principle, work will not take place on Saturdays, Sundays, and national holidays. However, depending on the progress of the construction, the duration of the work may be changed and work may also be done on Saturdays, Sundays, or national holidays.

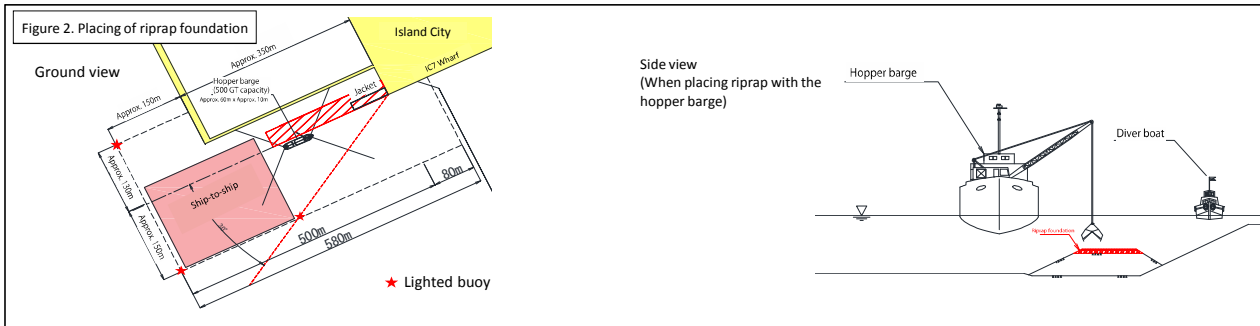
2. Overview of Coast Construction Work

2-1 Management of lighted buoys (see Figure 1)

- During the construction, 3 lighted buoys (synchronous flashing type) will be installed and managed within a range of the locations where the approach angle from the edge of the Island City District 7 wharf to the wharf at arrival and departure is 30° and the refuge and holiday/overnight anchorage site.

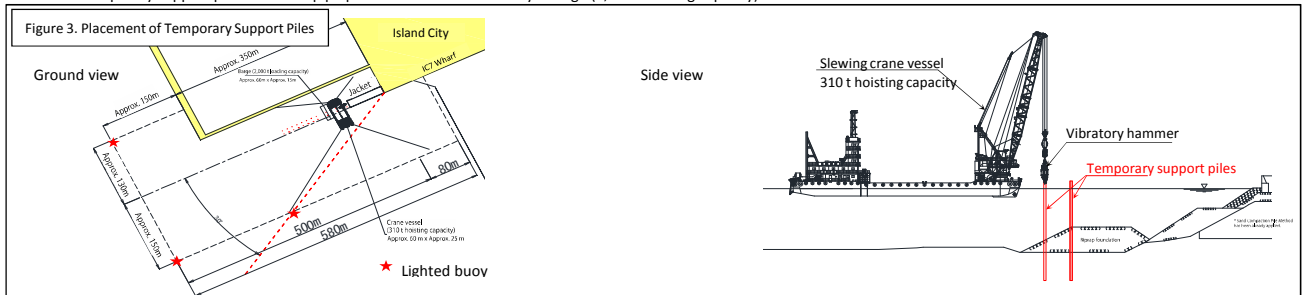
2-2 Placing of Foundation Riprap (see Figure 2)

- In order to build an L-shaped block installation mound, foundation riprap (approx. 5 to 100 kg / piece) will be placed by a hopper barge and a crane barge.
- If placing riprap with a crane barge, the foundation riprap (approx. 5 to 100 kg / piece) is transferred from the hopper barge to the crane barge before placing the riprap.



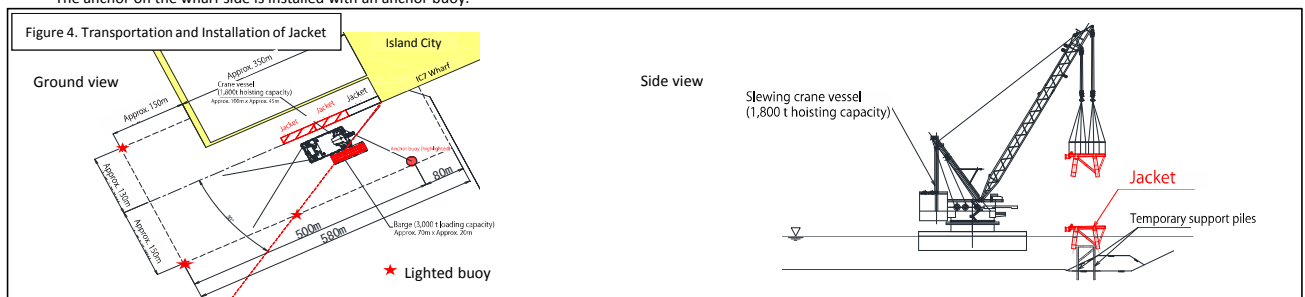
2-3 Placement of temporary support piles (see Figure 3)

- Before the jacket is installed, 8 temporary support piles are placed by a slewing crane vessel (250 t hoisting capacity) equipped with a vibratory hammer.
- The temporary support piles and steel pipe piles are taken to the site by a barge (2,000 t loading capacity)



2-4 Transportation and installation of jacket (see Figure 4)

- The two factory-made jackets (about 360 t) are transported by sea on a barge (3,000 t loading capacity) one at a time.
- The two jackets are installed by a slewing crane vessel (1,800 t hoisting capacity).
- As work vessels cannot take refuge during jacket installation work, installation will be carried out on a day when none of the said vessels will enter or exit the port.
- The anchor on the wharf side is installed with an anchor buoy.



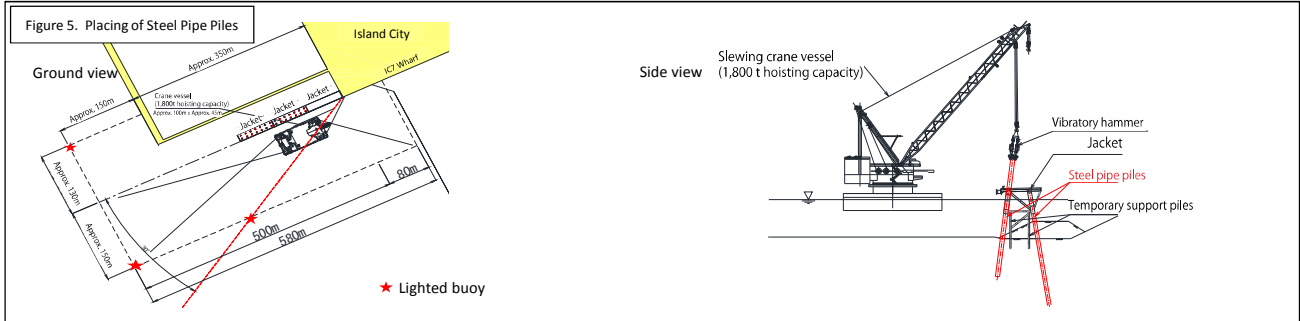
Notice about Construction Work to the Wharf at Hakata Port (Island City District) No.2

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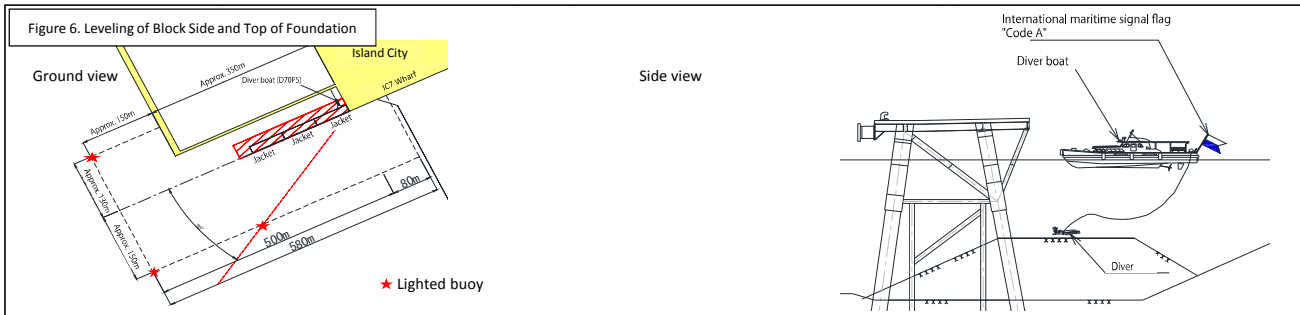
2-5 Placing of steel pipe piles (see Figure 5)

- After the jacket is installed, 28 steel pipe piles are placed by a slewing crane vessel (1,800 t hoisting capacity) equipped with a vibratory hammer.
- The steel pipe piles are taken to the site by a barge (2,000 t loading capacity).



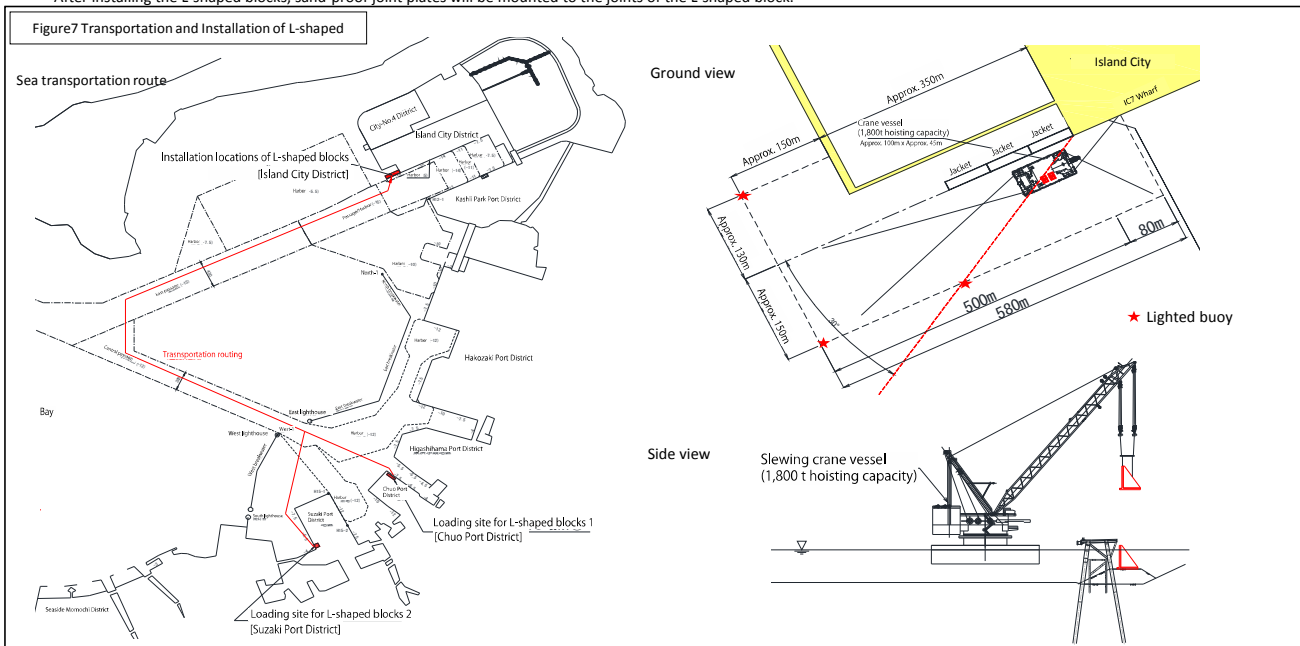
2-6 Leveling of block side and top of foundation (see Figure)

- After placing the steel pipe piles, leveling of the block side and the top of the foundation will be done by way of diver boats.
- Diver boats will raise a signal board with the international maritime signal flag (code A) to make it clear that underwater work is taking place.



2-7 Transportation and installation of L-shaped block (see Figure 7)

- The L-shaped blocks are loaded on to a slewing crane vessel (1,800 t hoisting capacity) at the location where the L-shaped blocks are produced, and then transported over the channel to the installation site.
- 18 L-shaped blocks will be installed using a slewing crane vessel (1,800 t hoisting capacity).
- After installing the L-shaped blocks, sand-proof joint plates will be mounted to the joints of the L-shaped block.



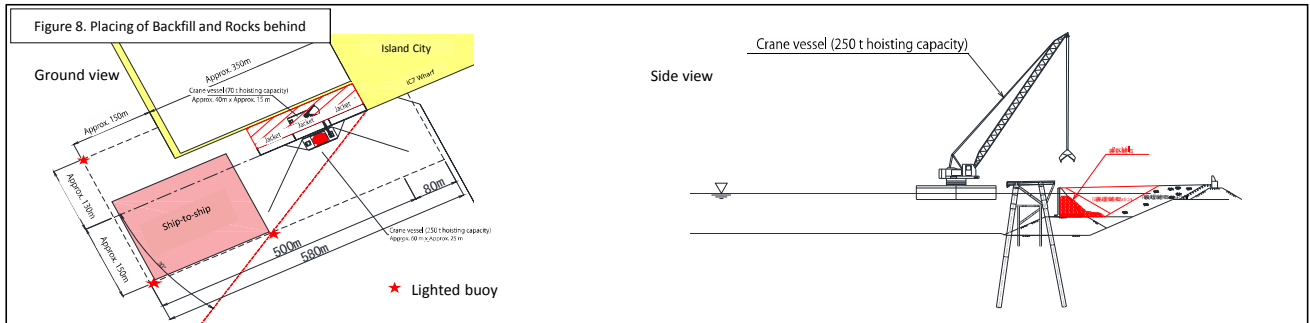
Notice about Construction Work to the Wharf at Hakata Port (Island City District) No.3

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We ask all vessels sailing nearby to pay special attention, as we will be carrying out the following construction work to the wharf at Hakata Port (Island City District).

2-8 Placing of backfill and rocks behind backfill (see Figure 8)

- Place backfill and rocks behind the backfill (approx. 5 to 100 kg / piece) behind the L-shaped blocks with a hopper barge and crane vessel.
- If placing with a crane vessel, the foundation riprap (approx. 5 to 100 kg / piece) is transferred from the hopper barge to the crane vessel before being placed.



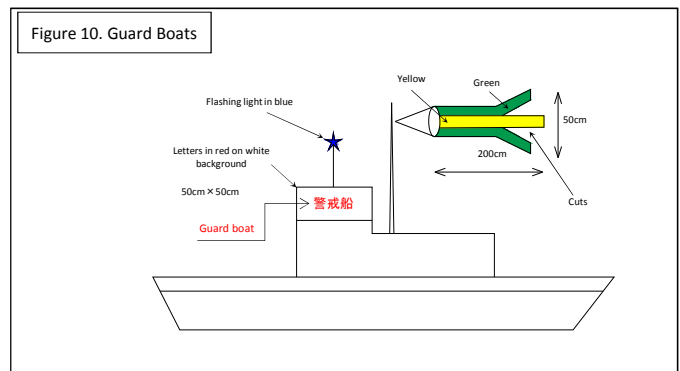
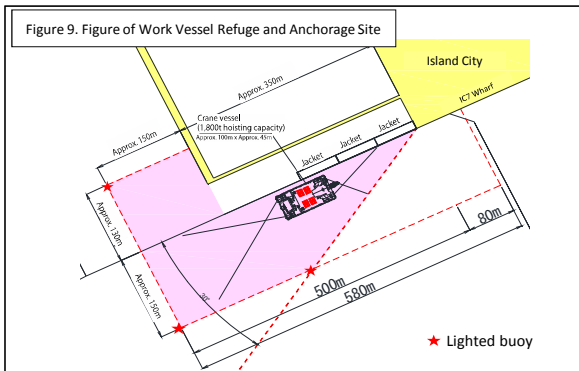
3. Requests to Travelling Vessels

- Inform all related parties (Hakata Pilot Association, Hakata Port Terminal Co., Ltd., Hakata Port Radio, Shipping Agencies, Hakata Seafoods, marinas etc.) about beforehand.
- Information on arrivals and departures navigating the east channel will be obtained when necessary from the Hakata Navigation Support Office in advance, and will be promptly communicated to construction work vessels and warning vessels while at the same time taking refuge in accordance with refuge criteria.
- In the event the following vessels enter or leave the port, the work vessels will be made to retreat. Therefore, please contact the Hakata Navigation Support Office at least 2 hours before departure or arrival. (For contact details, see 4. Provision of Information)

Target wharf	Entering and exiting port	Total length of container vessel	
		Less than 200 m	200 m or more
Kashii Park Port District	When entering the port (via entering the right port alongside the pier)	No retreat	No retreat
Wharf No. 4	When leaving the port (turning)	No retreat	Retreat
	When entering the port (via entering the left port alongside the pier)	Retreat (*1)	Retreat
Wharf No. 7	When leaving the port (turning)	No retreat (*2)	Retreat

*1 Refuge is not necessary for outgoing vessels along the pier that turn and dock when entering the port.
 *2 If the anchors of work vessels do not cross the boundary with the adjoining berth.

- For refuge and holiday/overnight anchorage of work vessels, anchors will be moved into the waters, (shown in the Figure 9), where lighted buoys (synchronous flashing type) are installed, before taking refuge. Note to coordinate with the Hakata Pilot Association, and to ensure an area to navigate shipping traffic.
- Vessels traveling near the construction area should stay as far as possible from work vessels and travel at an appropriate speed. (The impact of waves generated by travelling vessels may affect work vessels.)
- Vessels navigating near the construction area are asked to cooperate with warning vessels (shown in the Figure 10). (We may prevent general ships approaching the construction area, as well as give alerts and provide information to enable smooth navigation.)



4. Further Information

- Confirmation of contact related to entering or exiting the port as well as the status of construction work is handled by the Hakata Navigation Support Office. (TEL: 092-262-4621 HP : <http://seikaibo.ecweb.jp/hakata>)
- Information on the construction is also handled by the Hakata Port & Conservation Division, Airport Office, Kyushu Regional Development Bureau, Ministry of Land, Infrastructure, Transport and Tourism. (TEL: 092-752-4365)