



PORT BOOKING & ITINERARY



Kanmon Strait Tides for 2021 is now out for available transit time

The Kanmon Strait is the “short-cut” between Kyushu and Honshu islands, located west of Japan between Japan sea and Japanese inland sea/Pacific Ocean. For all ships of GRT 10,000+, pilot is compulsory. Each year Pilot calculate based on the tides what would be suitable transit time for ships, all depending on ships size. All ships owners should have been contacted for available tides and advise on their ships’ available transit time, if not please reach out.

Port of Aburatsu – now welcomes ships as first Japanese port

After many years with lack of support of quarantine service, a solution has been found for port of Aburatsu. Port of Aburatsu have limited days a week for how many times a cruise ship can call there and has not been able to serve 1st Japanese port calls. Despite this, due location at south of Kyushu island and acceptance of significant larger ships, the port is in high demand as a port for cruise ships to call to. Currently, there are better quarantine facilities to support first Japanese port calls. However, it can only be supported when planned port call is at least 6 months ahead. For urgent calls within 2-3 months, there is possibility for denial of first Japanese port.

Unknown future for Harumi pier in Tokyo

Due to COVID-19 which has resulted in Olympics to be postponed to 2021, the current cruise terminal in Tokyo “Harumi” has suspended all port calls till 2022. Tokyo Port Authority have until further notice announced they will not accept any port call requests due the facility of Harumi is not sufficient and old.

With the uncertain situation, ships calling to Harumi have been transferred to the New International Cruise Pier; or been advised that the pier for calling in Tokyo is not available.

Wilhelmsen has done back-up calls at Yokohama instead of Tokyo to ensure your ships will have a secure port call, especially when most port calls of Tokyo are TURN arounds - we understand the importance of these port calls.

Delay in Okinawan port calls 2021-2022

Recently bookings request for Okinawan port calls like Naha, Hirara (Miyakojima) and Nakagusuku have been opened. Results were expected to come early in May, however port authorities have kept delaying their deadline due to internal communication failures because of the COVID-19 situation. WSS keeps good communication with port authorities to ensure results will come as soon as possible.



PORT INFORMATION



Port of Beppu will accept GRT 170,000 class ships

The Port of Beppu located at East of Kyushu Island, is now proceeding with safety study of GRT 140,000 class ships and GRT 170,000 class ships to call to their port. There is an 83m wide river between main pier and a supplying pier that have prevented larger ships to call there.

Previously GRT 115,000 class ships was available, however now they have now two storm-bollards on their main pier of 200kn, and one storm-bollard of 150kn at their supporting pier to support the alongside of larger ships and now approved by port authorities. Please contact us if you have any requests for your larger ships to call to Beppu.

NOTE: Beppu port cannot be your first port of call in Japan - only transits or last port of call allowed due no quarantine available.

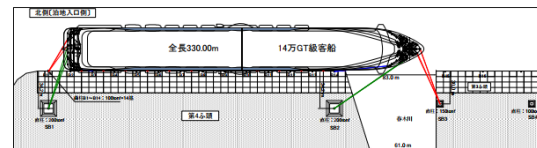


図 7.5.1 14万GT級客船の係留計画

Wilhelmsen Japan - Cruise Newsletter

SHIPS AGENCY

May 22nd 2020
Issue 001



PORT COST / SUBSIDIES



PORT PROMOTION

OSubsidies to Cruise ship port calls for Cruise companies and Travel Agencies (2020 fiscal year)

Subject to	Object	Details		Remarks											
Cruise Ship Companies Travel Agencies	① Cruise Product Production Advancement Subsidy	[Costs subject to subsidy]	Costs for everything regarding a port call (includes embarkation and disembarkation cruises) (port fee, tour bus fee, etc.)	May be jointly used with: • Cruise & Rail ② • Embark&Disembark Cruise ③											
		[Subsidy rate, Amount]	Determined by number of passengers <table border="1"> <thead> <tr> <th>Passengers</th> <th>Subsidy Amount</th> </tr> </thead> <tbody> <tr> <td>~499</td> <td>1,000,000 yen</td> </tr> <tr> <td>500~1,499</td> <td>2,000,000 yen</td> </tr> <tr> <td>1,500~2,499</td> <td>3,000,000 yen</td> </tr> <tr> <td>2,500~3,499</td> <td>4,000,000 yen</td> </tr> <tr> <td>3,500~</td> <td>5,000,000 yen</td> </tr> </tbody> </table>		Passengers	Subsidy Amount	~499	1,000,000 yen	500~1,499	2,000,000 yen	1,500~2,499	3,000,000 yen	2,500~3,499	4,000,000 yen	3,500~
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② "Cruise & Rail" Optional Tour Production Showcase Project Expense Subsidy	[Costs subject to subsidy]	Costs for tourist trains (train fare, meals served on train) *Does not include transportation costs from port to station, and advertising costs	Summary available												
[Subsidy rate, Amount]	"The Story of 13,000" (Ainokaze Toyama Railway) : within 1/2, maximum 375,000 yen "Belles montagnes et mer" (J R) : within 1/2, maximum 68,000 yen														
③ Port of Fushiki-Toyama Embark & Disembark Cruise Promotion Project Expense Subsidy	[Costs subject to subsidy]	Advertisement and publicity costs of Embark & Disembark Cruise* products (includes newspaper, magazine ads(includes pamphlets), TV and radio ads, seminars) *Must embark and or disembark at Port of Fushiki-Toyama	Summary available												
	[Subsidy rate, Amount]	Within 1/2, maximum 2,000,000 yen													

Port of Toyama/Fushiki Subsidy programs

For 2020 port calls and most likely the future years, port of Toyama is supporting with incentives for cruise ships calling to their port.

Depending on ships guest capacity, they provide up to JPY 5,000,000 in subsidy for first port calls to their port.

They also provide subsidies for travel partners if they include port of Fushiki into their promotions.

Please view details to the left under "port costs / subsidies"

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WSS SERVICE UPDATE



Wet food waste in Naha and Kagoshima

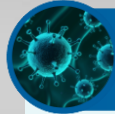
Since last year, WSS have been proactive in finding solutions for garbage handling in several ports.

Popular cruise ports of Naha and Kagoshima have often been requested by vessel operators for garbage handling possibilities, however they were denied by local agencies due to lack of vendor availability.

We proactively looked into how we could solve this issue, and after several trials in 2019, we now have secured vendors to handle garbage in both Naha and Kagoshima.

The feedback we have received is highly positive from vessel operators, local agencies and of course, our vendors.

Please always approach us when you face challenges – we always aspire to find solutions for you.



Current COVID-19 situation



State of emergency which has been in force in 8 prefectures (Tokyo, Osaka and five of their neighboring prefectures as well as Hokkaido) was partially lifted at Osaka and two of their neighboring prefectures on 21st May. It will remain in force in 5 prefectures (Tokyo and three of their neighboring prefectures as well as Hokkaido) till 31st May 2020 at moment but to be reviewed the latest status on 25th May.

Port operations are not affected by this state of emergency. However, cruise ships who would like to call Japan will be evaluated carefully for the time being by the port officials on a case-by-case basis in all Japanese ports.

Wilhelmsen Japan will announce if the conditions get improved.



CONTACT

Please feel free to contact us at any time

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Follow updates in our global COVID-19 Port Restrictions Map:



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