

**PILOTAGE ADVISORY COMMITTEE**  
**Proposed Amendment to the Berthing Guidelines**

**Purpose**

The purpose of this paper is to seek members' endorsement on the proposed amendment to the Berthing Guidelines as shown in the Annex.

**Background**

2. The proposed amendment to Chapter 3 is to revise the grading of tugs to cope with the demand of safe port operation.

3. Chapter 3 was written in early 1986. Since then the capacity of container ship has increased from 4,400-TEU to 9,800-TEU in the recent years with the size increased from LOA 230 metres, breadth 32 metres and draft below 11.0 metres to LOA over 360 metres, breadth 43 metres and draft over 13.5 metres.

4. Despite the power of ships' thrusters has also increased with the ship size, it is found that the power of a Grade I tug of 2,400 HP as stipulated in the current Berthing Guidelines is not sufficient to handle ships of LOA over 300 metres, and/or draft over 12.5 metres.

**Consideration**

5. To cope with current operational needs on the basis of practical experience gained over the years, it is imperative that the existing tug grading be properly revised to maintain safe operations.

## **Consultation**

6. The proposed amendment was circulated and generally endorsed by the PAC Working Group in September 2006. However, one member advised that Grade I tugs of 2600 HP would be entirely phased out in the near future and suggested that tugs of 3000 HP or greater should be used for all vessels of LOA below 300 metres and/or draft below 12.5 metres.

## **Advice Sought**

7. This paper is for discussion at the forthcoming PAC meeting to be held on 14 December 2006.

*Marine Department  
December 2006*

### Notes on Proposed Amendments to Berthing Guidelines

Description	Amendments	Reason and Remarks (if any)
Chapter 3 – Guidelines on tug requirements for Kwai Chung Terminals/Oil Terminals	<p>(a) Add “/Bulk Terminals” after “Oil Terminals” in the heading.</p> <p>(b) Replace Para.3 “<b>Grade I</b> – Local licensed D/Z-P with horsepower at least 2,400 BHP” by “<b>Grade I</b> – Locally licensed D/Z-P with horsepower: 2,600 HP or greater – for all vessel of LOA &lt;300m and/or Draft &lt;12.5m; 3,600 HP or greater – for all vessel of LOA ≥ 300m and/or Draft ≥ 12.5m”</p> <p>(c) Replace Para.3 “<b>Grade II</b> – Local licensed twin-screw &amp; with horsepower at least 800 BHP” by “<b>Grade II</b> – Locally licensed with horsepower at least 1,248 HP (total)”</p> <p>(d) Add “The requirement on the number of tugs under this BGL shall remain unchanged.” as the last sentence in Para.3.</p> <p>(e) Add new Para.6 “For all bulk and oil terminals (including CLPTSK &amp; 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.”.</p>	To cope with current operational needs on the basis of practical experience gained over the years.

Note : Please refer to the attached details of the proposed amendment.

Ref : HQ/COM 423/1 (5)

PAC Paper No. 2/86

**Guidelines on tug requirements for Kwai Chung Terminals/Oil 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** – Local licensed D/Z-P with horsepower at least 2,400 BHP.  
**Grade II** – Local licensed twin-screw & with horsepower at least 800 BHP.  
  
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.
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 to and from oil terminals.

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 to and from oil 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.**