

Chapter: 3

PILOTAGE ADVISORY COMMITTEE

Ref : HQ/COM 423/1 (5)

PAC Paper No. 2/86

Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals/Bulk Terminals

1. This paper has been produced for the information of members of the PAC, following meetings of the AD HOC working group on Compulsory Pilotage, where these recommendations have been endorsed and fully supported.
2. It is recommended that the table produced in this paper should be used when agents arrange for the booking of tugs, for the towage of vessels berthing and unberthing at Kwai Chung Container Terminal. These tug requirements are to be used during normal working conditions, with the provision that it should have a flexibility on a case basis and should conditions deteriorate during inclement weather, such as in the typhoon season the addition tug requirements may be necessary.
3. Grading of tugs. Tugs mentioned in this guideline are graded as follows:-

Grade I – Locally licensed D/Z-P with horsepower:

2,600 HP or greater – for all vessel of LOA<300m and/or Draft<12.5m

3,600 HP or greater – for all vessel of LOA≥300m and/or Draft≥12.5m

Grade II – Locally licensed with horsepower at least 1,248 HP (total)

Both grade I & grade II tug should be equipped with marine VHF.

The grade of tug required in this guideline unless specified will be Grade I.

The requirement on the number of tugs under this BGL shall remain unchanged.

4. There are already in existence in Hong Kong a code of practice with certain companies owning large container vessels, to use the recommended number of tugs mentioned in the guideline and in addition request that two tugs are in attendance from the movement of the vessel from Green Island to the berth at Kwai Chung and vice versa.
5. For tankers, it is strongly recommended that these guidelines be strictly followed. Due to the volatile and dangerous cargoes that these vessels transport, only tugs with Twin-Screw should be used for the berthing and unberthing of tankers at oil or LPG terminals.
6. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 or more tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together.