

Chapter 13 Amendment Log Sheet

Serial No.	Appendix	Content of Amendment	Date of Endorsement by PAC
1.	Appendix 1	PAC Paper No. 2/2016 – Proposed New Edition of Berthing Guidelines	7 Jan. 2016
2.	Appendix 2	PAC Paper No. 1/2017 – Proposed Addendum to the Berthing Guidelines	16 Jan. 2017
3.	Appendix 3	PAC Paper No. 7/2017 – Proposed Amendments to the Berthing Guidelines	13 Dec. 2017
4.	Appendix 4	PAC Paper No. 2/2020 – Proposed Amendments to the Berthing Guidelines	30 Mar. 2020
5.	Appendix 5	PAC Paper No. 3/2020 – Proposed Amendments to the Berthing Guidelines	27 Nov. 2020
6.	Appendix 6	PAC Paper No. 6/2021 – Proposed Amendments to the Berthing Guidelines	24 Aug. 2021
7	Appendix 7	PAC Paper No. 4/2022 – Proposed Amendments to the Berthing Guidelines	8 Jun. 2022
8	Appendix 8	PAC Paper No. 8/2022 – Proposed Amendments to the Berthing Guidelines	25 Oct. 2022
9	Appendix 9	PAC Paper No. 10/2022 – Discussion Paper on the Proposed Berthing Guidelines for the Hong Kong Offshore Liquefied Natural Gas Terminal	9 Jan. 2023
10	Appendix 10	PAC Paper No. 4/2023 – Proposed Amendments to the Berthing Guidelines	17 May 2023
11	Appendix 11	PAC Paper No. 6/2023 - Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships and Supplementary Notes	04 Mar. 2024
12	Appendix 12	PAC Paper No. 5/2024 - Proposal of Optimizing the Use of Central Harbour Transit	18 Nov. 2024
13	Appendix 13	PAC Paper No.6/2024 – Proposed Amendments to the Berthing Guidelines On Miscellaneous Items (Annex I to Annex VI only)	05 Dec. 2024
14	Appendix 14	PAC Paper No. 7/2024 – Proposed Amendments to the Berthing Guidelines for Hong Kong Offshore Liquefied Natural Gas Terminal	05 Dec. 2024
15	Appendix 15	PAC Paper No. 1/2025 - Proposed Amendments	27 Jun. 2025

		to the Berthing Guidelines On Relaxation of Tidal Window for Berths of Kwai Tsing Container Terminals	
16	Appendix 16	PAC Paper No. 2/2025 - Proposed Amendments to the Berthing Guidelines On Tug Requirement for Anchorages	27 Jun. 2025

PAC Paper No. 2/2016

PILOTAGE ADVISORY COMMITTEE**Proposed New Edition of Berthing Guidelines****Purpose**

This paper seeks members' comments and endorsement on the proposed new edition of Berthing Guidelines ('BGL').

Proposed New Edition

2. The whole BGL has been reviewed in multiple preparation meetings held between Marine Department and the Hong Kong Pilots' Association in addition to three working group meetings held on 14 October, 11 November and 14 December, 2015. The objectives of the review are to –

- a.* make the BGL more user-friendly with up-to-date information;
- b.* take a uniform approach in format and presentation of information;
and
- c.* re-organise the content so that related materials are linked together in the same chapter.

3. A proposed new edition of BGL is at *Annex I* with proposed changes marked up in red. For the existing BGL, inconsistencies across the syntax adopted by the entries were found in Chapter 12. The new edition has unified the syntax adopted by these entries. The proposed syntax is illustrated in *Annex II*.

4. The gist of proposed changes is as follows –

a. Chapter 1 Content

Expend to include a list of abbreviations used in the BGL.

b. Chapter 2 General

- (i) include descriptions on the purpose of the BGL; and

- (ii) expand to include useful information on general remarks, under-keel clearance, time of operation and Ma Wan transit tidal window.

c. Chapter 3 Berthing Remarks

- (i) re-organise from previous Chapter 4; and
- (ii) update and trim away duplicated information.

d. Chapter 4 Guidelines on Tug Requirements

A major revision to previous Chapter 3 with the following changes:

- (i) expand to include descriptions of the general requirements on tugs used for port operation; and
- (ii) while the demarcation on grades of tug remained unchanged, more detailed descriptions are included on the general applications of tugs currently listed in the BGL for container vessels, taking into consideration of the result of the tug simulation and views of tug operators;
- (iii) pool relevant information, such as number and grades of tugs required, substitution of tugs with thruster or azipod, from other chapters.

e. Chapter 5 Tug information

- (i) re-organise from previous Chapter 6 with information updated which included the listing of two new tugs (namely Hai Li and Hai Ming) and change of one of the operator's name to K-power Marine Group Co. Ltd.; and
- (ii) include general advice to owners/operators of tug on how to list their tugs in the BGL.

f. Chapter 6 Floating Docks information

Re-number from previous Chapter 7.

g. Chapter 7 Berth/Wharf/Terminal Information

Re-number from previous Chapter 8 with updated information.

h. Chapter 8 Government Mooring Buoy

Re-number from previous Chapter 11 with updated information.

i. Chapter 9 Tropical Cyclone (Typhoon) Procedure

No change.

j. Chapter 10 Miscellaneous

Updated information.

k. Chapter 11 List of Useful Contacts

Re-number from previous Chapter 5 with updated information.

l. Chapter 12 Berthing Guidelines

- (i) align to an uniform format in data presentation;
- (ii) trim away duplicated information with those contained in Chapters 1 to 11;
- (iii) align to an uniform syntax by removing unnecessary punctuation marks;
- (iv) amend minimum Under-Keel-Clearance for berths and anchorages in Castle Peak area to 15 % for safety reason as these berths are considered located at exposed area. This is in line with the general UKC requirement in paragraph 11 of chapter 2 (paragraph 4 of previous Chapter 4);
- (v) apply the general remark of “Thrusters are not considered for berthing/unberthing” to all oil and bulk terminals for uniformity and to reflect the current practice;
- (vi) “Day”, “Day light” and “night” are used to describe time of operation, differentiation between time at berth and time at Ma Wan was also made where necessary;
- (vii) in location KC-6, as agreed between pilots and terminal

operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth port side to only;

(viii) in location KC-7, as agreed between pilots and terminal operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth starboard side to only;

(ix) insert new BGL for KTCT berth no.2 and no.2 outer-foul;

(x) in location PAFF, added LOA>183m as parameter for escort tug at Ma Wan for item 030 and 031 and delete item 050 and 051 as no vessel of that size (LOA 230-280m) is expected; and

(xi) keep “On Trial” header on locations CHT, CLPTSK, EURO-1, EURO-2, EURO-3P, KC5, KC8-9, KC10W, KC13-14, KC16-19, KTCT-1, KTCT-2, KTCT-2/O-F, PAFF, RTT-4, RTT-5, URMPS/URMA and URMPS-C/URMA-C.

Presentation

5. MO/Pilotage, Mr. George Y.K. Tang, will present this paper and illustrate the proposed changes for members' comments.

6. Subject to the comments and endorsement of the Pilotage Advisory Committee, a clean copy of the new edition would be prepared and uploaded to Marine Department web site at <http://www.mardep.gov.hk/en/publication/pdf/berthguide.pdf>.

Pilotage Unit
Port Control Division
Marine Department
January 2016

PILOTAGE ADVISORY COMMITTEE

Proposed Addendum to the Berthing Guidelines

Purpose

This paper seeks members' comment and endorsement on the proposed addendum to the Berthing Guidelines (BGL) as shown in *Annexes*.

Proposed Addendum

2. The proposed addendum is to insert a new BGL for the Sham Shui Kok Trans-shipment Dock (SSK-TD) (*Annex I* and *II*).

3. The Water Supplies Department (WSD) has been using this dock for vessels not subject to compulsory pilotage. Since second quarter of 2016, WSD employs vessels of over 1 000 gross tonnage (GT) that are subject to compulsory pilotage for shipment of chlorine.¹ Based on the berthing environment and conditions of the berth, the proposed BGL was derived. The proposed BGL has been discussed and agreed in the Pilotage Advisory Committee working group meeting held on 20 December 2016. Operation of this BGL has been smooth.

Presentation

4. This paper will be presented by Mr. George Y. K. Tang, Marine Officer/Pilotage.

Pilotage Unit
Marine Department
January 2017

¹ Vide item 3 to Schedule 1 'Ships subject to compulsory pilotage' of the Pilotage Ordinance (Cap. 84) – "A ship of 1 000 gross tonnage or over carrying dangerous goods specified in Categories 1, 2 and 5 in the Schedule to the Dangerous Goods (Application and Exemption) Regulations (Cap. 295A)."

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)																															
1	Chapter 1	Insert “SSK-TD Sham Shui Kok Trans-shipment Dock (date of endorsement)” after “SSK-2 Sham Shui Kok Anchorage No.2 Edition – 07 Jan. 2016”	New BGL for operational reference																															
2	Chapter 7	Insert “SSK-TD 5 70 040/220 50 2984 3200” after “SINO-3 7.5 120 124/304 >150 2431 3090”.																																
3	Chapter 12 – Location SSK-TD	<div>(a) On Index page, Insert “SSK-TD Sham Shui Kok Trans-shipment Dock” after “SSK-2 Sham Shui Kok Anchorage No.2”</div> <div>(b) Insert new BGL for location SSK-TD</div> <table><tr><td colspan="4">Location : SSK-TD Sham Shui Kok Trans-shipment Dock</td></tr><tr><td>010</td><td>Berthing LOA: Max 70m</td><td>011</td><td>Unberthing LOA: Max 70m</td></tr><tr><td>Draft:</td><td>Max. 5m with pontoon (min 15% UKC)</td><td>Draft:</td><td>Max. 5m with pontoon (min 15% UKC)</td></tr><tr><td>Time:</td><td>Day @ berth</td><td>Time:</td><td>Day @ berth</td></tr><tr><td>Tugs:</td><td>1 (grade II)</td><td>Tugs:</td><td>1 (grade II)</td></tr><tr><td>Remarks:</td><td colspan="3"></td></tr><tr><td colspan="4">General Remarks:</td></tr><tr><td colspan="4">1. Berth must be with pontoon.</td></tr></table>		Location : SSK-TD Sham Shui Kok Trans-shipment Dock				010	Berthing LOA: Max 70m	011	Unberthing LOA: Max 70m	Draft:	Max. 5m with pontoon (min 15% UKC)	Draft:	Max. 5m with pontoon (min 15% UKC)	Time:	Day @ berth	Time:	Day @ berth	Tugs:	1 (grade II)	Tugs:	1 (grade II)	Remarks:				General Remarks:				1. Berth must be with pontoon.		
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Berthing Guidelines

(Date of endorsement)

Location : SSK-TD

Sham Shui Kok Trans-shipment Dock

010 **Berthing** LOA: Max 70m
Draft: Max. 5m with pontoon
 (min 15% UKC)
Time: Day @ berth
Tugs: 1 (grade II)
Remarks: .

011 **Unberthing** LOA: Max 70m
Draft: Max. 5m with pontoon
 (min 15% UKC)
Time: Day @ berth
Tugs: 1 (grade II)
Remarks:

General Remarks:

1. Berth must be with pontoon.

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advice and endorsement on proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. A review on the BGL was conducted in conjunction with the Hong Kong Pilots Association (HKPA) together with information provided by relevant stakeholders. Proposed amendments were circulated to Working Group members via PACWG paper No. 1/2017 on 27 November 2017. Working Group members had no objection to the proposal with one comment from HKPA proposing to amend the BGL for Central Harbour Transit (passenger ships) in the same fashion as Ma Wan Transit, i.e. to categorise passenger ships into conventional or highly maneuverable categories.

3. After incorporating HKPA's comment, the proposed amendments to the BGL are presented as follows –

A. Chapter 1 –

Amend with updated information reflecting the latest amendments made to the BGL as shown in **Annex I**.

B. Chapter 5 –

Amend tug's name "Hai Ming" to read "Hai Man" and re-enter tug "Kam Hung 88" on the list as shown in **Annex II**.

C. Chapter 7 –

Amend with updated information provided by operators of "EMTY" berths and "PAFF" berths as shown in **Annex III**.

D. Chapter 9 –

- (i) Rephrase the guidelines for suspension and add guidelines for resumption of pilotage service.
- (ii) Replace Appendix I to III with new templates.

Details are shown in **Annex IV**.

E. Chapter 12 –

(i) EURO Berths –

The trials for locations “EURO-1”, “EURO-2” and “Euro-3P” were completed. In order to avoid the confused tide in the area during low water slack which caused safety concerns, the berthing time has been finalized as “D&N LW+1 to HW+2” . Therefore, the berthing time in items “010”, “020” and “030” where applicable are proposed to be amended from “*D&N LW to HW+2*” to “*D&N LW+1 to HW+2*” accordingly as shown in **Annex V**.

(ii) KC berths –

a. KC5, KC8-9, KC13-14 and KC16-19

In order to remove confusion and redundancy on the requirement of tugs for large vessels, it is proposed to delete the tugs requirement specified for vessels of LOA “MAX 400m” in the specific guidelines for these berths, i.e. the requirement for deep-draught vessels in item “070” of “KC5”, item “060” of “KC8-9”, item “070” of “KC13-14” and item “060” of “KC16-19”, because these requirements are already covered under the general tug requirements of LOA >350m that “*at least one of the attending tugs should be of 5000HP or more*” in paragraph 2 of Chapter 4.

b. KC6 and KC7

Because the approach channel to berths KC6 and KC7 is only 300m wide, which is less than that for berths KC10-14 (350m). In order to bring the tugs requirement in-line for these berths and for better management of risks while berthing stern-in at KC6 and KC7, HKPA proposed to require 3 tugs for these operations.

Details of amendments for KC berths are shown in **Annex VI**.

(iii) PAFF berths –

Operator of PAFF requested to separate the berth into 2 sections and replace “PAFF” with “PAFF-E” and “PAFF-W” to reflect operational needs as shown in *Annex VII*.

(vi) Ma Wan Transit –

In order to enhance operational efficiency, reviews were conducted with simulated scenarios using the full mission ship simulator in Marine Department’s (MD) Training Centre. HKPA has also conducted a simulation on Ma Wan transit and Central Harbour Transit of passenger ships under consultancy service. MD and HKPA concurred that restrictions on trial in the existing BGL for bulker/tanker are still valid. However, there is room for adjustment in the BGLs for container and passengers ships. It is thus proposed to amend the BGLs for Ma Wan transit as shown in *Annex VIII* which include –

- a. The remarks on trial for tug arrangement in remark 7 should be removed from BGL for bulker/tanker.
- b. Separate the BGL for passenger ships from the guidelines for container ships.
- c. Added an intermediate category of draft $>14.5\text{m} - \leq 15.0\text{m}$ for container ship with intermediate level of tidal restriction window.
- d. Adjust the maximum draft of night transit by container ships to 15.0m. Before further lifting this draft restriction closer to the maximum permissible draft for day transit of 16.0m, it is considered prudent to lift the draft restriction for night transit by stages to allow for further assessment by working pilots.
- e. Add new BGLs for conventional passenger ships and highly maneuverable passenger ships. Highly maneuverable passenger ships are defined as passenger ships equipped with bow thrusters of total power not less than 8000HP and azipods. A slightly wider tidal window of maximum current of 3.5 knots against, 2.5 knots with (instead of 3 knots against and 2 knots with) is allowed for this category.

- f. In conjunction with these BGLs and in order to allow readers to have a clear picture on the general restrictions for Ma Wan Transit, tables summarising the restrictions are added under paragraph 17 in Chapter 2 as shown in **Annex IX**.

(v) Central Harbour Transit –

To align with proposed amendments in (v) above where passenger ships were categorized into conventional and highly maneuverable categories, BGL for transiting central harbour should be amended as shown in **Annex X** which include –

- a. Separate BGL for conventional passenger ships and highly maneuverable passenger ships.
- b. For passenger ships over 290m in length, the draft restriction adjusted from 10.0m to 9.5m to draw attention to the limited under keel clearance (UKC) over the shallow depth in Hung Hum fairway. A guard boat provided by ship's agent is required.
- c. no tidal window restriction is required for highly maneuverable passenger ships, removal of N1 & N2 buoys is not required.

(vi) Index Page –

The index page of chapter 12 is amended to reflect the amendments made above as shown in **Annex XI**.

Implementation

- 4. In order to allow time for the necessary administrative work including revamping the interactive webpage of “Ma Wan Transit Tidal Window” to accommodate the amendments, subject to endorsement by PAC, proposed amendments should come into effect at 0001 hours on 4 January 2018.

Presentation

5. Marine Officer/Pilotage will present this paper to PAC members.
6. Subject to endorsement by PAC, revised information on “Ma Wan Transit Tidal Window” will be posted to the webpage of the Hydrographic Office¹ at the time specified in paragraph 4 above and amended BGL will also be uploaded to the Marine Department website².

Pilotage Unit
Port Control Division
Marine Department
December 2017

¹ <http://www.hydro.gov.hk/>

² <http://www.mardep.gov.hk/en/publication/berthing.html>

1. Table of Contents

Chapter	Description	Date of Endorsement
1	Table of Contents	Amended-w.e.f. 04 Jan. 2018
2	General	Amended-w.e.f. 01 04 Jan. 2018
3	Berthing Remarks	Edition – 07 Jan. 2016
4	Guidelines on Tug Requirements	Edition – 07 Jan. 2016
5	Tugs information	Amended-w.e.f. 01 04 Jan. 2018
6	Floating docks information	Edition – 07 Jan. 2016
7	Berth/wharf/terminal information	Amended-w.e.f. 01 04 Jan. 2018
8	Government mooring buoys	Edition – 07 Jan. 2016
9	Tropical Cyclone (Typhoon) procedure	Amended-w.e.f. 01 04 Jan. 2018
10	Miscellaneous	Edition – 07 Jan. 2016
11	List of Useful Contacts	Edition – 07 Jan. 2016
12	Berthing guidelines by Location Code	Amended-w.e.f. 01 04 Jan. 2018
13	Amendment log sheet	N/A

2. Index of Berthing Guidelines by Location Code

Code	Location	Date of Endorsement
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT- PC	Cruise Ship Transiting Central Harbour Transit – Passenger Ship (Conventional)	Amended-w.e.f. 01 04 Jan. 2018
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	Added-w.e.f. 01 04 Jan. 2018
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Edition – 07 Jan. 2016
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Edition – 07 Jan. 2016

Berthing Guidelines

Code	Location	Date of Endorsement
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Amended-w.e.f. 01-04 Jan. 2018
EURO-2	Euro-Asia berth 2	Amended-w.e.f. 01-04 Jan. 2018
EURO-3P	Euro-Asia berth 3P	Amended-w.e.f. 01-04 Jan. 2018
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC1-2	Kwai Chung berth 1-2	Edition – 07 Jan. 2016
KC3	Kwai Chung berth 3	Edition – 07 Jan. 2016
KC4	Kwai Chung berth 4	Edition – 07 Jan. 2016
KC5	Kwai Chung berth 5	Edition – 07 Jan. 2016
KC6	Kwai Chung berth 6	Edition – 07 Jan. 2016
KC6/O-F	Kwai Chung berth 6 outer-foul	Edition – 07 Jan. 2016
KC7	Kwai Chung berth 7	Edition – 07 Jan. 2016
KC7/O-F	Kwai Chung berth 7 outer-foul	Edition – 07 Jan. 2016
KC8, 9	Kwai Chung berth 8 & 9	Edition – 07 Jan. 2016
KC10C, 10E	Kwai Chung berth 10C & 10E	Edition – 07 Jan. 2016
KC10W	Kwai Chung berth 10W	Edition – 07 Jan. 2016
KC11	Kwai Chung berth 11	Edition – 07 Jan. 2016
KC12	Kwai Chung berth 12	Edition – 07 Jan. 2016
KC13-14	Kwai Chung berth 13-14	Edition – 07 Jan. 2016
KC15	Kwai Chung berth 15	Edition – 07 Jan. 2016
KC16-19	Kwai Chung berth 16-19	Edition – 07 Jan. 2016
KC20	Kwai Chung berth 20	Edition – 07 Jan. 2016
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

Berthing Guidelines

Code	Location	Date of Endorsement
LOP	Lok On Pai oil berth	Edition – 07 Jan. 2016
MFT	Macau ferry terminal	Edition – 07 Jan. 2016
MWA	Ma Wan anchorage	Edition – 07 Jan. 2016
NLA	North Lamma anchorage	Edition – 07 Jan. 2016
NWLA	North West Lamma anchorage	Edition – 07 Jan. 2016
OTN	Ocean Terminal north berth	Edition – 07 Jan. 2016
OTN/O-F	Ocean Terminal north berth outer-foul	Edition – 07 Jan. 2016
OTS	Ocean Terminal south berth	Edition – 07 Jan. 2016
OTS/O-F	Ocean Terminal south berth outer-foul	Edition – 07 Jan. 2016
PAFF-E	Permanent Aviation Fuel Facility East Berth	Amended-w.e.f. 01-04 Jan. 2018
PAFF-W	Permanent Aviation Fuel Facility West Berth	Added-w.e.f. 01-04 Jan. 2018
PSSA-E	Pun Shan Shek anchorage east	Edition – 07 Jan. 2016
PSSA-W	Pun Shan Shek anchorage west	Edition – 07 Jan. 2016
RDGA	Reserved dangerous goods anchorage	Edition – 07 Jan. 2016
RTT-1	River Trade Terminal No.1 berth	Edition – 07 Jan. 2016
RTT-2	River Trade Terminal No.2 berth	Edition – 07 Jan. 2016
RTT-4	River Trade Terminal No.4 berth	Edition – 07 Jan. 2016
RTT-5	River Trade Terminal No.5 berth	Edition – 07 Jan. 2016
SEATRIAL	Sea trial, compass adjustment & equipment calibration	Edition – 07 Jan. 2016
SHACHAU	Sha Chau oil terminal (TSK)	Edition – 07 Jan. 2016
SHELL	Shell oil terminal main berth	Edition – 07 Jan. 2016
SHELL-1E	Shell No. 1 east & west berth	Edition – 07 Jan. 2016
SHELL-2E	Shell No. 2 & 3 east & west berth	Edition – 07 Jan. 2016
SHELL-LPG	Shell oil terminal LPG berth	Edition – 07 Jan. 2016
SINO-A	Sinopec T/Y main berth (A)	Edition – 07 Jan. 2016
SINO-B	Sinopec T/Y west berth (B)	Edition – 07 Jan. 2016
SINO-C	Sinopec T/Y east berth (C)	Edition – 07 Jan. 2016
SINO-CW	Sinopec Chai Wan berth	Edition – 07 Jan. 2016
SINO-3	Sinopec T/Y No. 3 berth	Edition – 07 Jan. 2016
SLA	Anchorage South of Lamma Island	Edition – 07 Jan. 2016
SSK-1	Sham Shui Kok Anchorage No. 1	Edition – 07 Jan. 2016
SSK-2	Sham Shui Kok Anchorage No. 2	Edition – 07 Jan. 2016
SSK-TD	Sham Shui Kok Trans-shipment Dock	Added – 16 Jan. 2017
SWSTL	Shiu Wing steel wharf (TSK)	Edition – 07 Jan. 2016

Berthing Guidelines

Code	Location	Date of Endorsement
THA	Tolo harbour anchorage	Edition – 07 Jan. 2016
TOW	Ship under tow	Edition – 07 Jan. 2016
TOW-BERTH	Ship under tow to/from berth	Edition – 07 Jan. 2016
TPGAS	Tolo harbour Town Gas wharf	Edition – 07 Jan. 2016
TSK-MHB	Tap Shek Kok Material Handling Berth	Edition – 07 Jan. 2016
TYD	Floating docks west of T/Y Island	Edition – 07 Jan. 2016
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	Edition – 07 Jan. 2016
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship	Amended-w.e.f. 01-04 Jan. 2018
URMPS-PC/ URMA-PC	Transit Mawan – Passenger Ship (Conventional)	Added-w.e.f. 01-04 Jan. 2018
URMPS-PH/ URMA-PH	Transit Mawan – Passenger Ship (Highly Maneuverable)	Added-w.e.f. 01-04 Jan. 2018
WA-1	Western anchorage No.1	Edition – 07 Jan. 2016
WA-2	Western anchorage No.2	Edition – 07 Jan. 2016
WA-3	Western anchorage No.3	Edition – 07 Jan. 2016
WQA	Western quarantine anchorage	Edition – 07 Jan. 2016
YMTA	Yau Ma Tei anchorage	Edition – 07 Jan. 2016
YUENFAT	Yuen Fat wharf No.2 berth	Edition – 07 Jan. 2016

Chapter 5**TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

South China Tug (Tel.: 2548 5205)

Guangzhou	4000	53	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyeng	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	

Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)

Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai Ming Man	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

Berthing Guidelines

Chapter 7

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Max. Draft(m)	Max. LOA(m)	Berth Direction	Berth Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	6.5	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	056/236	170	2816 8398 9125 3298
CMKEN-S	7.0	120	056/236	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2588 7654
CVX-5	3.2	80	035/215	80	2588 7654
CVX-6A	7.3	110	055/235	50	2588 7654
CVX-LPG	6.5	114	072/252	95	2588 7654
EMTY-E1	14.63	274	098/278-082/262	255	2902172 8273 2902179 8277
EMTY-E4	5.5	107	098/278-082/262	30	2902172 8273 2902172 8277
EMTY-W1	14.6	250	089/269	267	2902172 8132 2902172 8133
EMTY-W2	7.5	107	089/269	41	2902172 8132 2902172 8133
EURO-1	9.0	165	020/200	240	2436 8222 9603 9692
EURO-2	9.5	200	020/200	280	2436 8233 9603 9692
EURO-3P	8.6	165	148/328	215	2436 8233 9603 9692
HKELECT(N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT(S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC1-2	14.0	370	163/343	305	2115 3552
KC3	14.0	370	163/343	305	2489 4745
KC4	14.2	370	163/343	305	2619 7792
KC5	15.0	400	073/253	472	2115 3552
KC6	14.2	350	073/253	564	2619 7792
KC7	15.0	350	073/253	564	2619 7792
KC8	15.0	400	163/343	380	2619 7792
KC9	15.0	400	163/343	450	2619 7792
KC10	15.0	370	073/253	700	2619 7792
KC11	15.0	340	073/253	338	2991 8022
KC12	15.0	370	073/253	338	2991 8022
KC13	15.0	370	073/253	338	2276 8137 2276 8138
KC14	15.0	370	073/253	338	2276 8137 2276 8138
KC15	15.0	370	163/343	350	2619 3021
KC16	15.0	400	163/343	350	2619 3021
KC17-18	15.0	400	163/343	300	2920 2616 2920 2645
KC19	15.0	400	163/343	300	2920 2616 2920 2645
KC20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	6711 7920
KTCT-2	11.0	365	134/314	400	6711 7920
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF-E	15	280-230	135/315	505-264	2212 5720 2212 5721
PAFF-W	15	195	135/315	241	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-1E	6.5	100	008/188	80	2432 8704
SHELL-2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SINO-A	14.0	250	086/266	280	2431 3090
SINO-B	7.5	120	086/266	129	2431 3090
SINO-C	6.5	90	086/266	115	2431 3090
SINO-CW	5.0	65	172/352	70	2558 8341
SINO-3	7.5	120	124/304	>150	2431 3090
SSK-TD	5.0	70	040/220	50	2984 3200
SWSTL	10.3	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

Berthing Guidelines**Chapter 9 TROPICAL CYCLONE (TYPHOON) PROCEDURE****When tropical cyclone warning signal No.1 is issued**

Pilot office will:-

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will require at least 5 hours notice and the danger of pilot boarding station is exposed to weather.
2. Give warning to vessels at TSK Power Station, TSK CCC, SWSTL and Lamma Power Station.
3. Give warning to all tankers at tanker berths.

When tropical cyclone warning signal No.3 is issued

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulklers at TSK PST & TSK CCC, SWSTL and Lamma PST should clear berth as soon as possible.
3. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If tropical cyclone warning signal No.8 is likely to be issued or the wind speed or wave height is likely to exceed the acceptable limit, Pilot office will, as far as practicable, give at least THREE hours warning to all shipping through MARDEP before pilotage service is suspended. Templates at appendix to this chapter should be used.

Tugs may be used for pilot transportation if pilot boats could not be operated in heavy sea.

All ships under repair at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Pilot office will avoid the acceptance of any order for ships in bound to buoy at night when tropical cyclone warning signal No.3 is issued unless the prevailing condition is favourable.

~~Pilotage suspension~~

~~Guideline for pilotage service may be suspended:-~~

- ~~◆ Sustained wind speed over 33 knots~~
- ~~◆ Wave height over 1.5 metres~~

General guidelines for suspension of pilotage service:-

- Sustained wind speed over 33 knots; and/or
- Wave height over 1.5 metres.

General guidelines for resumption of pilotage service:-

- When all cyclone warning is cancelled; and/or
- Subject to prevailing weather and sea conditions.

Other useful information

MARDEP VTC	Duty Controller	2233 7801-3
MARDEP VTC	(FAX)	2858 6646
Hong Kong Observatory	Dial-a-Weather service	1878200

Berthing Guidelines

Appendix I to Chapter 9 – template for suspension of pilotage service

Headline: 領港服務將暫停G400

Headline: 領港服務將暫停電台

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於熱帶氣旋關係，領港服務將會由今日（ 月
日）上午／下午 時起暫停。請船東、船隻代理、船主及其他港口使用人士注
意。

Headline: Pilotage service to be suspended

G400 Headline: Pilotage service to be suspended

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to the tropical cyclone, pilotage service will be suspended from am/pm today (). Shipowners, agents, masters and other port users are advised to pay attention.

Berthing Guidelines

Appendix II to Chapter 9 – template for resumption of pilotage service

Headline: 領港服務將恢復G400

Headline: 領港服務將恢復電台

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，領港服務將於今日(月 日)
上午／下午 時起局部恢復，並於稍後天氣好轉時全面恢復。

Headline: Pilotage service to resume

G400 Headline: Pilotage service to resume

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that pilotage service will partially resume from am/pm today () and will fully resume when weather conditions improve. Shipowners, agents, masters and other port users are advised to pay attention.

Berthing Guidelines

Appendix III to Chapter 9 – template for delay in resumption of pilotage service

Headline: 領港服務將延遲恢復G400

Headline: 領港服務將延遲恢復電台

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於天氣情況惡化，領港服務將延遲至今日(月
日)上午／下午 時恢復。

Headline: Resumption of pilotage service delayed

G400 Headline: Resumption of pilotage service delayed

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to deteriorating weather conditions, resumption of pilotage service is delayed until am/pm today (). Shipowners, agents, masters and other port users are advised to pay attention.

~~ON TRIAL~~

Location : EURO-1

Euro-Asia berth 1

010 **Berthing** LOA: Max 150m
Draft: Max 7.3m (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: Starboard side to

011 **Unberthing** LOA: Max 150m
Draft: Max 7.3m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: Starboard side to

020 **Berthing** LOA: Max 165m
Draft: Max 7.3m or 9.0m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: Starboard side to

021 **Unberthing** LOA: Max 165m
Draft: Max 7.3m or 9.0m with pontoon
 (min 10% UKC)
Time: D&N LW-2 to HW+2
Tugs: 2
Remarks: Starboard side to

General Remarks:

1. No outer-fouling.
2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
3. All coaster and barge traffic within terminal area should be under terminal's control.
4. Thrusters are not considered as substitute for tug.

~~ON TRIAL~~

Location : EURO-2

Euro-Asia berth 2

010 **Berthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-4

011 **Unberthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 1-4

020 **Berthing** LOA: Max 165m
Draft: Max 8m or 9.5m with pontoon (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

021 **Unberthing** LOA: Max 165m
Draft: Max 8m or 9.5m with pontoon (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

030 **Berthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon (min 10% UKC)
Time: D&N LW+1 to LW+2 & HW to HW+1
Tugs: 3
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

031 **Unberthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon (min 10% UKC)
Time: D&N LW to LW+2 & HW to HW+1
Tugs: 2
Remarks: (1) Starboard side to
(2) See General Remarks 2-4

General Remarks:

1. Port side to permissible for outer end only.
2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
3. All coaster and barge traffic within terminal area should be under terminal's control.
4. Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.

~~ON TRIAL~~

Location : EURO-3P

Euro-Asia berth 3P

010 **Berthing** LOA: Max 150m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 150m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 165m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 165m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

General Remarks:

1. Berth must be with pontoon.
2. Thrusters are not considered as substitute for tug.
3. Mooring / guard boat employed by agents for mooring operations and traffic control.
4. A minimum of 25 meters fore and aft clearance should be allowed during berthing and unberthing operations.
5. No coasters and barges should be allowed to anchor in the approaching channel of the terminal.
6. All coaster and barge traffic within terminal area should be under terminal's control.

ON TRIAL

Location : **KC5****Kwai Chung berth 5***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: D&N LW+1 to HW+1, thrusters not considered.

060 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

ON TRIAL

*Location : KC5**Kwai Chung berth 5**(Declared Depth at berth 15.5m)*

070 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.-
~~D>12.5m, 5 incl 1 GI escort if no~~
~~bow thruster, 4 if one 5000HP tug is~~
~~used.~~
Remarks: All quay cranes at KC1 with distance
less than 150m from KC5 quayside
must be boom up.
Port side to.

071 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks: All quay cranes at KC1 with
distance less than 150m from KC5
quayside must be boom up.

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC6****Kwai Chung berth 6***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: **Stern in 3 tugs**

031 **Unberthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: **Stern in 3 tugs**

041 **Unberthing** LOA: Max 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
Remarks: Port side to

051 **Unberthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 2 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Port side to

061 **Unberthing** LOA: Max 350m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC7****Kwai Chung berth 7***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: **Stern in 3 tugs**

031 **Unberthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: **Stern in 3 tugs**

041 **Unberthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m. 4 incl 1 GI escort if no bow thruster
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 2 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 350m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

ON TRIAL

Location : KC8-9

Kwai Chung berth 8-9

(Declared Depth at berth 15.5m)

010 **Berthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.-
 ~~D>13.0m, 5 incl 1 GI escort if no~~
 ~~bow thruster, 4 if one 5000HP tug is~~
 ~~used.~~
Remarks:

061 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks:

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

ON TRIAL

Location : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

041 **Unberthing** LOA: Max 300m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern
 thrusters fitted.
Remarks:

ON TRIAL

*Location : KC13-14**Kwai Chung berth 13-14**(Declared Depth at berth 15.5m)*060 **Berthing** LOA: Max 370m**Draft:** Max 15.0m + tide – 10% UKC**Time:** 24 hrs

D>12.5m, D&N LW+1 to HW+2.

Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.D>12.5m, 4 incl 1 GI escort if no
bow thruster.**Remarks:** Starboard side to061 **Unberthing** LOA: Max 370m**Draft:** Max 15.0m + tide – 10% UKC**Time:** 24 hrs**Tugs:** 3, 2 if bow & stern thrusters fitted.**Remarks:**070 **Berthing** LOA: Max 400m**Draft:** Max 15.0m + tide – 10% UKC**Time:** D&N LW+1 to HW+2.**Tugs:** 4 incl 1 GI escort if no bow thruster.~~D>12.5m, 5 incl 1 GI escort if no
bow thruster, 4 if one 5000HP tug is
used.~~**Remarks:** Starboard side to071 **Unberthing** LOA: Max 400m**Draft:** Max 15.0m + tide – 10% UKC**Time:** D&N LW+1 to HW+2**Tugs:** 4**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.

ON TRIAL

Location: **KC16-19****Kwai Chung berth 16-19***(Declared Depth at berth 15.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

051 **Unberthing** LOA: Max 370m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4 incl 1 GI escort if no bow thruster.-
 ~~D>13.0m, 5 incl 1 GI escort if no~~
 ~~bow thruster, 4 if one 5000HP tug is~~
 ~~used.~~
Remarks:

061 **Unberthing** LOA: Max 400m
Draft: Max 15.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

ON TRIAL

Location : PAFF-E

Permanent Aviation Fuel Facility East Berth

010 **Berthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: D&N @ berth.
 LW+1 to HW+2 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: 24 hrs
Tugs: 2.
Remarks:

020 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth.
 HW-1 to HW+2 & LW-1 to LW+ 3
 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

021 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 & Day light
 LW-1 to LW+2 @ Mawan.
Tugs: 2. 1 escort @ Mawan to berth if
 D>10m or LOA>183m.
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2. 1 escort to Mawan if D>10m or
 LOA >183m.
Remarks: 2 pilots

040 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 @ Mawan.
Tugs: 3 incl 1 escort from G.I. + 1 escort @
 Mawan to berth
Remarks: 2 pilots.
 Starboard side to.

041 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2 incl 1 escort to Mawan
Remarks: 2 pilots

General Remarks:

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.
3. Tugs power refer to chapter 4, paragraph 7.
4. URMA will be used as contingency anchorage.
5. Subject to Ma Wan transit tidal window.

ON TRIALLocation : **PAFF-W****Permanent Aviation Fuel Facility West Berth**

010 **Berthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: D&N @ berth.
 LW+1 to HW+2 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 120m
Draft: Max 7m (min 15% UKC)
Time: 24 hrs
Tugs: 2.
Remarks:

020 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth.
 HW-1 to HW+2 & LW-1 to LW+ 3
 @ Mawan.
Tugs: 2
Remarks: Stem to tide for berthing

021 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 & Day light
 LW-1 to LW+2 @ Mawan.
Tugs: 2. 1 escort @ Mawan to berth if
 D>10m or LOA>183m.
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 186m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2. 1 escort to Mawan if D>10m or
 LOA >183m.
Remarks: 2 pilots

040 **Berthing** LOA: Max 195m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW to HW+2 @ Mawan.
Tugs: 3 incl 1 escort from G.I. + 1 escort @
 Mawan to berth
Remarks: 2 pilots.
 Starboard side to.

041 **Unberthing** LOA: Max 195m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
Tugs: 2 incl 1 escort to Mawan
Remarks: 2 pilots

General Remarks:

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.
3. Tugs power refer to chapter 4, paragraph 7.
4. URMA will be used as contingency anchorage.
5. Subject to Ma Wan transit tidal window.

ON TRIAL

Location : **URMPS/URMA**

Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 To URMA: +1 @ URMA if D>10m.
Remarks: Day 1 pilot, Night 2 pilots.

021 **S. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 From URMA: +1 @ URMA if
 D>10m.
Remarks: Day 1 pilot, Night 2 pilots.

030 **N. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort from
 Kellett buoy to UR 2 buoy if D> 9m.
 To URMA: +1 @ URMA if D>10m.
Remarks: 2 pilots

031 **S. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort
 from UR 2 buoy to Kellett buoy if
 D> 9m.
 From URMA: +1 @ URMA if
 D>10m.
Remarks: 2 pilots.

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit; from GI if D>10m.
 To URMA: 1 escort for Mawan
 Transit +1 @ URMA; 1 escort from
 GI through to URMA if D>10m.
Remarks: 2 pilots

041 **S. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit.
 From URMA: 1 escort Mawan
 Transit; from URMA if D>10m.
Remarks: 2 pilots

ON TRIAL

Location : URMPS/URMA

*Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)*

050 **N. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 To URMA: 1 escort from GI to
 URMA; +1 from Mawan to URMA if
 D>14m.
Remarks: 2 pilots

051 **S. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit; 2 if D>14m.
 From URMA: 1 escort from URMA
 for Mawan Transit; +1 @ Mawan if
 D>14m.
Remarks: 2 pilots

060 **N. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 To URMA: 1 escort from GI to
 URMA; +1 from Mawan to URMA if
 D>14m.
Remarks: 2 pilots

061 **S. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort @ Mawan for Mawan
 Transit; 2 if D>14m.
 From URMA: 1 escort from URMA
 for Mawan Transit; +1 @ Mawan if
 D>14m.
Remarks: 2 pilots

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :
@URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
7. During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended. ~~This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.~~
8. Subject to Mawan transit tidal window.

ON TRIAL

Location : **URMPS-C/URMA-C**

Transit Mawan – ~~Passenger &~~ Container ship

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5$ m. thrusters not considered if $D > 13.5$ m).
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

ON TRIAL*Location : URMPS-C/URMA-C**Transit Mawan – ~~Passenger~~ & Container ship*

060 **N. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window. D>~~14.5~~15.0m to 15.5m, day light.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

070 **N. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~14.5~~15.0m to 15.5m, day light.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

080 **N. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~14.5~~15.0m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

061 **S. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~14.5~~15.0m to 15.5m, day light.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

071 **S. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~14.5~~15.0m to 15.5m, day light.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

081 **S. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~14.5~~15.0m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required ~~otherwise at a location earlier~~ by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required ~~otherwise at a location earlier~~ by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

ON TRIALLocation : **URMPS-PC/URMA-PC Transit Mawan – Passenger Ship (Conventional)**

010 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

020 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

030 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots

011 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

031 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

041 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots

ON TRIAL

Location : URMPS-PC/URMA-PC Transit Mawan – Passenger Ship (Conventional)

General Remarks:

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. Subject to Mawan transit tidal window.

ON TRIAL

Location : **URMPS-PH/URMA-PH Transit Mawan – Passenger Ship(Highly Maneuverable)**

010 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

011 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

020 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

021 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

030 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

031 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

041 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots

Remarks: 2 pilots

ON TRIAL

Location : **URMPS-PH/URMA-PH Transit Mawan – Passenger Ship (Highly Maneuverable)**

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. Vessels of LOA $>310\text{m}$ are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA $>310\text{m}$ is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. Subject to Mawan transit tidal window.

Ma Wan Transit Tidal Window

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in the web-site below:-

(<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

(a) **Bulker & Tanker (URMPS/URMA)**

(All vessels other than passenger & container ship)

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

(b) **Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	Day light transit only

(c) **Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

(d) **Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

(a) bow thrusters of total power ≥ 8000HP

(b) Equipped with azipods.

ON TRIAL

Location: **CHT-PC** **~~Cruise Ship Transiting~~ Central Harbour Transit – Passenger Ship (Conventional)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max ~~10.0~~ 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 1 ~~patrol~~ guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max ~~10.0~~ 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 1 ~~patrol~~ guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max ~~10.0~~ 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 ~~patrol~~ guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max ~~10.0~~ 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 ~~patrol~~ guard boat to clear the passage.

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
- 1 2. This BGL is intended for **CRUISE PASSENGER** SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 2 3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
- 3 4. Subject to VTC prior approval & traffic condition.
- 4 5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
- 5 6. For LOA>270m, one ~~patrol~~ guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

ON TRIALLocation: **CHT-PH** **Central Harbour Transit-Passenger Ship (Highly Maneuverable)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
4. Subject to VTC prior approval & traffic condition.
5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

Chapter: 12**BERTHING GUIDELINES**

** INDEX **

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	NLA	North Lamma anchorage
BUOY	Government mooring buoy	NWLA	North West Lamma anchorage
CCEMENT	China Cement Company (TSK)	OTN	Ocean Terminal north berth
CFT	China ferry terminal	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PC	Cruise Ship Transiting Central Harbour Transit – Passenger Ship (Conventional)	OTS	Ocean Terminal south berth
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS/O-F	Ocean Terminal south berth outer-foul
CLPTSK	China light power station (TSK)	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CMKEN-S	China Merchant Kennedy Town south berth	PSSA-E	Pun Shan Shek anchorage east
CVX	Chevron T/Y main berth	PSSA-W	Pun Shan Shek anchorage west
CVX-5	Chevron T/Y No. 5 berth	RDGA	Reserved dangerous goods anchorage
CVX-6A	Chevron T/Y No. 6A berth	RTT-1	River Trade Terminal No.1 berth
CVX-LPG	Chevron T/Y LPG berth	RTT-2	River Trade Terminal No.2 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-4	River Trade Terminal No.4 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-5	River Trade Terminal No.5 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHELL-1E	Shell No. 1 east & west berth
EURO-3P	Euro-Asia berth 3P	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-LPG	Shell oil terminal LPG berth
HKELECT(S)	Lamma power station south wharf	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1-2	Kwai Chung berth 1-2	SINO-C	Sinopec T/Y east berth (C)
KC3	Kwai Chung berth 3	SINO-CW	Sinopec Chai Wan berth
KC4	Kwai Chung berth 4	SINO-3	Sinopec T/Y No. 3 berth
KC5	Kwai Chung berth 5	SLA	Anchorage South of Lamma Island
KC6	Kwai Chung berth 6	SSK-1	Sham Shui Kok Anchorage No. 1
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-2	Sham Shui Kok Anchorage No. 2
KC7	Kwai Chung berth 7	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7/O-F	Kwai Chung berth 7 outer-foul	SWSTL	Shiu Wing steel wharf (TSK)
KC8, 9	Kwai Chung berth 8& 9	THA	Tolo harbour anchorage
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW	Ship under tow
KC10W	Kwai Chung berth 10W	TOW-BERTH	Ship under tow to/from berth
KC11	Kwai Chung berth 11	TPGAS	Tolo harbour Town Gas wharf
KC12	Kwai Chung berth 12	TSK-MHB	Tap Shek Kok Material Handling Berth
KC13-14	Kwai Chung berth 13-14	TYD	Floating docks west of T/Y Island
KC15	Kwai Chung berth 15	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC16-19	Kwai Chung berth 16-19	URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
KC20	Kwai Chung berth 20	URMPS-PC/ URMA-PC	Transit Mawan – Passenger ship (Conventional)
KEL-1	Kellett Anchorage No. 1	URMPS-PH/ URMA-PH	Transit Mawan – Passenger ship (Highly Maneuverable)
KEL-2	Kellett Anchorage No. 2	WA-1	Western anchorage No.1
KEL-3	Kellett Anchorage No. 3	WA-2	Western anchorage No.2
KTCT-1	Kai Tak Cruise Terminal berth 1	WA-3	Western anchorage No.3
KTCT-2	Kai Tak Cruise Terminal berth 2	WQA	Western quarantine anchorage
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	YMTA	Yau Ma Tei anchorage
KYCA	Kau Yi Chau DG anchorage	YUENFAT	Yuen Fat wharf No.2 berth
LOP	Lok On Pai oil berth		
MFT	Macau ferry terminal		
MWA	Ma Wan anchorage		

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advice and endorsement on proposed amendments to the Berthing Guidelines ("BGL").

Proposed Amendments

2. As part of the continuous process of reviewing the BGL, the Pilotage Advisory Committee Working Group agreed at its meeting held on 6 September 2019 to present the following amendments for endorsement:

- A. Chapter 5 – to amend with updated information on tug's name, "Shenyang" and adding four grade I tugs (namely: Guilin, Hai Da, Mai Po and Sung Kong) to the list as shown in *Annex I*.
- B. Chapter 8 – to amend with updated information on Government Mooring Buoy as shown in *Annex II*.
- C. Chapter 10 – to amend the followings with details as shown in *Annex III*:
 - (i) textual correction, migration to WGS84 datum and addition of three pilot boarding stations in Mirs Bay; and
 - (ii) providing updated information on fairways and buoys.
- D. Chapter 12 –
 - (i) **Chevron T/Y LPG Berth (CVX-LPG)** - in order to avoid the confused tide at low water slack causing safety concerns, it is considered necessary to amend the berthing time slot to a period with a more definite tide. Therefore, it is proposed to amend the berthing time from "*D&N LW to LW+3*" to "*D&N LW+1 to LW+3*" for item "010"; and from "*Day LW to LW+2*" to "*D&N LW+1 to LW+3*" for item "020". Night operation for this item has been introduced on trial. It is further proposed that the tug

requirement for berthing item “020” should be two grade I tugs for their better maneuvering power over grade II tugs in such tight location. Details are shown in *Annex IV*; and

- (ii) **Shell oil terminal LPG berth (SHELL-LPG)** – along the same rationale in (i) above, it is proposed to amend the berthing time in items “010”, and “020” from “...*D&N LW to LW+2*” to “...*D&N LW+1 to LW+3*” as shown in *Annex V*.

Way Forward

3. Subject to the endorsement of the Committee, a clean copy of the amendments together with the updated table of contents would be prepared and uploaded to Marine Department’s website.

Pilotage Unit
Marine Department
January 2020

Berthing Guidelines

(Proposed January 2020)

Chapter 5

TUGS INFORMATION

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	

Tsing Yuk	2 x 600	18.7	II	
<u>South China Tug</u> (Tel.: 2548 5205)				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<u>Yiu Lian Tug</u> (Tel.: 2497 0655, 2497 0686)				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

Annex II

Berthing Guidelines

(Proposed January 2020)

Chapter 8 GOVERNMENT MOORING BUOYS

BUOY	LOA (m.)	Draft (m.)	BUOY	LOA (m.)	Draft (m.)
‘A’ Buoys:					
A17	183	9.0	A29	160	9.0
A38	183	6.4	A35	160	9.5
A39	183	7.4	A36	160	8.1
A43	183	9.3			
A71	183	9.1			
A72	183	9.5			
A73	183	9.5			
A74	183	9.5			
A77	183	9.5			
A78	183	9.8			
‘B’ Buoys:					
B02	137	6.4	B04	137	9.1
B03	137	6.7	B30	137	8.1 9.3

Remarks:

1. Government Mooring Buoys (GMB) may from time to time being classified as Non-typhoon mooring buoy via promulgation of a Marine Department Notice. Vessels which are moored to these buoys shall leave the mooring buoy if so directed by the Director.
2. Buoy link diameter = 146mm
3. Location and allocation of mooring buoys are subjected to review; sounding may also vary. Agents/operators are reminded to check with Marine Department notices, notices to mariners and up-to-date navigation charts for latest information before booking GMB.

Annex III

(Proposed January 2020)

**Berthing Guidelines
Chapter 10**

MISCELLANEOUS

Width of Fairways

1.	Eastern fairway	412m 395m
2.	Hung Hom fairway	370m
3.	Central fairway	370m
4.	Northern fairway	305m 380m
5.	Southern fairway	220m 590m (East part of Southern Fairway)
6.	Sulphur channel	280m 270m (West part of Southern Fairway)
7.	North Green Island fairway	244m 600m
8.	Ha Pang fairway	600m
9.	Castle Peak fairway	380m
10.	Urmston Road fairway	580m

Naval Anchorages

Mooring Buoys		Location	
1.	ZA1	22° 18.567'N	114° 08.604'E
2.	ZA2	22° 18.348'N	114° 08.504'E
3.	ZB1	22° 18.712'N	114° 08.406'E
4.	ZB2	22° 18.514'N	114° 08.345'E

Pilot Boarding Stations

Name -Description		Location	
1.	Area off Ha Mei Wan, west of Lamma Island	22° 12'00" 22° 11.908'N	114° 05'18" 114° 05.447'E
2.	Area off the turning buoy in the Tathong Channel	22° 16'00" 22° 15.908'N	114° 15'40" 114° 15.814'E
3.	Area off Lam Kok Tsui (Black Point) in Urmston Road	22° 25'01" 22° 24.925'N	113° 53'12" 113° 53.347'E
4.	Area off the entrance to Tolo Channel (<i>Chik Chau</i>)	22° 29'36" 22° 29.508'N	114° 19'42" 114° 19.848'E
5.	Area off Ngan Chau in East Lamma Channel	22° 13'03" 22° 12.958'N	114° 09'42" 114° 09.847'E
6.	Area off Ping Chau in Mirs Bay	22° 32.800'N	114° 23.600'E
7.	Area off Crooked Island in Mirs Bay	22° 33.500'N	114° 20.200'E
8.	Area off Shek Ngau Chau in Mirs Bay	22° 29.700'N	114° 26.540'E

Other Useful Locations

Ngan Chau		22° 13.0'N	114° 11.0'E
Shek Kok Tsui		22° 14.2'N	114° 06.1'E
Waglan		22°11.0'N	114° 18.0'E
Yuen Kok		22° 11.0'N	114° 08.8'E
SW Lamma Island		22° 10.0'N	114° 06.0'E
Northern 1 (N1) buoy		22°17.867'N 22° 18.000'N	114°08.617'E 114° 08.579'E
Northern 2 (N2) buoy		22°18.933'N 22° 18.722'N	114°07.525'E 114° 07.707'E
TCS4 buoy		22° 16.333'N	114° 15.500'E

Annex IV

(Proposed January 2020)

Berthing Guidelines

ON TRIAL

Location: **CVX-LPG**

Chevron T/Y LPG berth

010 **Berthing** LOA: Max 80m
Draft: Max 6.5m (min 10% UKC)
Time: D&N LW+1 to LW+3
Tugs: 1 (grade II)

Remarks: Starboard side to.
Bow not to pass 6.5m sign board.

020 **Berthing** LOA: Max 114m
Draft: Max 6.5m (min 10% UKC)
Time: Day&N LW+1 to LW+23
Tugs: 2 ~~(grade II) tug and which shall not
be replaced by 1 (grade I) tug.~~

Remarks: Starboard side to.
Bow not to pass 6.5m sign board.

011 **Unberthing** LOA: Max 80m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs: 1 (grade II) tug for unberthing on
flood tide.
2 (grade II) tugs on ebb tide.

Remarks:

021 **Unberthing** LOA: Max 114m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II) tugs for unberthing on
flood tide.
2 (grade I) tugs on ebb tide.

Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

Berthing Guidelines

Annex V
(Proposed January 2020)

Location: **SHELL-LPG** **Shell oil terminal LPG berth**

010 **Berthing** LOA: Max 100m
Draft: Max 7m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N
 LW +1 to LW+23
Tugs: 2 (grade II)
Remarks: Port side to.

011 **Unberthing** LOA: Max 100m
Draft: Max 7m (min 10% UKC)
Time: 24 hr
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 135m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N
 LW+1 to LW+23
Tugs: 2
Remarks: Port side to.

021 **Unberthing** LOA: Max 135m
Draft: Max 8m (min 10% UKC)
Time: 24 hr
Tugs: 2
Remarks:

General Remark:

Thrusters are not considered as substitute for tug.

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advices and comments on proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. It was proposed to amend the BGL with updated information as follow:-

- A. Chapter 5 - adding two grade I tugs (namely, Hai Kun and Hai Peng) to the list as shown in **Annex I**.
- B. Chapter 12 –
 - (i) **Tolo harbor Town Gas wharf (TPGAS)** – subsequent to the establishment of the three pilot boarding stations in Mirs Bay, the seaward passage under pilotage for ships arriving/departing from/to boundary of administration, it is necessary to revise the booking time for pilot boarding so that pilotage through the narrow Tolo channel would be conducted in day light for enhanced safety. It is proposed the POB time for berthing and unberthing be revised as shown in the general remark at **Annex II**; and
 - (ii) **Transit Mawan – Container ship (URMPS-C/URMA-C)** – this guideline has been on trial since December 2017. It is now considered as operational and effective, hence the remark of “ON TRIAL” should be removed as shown in **Annex III**.

(this proposal is superseded by the result of agenda

*item 4.b discussion on Tsing Ma Bridge Relaxation,
revised amendment shown in **Annex IV**)*

Consultation

3. Members of the Pilotage Advisory Committee Working Group have been consulted on 5 November 2020.

Way Forward

4. Subject to the endorsement of the Committee, a clean copy of the amendments together with the updated table of contents would be prepared and uploaded to Marine Department's website.

Pilotage Unit
Port Control Division
Marine Department
November 2020

Chapter 5 TUGS INFORMATION

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
Chung Hing Tug (Tel.: 2549 2072, 2549 0395)				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
Kam Hung Tug (Tel.: 2619 6981-3)				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)				
H.K. United 20	2 x 850	20	II	
Hong Kong Tug (Tel.:2612 6800)				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

Berthing Guidelines*Proposed November 2020*

South China Tug (Tel.: 2548 5205)				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Kun	7000	88	I	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
Hai Peng	7000	88	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

Berthing Guidelines*Proposed – November 2020*Location : **TPGAS****Tolo harbour Town Gas wharf**

010 Berthing LOA: Max 122m
Draft: Max 7.5m (min 10% UKC)
Time: See General Remark
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

011 Unberthing LOA: Max 122m
Draft: Max 7.5m (min 10% UKC)
Time: See General Remark
Tugs: 2 (grade II)
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

020 Berthing LOA: Max 198m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 2. L>168m or D>9.15m 1 escort from Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

021 Unberthing LOA: Max 198m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 2. L>168m or D>9.15m 1 escort to Chik Chau
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

030 Berthing LOA: Max 228m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 3 incl 2 escort from Chik Cha
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

031 Unberthing LOA: Max 228m
Draft: Max 11m (min 10% UKC)
Time: See General Remark
Tugs: 3 incl 2 escort to Chik Cha
Remarks: 2 pilots.
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

General Remark:~~POB time for berthing or unberthing: From sunrise to 90 minutes before sunset~~

POB time for berthing: From 30 minutes before sunrise to 120 minutes before sunset.

POB time for unberthing: From sunrise to 90 minutes before sunset.

Berthing Guidelines*Proposed November 2020***~~ON TRIAL~~**Location : **URMPS-C/URMA-C****Transit Mawan – Container ship**

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5m$. thrusters not considered if $D > 13.5m$).
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~ON TRIAL~~*Location : URMPS-C/URMA-C**Transit Mawan – Container ship*

060 **N. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 15.5m, day light.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

070 **N. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 15.5m, day light.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

080 **N. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

061 **S. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 15.5m, day light.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

071 **S. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 15.5m, day light.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

081 **S. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.0m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

Berthing Guidelines**ON TRIAL**Location : **URMPS-C/URMA-C****Transit Mawan – Container ship**

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5m$. thrusters not considered if $D > 13.5m$).
Remarks: 2 pilots

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

Berthing Guidelines**ON TRIAL***Location : URMPS-C/URMA-C**Transit Mawan – Container ship*

060 **N. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
~~D>15.0m to 15.5m, day light.~~
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

070 **N. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
~~D>15.0m to 15.5m, day light.~~
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

080 **N. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~15.0~~ 15.5m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

061 **S. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
~~D>15.0m to 15.5m, day light.~~
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

071 **S. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
~~D>15.0m to 15.5m, day light.~~
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

081 **S. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>~~15.0~~ 15.5m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advices and comments on the proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. It was proposed to amend the BGL with updated information by adding one grade II tug, "Ark" of Bowill Shipping Ltd., to the list as shown in the *Annex*.

Advice Sought

3. Advices and comments from members are sought for the endorsement of this proposal.

Pilotage Unit
Port Control Division
Marine Department
August 2021

Chapter 5**TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<u>Bowill Shipping Ltd. (Tel.:2300 1950, 3840 2918)</u>				
Ark	2 x 1600	41.1	II	
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 x 624	18	II	
Wallex 2 (華力二)	2 x 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	

Berthing Guidelines*Proposed August 2021*

Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	
South China Tug (Tel.: 2548 5205)				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Kun	7000	88	I	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
Hai Peng	7000	88	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advices and endorsement on proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. It was proposed to amend the BGL with updated information as follow:-

A. Chapter 3 – amend paragraph 4 in respect of the “depth at berth” and “Max. Sailing or Arrival Draft at KC Basin” for Kwai Chung berths as shown in Annex I.

B. Chapter 4 – adding a requirement for 6,000HP tug and one 5000HP tug for vessel with LOA>370m & Draft>14.0m; and two 5000HP tugs for vessels with >350m in paragraph 2 as shown in Annex II.

C. Chapter 12 –

(i) **Chevron T/Y main berth (CVX)** – extend the Maximum LOA from 235m to 250m with displacement not exceeding 110,000 MT; and

(ii) **Kwai Chung berths** –

(a) draft increased subsequent to the deepening of the basin;

(b) tidal windows adjusted; and

(c) number and power of tugs adjusted for handling heavily laden ships.

As shown in *Annex III*.

3. These proposed amendments had been thoroughly discussed in the Working Group meeting held on 27 May 2022 via PACWG Paper No. 1/2022. Members accepted that the proposed amendments would enhance the efficiency and safety in the movements of vessels in the busy waters of Hong Kong, and in particular, large vessels in the Kwai Tsing container basin.

Presentation

4. Hong Kong Pilots Association will present this paper and illustrate the proposed changes for members' comments.

Port Control Division
Marine Department
June 2022

Chapter 3**BERTHING REMARKS****Fore and Aft Clearance**

1. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. Good liaison should be maintained among all concerned parties for vessels required to 'wedge-in' and 'wedge-out' to ensure ample and safe fore-and-aft clearances are achieved. The following table shall be used to determine the clearances required for Kwai Chung Terminals:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End</u>
>370m	35 metres
> 300m to ≤370m	25 metres
> 200m to ≤300m	20 metres
≤ 200	15 metres

Note 1 : A mooring rope serving as back spring is needed to be in place on the appropriate bollard of the berth before the vessel is closing in and reaches a position which is about half ship breadth from the outer-side of the vessels secured at the adjacent berths. Under adverse weather conditions, such as when wind speed is above 21 knots, additional tug(s) may be called for with the consent of the Master.

Note 2 : At the western most of KC5, KC6, KC7, KC10 and KC14, the southern most of KC4 and KC9, the northern most of KC8 and any other berth with one end open, a minimum clearance of 5 metres less than those specified in the above table would be acceptable at the end adjacent to the berth occupied by other ships, but in no circumstances should a clearance be less than 15 metres.

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6 & KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres for LOA≤370m, or 35 metres for LOA >370m.

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for LOA≤370m, or 35 metres for LOA >370m.

Note 5 : Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible. For vessels of LOA>370m, 35 metres are required.

2. Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s). Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11. For vessels of LOA>370m, 35 metres are required.

Depth of Berths

3. The depths of berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels.
4. Declared Depths at Kwai Chung Berths: ~~(KC basin maintained depth 15.0m)~~

Berth No.	Depth at berth*	Max. Sailing or Arrival Draft at KC Basin
KC 1, 2 , 3	14.0m	14.0m + HoT – 10% UKC
KC 2 , 5	15.5m	15.0 15.5m + HoT – 10% UKC
KC 4 & 6	14.2m	14.2m + HoT – 10% UKC
KC 7	15.5m	15.0 15.5m + HoT – 10% UKC
KC 8 & 9	15.5 16.0m	15.0 16.0m + HoT – 10% UKC
KC 10 -14	15.5m	15.0 15.5m + HoT – 10% UKC
KC 15 – 20 16	15.5m	15.0 15.5m + HoT – 10% UKC
KC 17 – 19	16.5m	16.5m + HoT – 10% UKC
KC 20	15.5m	15.5m + HoT – 10% UKC

***Remarks:**

- (a) Depth at berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- (b) Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to HKPA in ample time for consideration as required.
 - i. Water density used for calculating the declared draft;
 - ii. Draft at water density SG 1.017;
 - iii. TPC (tonnes per centimetre);
 - iv. Estimated GM at sailing;
 - v. Squat Table; and
 - vi. Heeling Table.

Chapter 4 GUIDELINES ON TUG REQUIREMENTS**Tugs Used for Port Operations – General Requirements**

1. Tugs used for port operations should meet the following requirements :

- (a) Locally licensed and properly manned;
- (b) Fitted with VHF radio;
- (c) Fitted with AIS transponder;
- (d) Fitted with twin screw/propulsion preferably with azimuth propellers;
- (e) With adequate power and bollard pull; and
- (f) Tug master be able to communicate with pilot(s) effectively.

(New tug for listing must meet with these general requirements. Existing tugs with single screw will be allowed to remain on list in chapter 5 but will not be used for berthing and unberthing.)

Grades of Tug

2. Tugs mentioned in these guidelines are categorized in two grades, i.e. grade II of lesser power (with at least 1248 HP) and grade I of higher power (with at least 2600 HP). The table below illustrates the general application of tugs currently listed in the BGL for container vessels. For tug requirements concerning bulk and tanker vessels, see paragraph 7 below and relevant BGL for the specific berth.

Grade	Power (HP)	Bollard Pull (BP)	General Application For Container Vessels
I	≥6,000	≥78	LOA>370m & Draft>14.0m ^{1&2}
	≥5,000	≥62	LOA > 350m ³
	≥4,000	≥52	LOA>300m or Draft >12.5m
	≥3,600	≥50	LOA>300m or Draft>12.5m
	≥3,200	≥42	LOA≤300m and Draft≤12.5m
	≥3,000	≥38	LOA≤300m and Draft≤12.5m
	≥2,600	≥35	LOA≤200m
II	≥1,200	≥18	Not applicable

Note¹ at least one of the attending tugs should be of 6000HP or more &

one tug of 5000HP or more.

Note² The requirement for 6,000HP tug would be put on trial only, substitution with total equivalent power may be accepted.

Note³ at least one of the attending tugs should be of 5000HP or more; at least two if Draft >14.0m.

Tugs Information

3. A list of tugs suitable for port operations is at Chapter 5 for reference. New tugs for listing shall meet with the specifications above. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see Chapter 11 for contact information) for enquiry on listing their tugs in Chapter 5 for reference.

Number and Grades of Tugs Required

4. The number of tugs deployed and the working parameters required are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to further enhance the safety is encouraged.
5. The grade of tug required in these guidelines will be Grade I unless specified otherwise.
6. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug. The requirement on the number of tugs under this BGL shall remain unchanged.
7. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together (Tug 2,600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3,600 HP each. Detailed requirements of tug are contained in each relevant BGL.

Transverse Thruster(s)

8. Transverse thruster(s) in good working condition may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalent to one tug. Transverse thruster(s) shall meet with conditions stipulated below,

- (a) It is in good working condition, such that the control button can be adjusted to full power operating position.
- (b) It can run continuously for not less than 30 minutes.
- (c) It must be totally immersed in water.
- (d) It must not be interrupted by the operation of the main engine or other auxiliary engine.
- (e) The thruster power required for different length overall are as follow:-

Vessel's Length Overall	Actual minimum Horse Power	Actual minimum Kilo Watts
≤130m	600	447
>130 to ≤170m	800	597
>170m to ≤200m	1000	746
>200m to ≤230m	1500	1119
>230m to ≤270m	2000	1491
>270m to ≤300m	2500	1864
>300m to ≤340m	3000	2237
>340m to ≤370m	3500	2610
>370m to ≤400m	4000	2983

- (f) Master should consider pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or confined maneuvering area.
- (g) Depending on circumstances, thrusters may not be considered as substitute for tug for berthing and/or unberthing.

Azipod

9. Vessel equipped with azipods may be accepted to substitute for one tug.

Chapter: 12

BERTHING GUIDELINES

** INDEX **

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	NLA	North Lamma anchorage
BUOY	Government mooring buoy	NWLA	North West Lamma anchorage
CCEMENT	China Cement Company (TSK)	OTN	Ocean Terminal north berth
CFT	China ferry terminal	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PC	Central Harbour Transit – Passenger Ship (Conventional)	OTS	Ocean Terminal south berth
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS/O-F	Ocean Terminal south berth outer-foul
CLPTSK	China light power station (TSK)	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CMKEN-S	China Merchant Kennedy Town south berth	PSSA-E	Pun Shan Shek anchorage east
CVX	Chevron T/Y main berth	PSSA-W	Pun Shan Shek anchorage west
CVX-5	Chevron T/Y No. 5 berth	RDGA	Reserved dangerous goods anchorage
CVX-6A	Chevron T/Y No. 6A berth	RTT-1	River Trade Terminal No.1 berth
CVX-LPG	Chevron T/Y LPG berth	RTT-2	River Trade Terminal No.2 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-4	River Trade Terminal No.4 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-5	River Trade Terminal No.5 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHELL-1E	Shell No. 1 east & west berth
EURO-3P	Euro-Asia berth 3P	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-LPG	Shell oil terminal LPG berth
HKELECT(S)	Lamma power station south wharf	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1-2	Kwai Chung berth 1-2	SINO-C	Sinopec T/Y east berth (C)
KC 2	Kwai Chung berth 2	SINO-CW	Sinopec Chai Wan berth
KC3	Kwai Chung berth 3	SINO-3	Sinopec T/Y No. 3 berth
KC4	Kwai Chung berth 4	SLA	Anchorage South of Lamma Island
KC5	Kwai Chung berth 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC6	Kwai Chung berth 6	SSK-2	Sham Shui Kok Anchorage No. 2
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7	Kwai Chung berth 7	SWSTL	Shiu Wing steel wharf (TSK)
KC7/O-F	Kwai Chung berth 7 outer-foul	THA	Tolo harbour anchorage
KC8, 9	Kwai Chung berth 8& 9	TOW	Ship under tow
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW-BERTH	Ship under tow to/from berth
KC10W	Kwai Chung berth 10W	TPGAS	Tolo harbour Town Gas wharf
KC11	Kwai Chung berth 11	TSK-MHB	Tap Shek Kok Material Handling Berth
KC12	Kwai Chung berth 12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C / URMA-C	Transit Mawan – Container ship
KC16	Kwai Chung berth 16	URMPS-PC/ URMA-PC	Transit Mawan – Passenger ship (Conventional)
KC16 17-19	Kwai Chung berth 16 17-19	URMPS-PH/ URMA-PH	Transit Mawan – Passenger ship (Highly Maneuverable)
KC20	Kwai Chung berth 20	WA-1	Western anchorage No.1
KEL-1	Kellett Anchorage No. 1	WA-2	Western anchorage No.2
KEL-2	Kellett Anchorage No. 2	WA-3	Western anchorage No.3
KEL-3	Kellett Anchorage No. 3	WQA	Western quarantine anchorage
KTCT-1	Kai Tak Cruise Terminal berth 1	YMTA	Yau Ma Tei anchorage
KTCT-2	Kai Tak Cruise Terminal berth 2	YUENFAT	Yuen Fat wharf No.2 berth
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul		
KYCA	Kau Yi Chau DG anchorage		
LOP	Lok On Pai oil berth		
MFT	Macau ferry terminal		
MWA	Ma Wan anchorage		

Location : CVX

Chevron T/Y main berth

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
 to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

020 **Berthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N
 LW+1 to LW+2
Tugs: 2
Remarks: Starboard side to

021 **Unberthing** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 2. If D>10m 1 GI escort.
Remarks: Starboard side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
 Berthing at LW+2 : 2 pilots.
 Starboard side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max ~~235~~ 250m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: 2 pilots.
 Starboard side to.

051 **Unberthing** LOA: Max ~~235~~
 250m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
 to LW+2
Tugs: 2
Remarks:

General Remark:

1. Thrusters are not considered as substitute for tug.
2. Not exceeding displacement of 110,000 MT due to the design limitation of terminal.

Location : **KC1-2****Kwai Chung berth 1-2***(Declared Depth at berth 14.0m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to
GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
~~D>13.0m,~~ 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug ≥5000HP.
3. If berth KC5 is occupied, fore-and-aft clearance from KC1 corner of not less than 25m plus the beam of vessel at berth KC5 is required.

Location : **KC1-2****Kwai Chung berth 1-2***(Declared Depth at berth ~~14.0~~15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

021 **Unberthing** LOA: Max 230m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2 if Starboard side to
Tugs: 2.
1 if bow & stern thrusters fitted.
D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks:

Remarks:**General Remark:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

2. Declared depth of 15.5m is applicable to berth KC2 and 143m northward from the north end of berth KC2 (from Bollard No.549 to Bollard No.1934). The quayside of berth KC1 and KC2 are painted in orange to indicate the berth with depth of less than 15.5m.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.

Location : **KC3****Kwai Chung berth 3***(Declared Depth at berth 14.0m)*

010 Berthing LOA: Max 130m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 Unberthing LOA: Max 130m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 Berthing LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 Unberthing LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 Berthing LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

031 Unberthing LOA: Max 270m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

040 Berthing LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 Unberthing LOA: Max 340m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 Berthing LOA: Max 360m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

051 Unberthing LOA: Max 360m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2. 1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ **060 Berthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

~~051~~ **061 Unberthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2. 1 if bow & stern thrusters fitted.
D>13.0m **or Starboard side to**, 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug ≥5000HP.

Location : **KC4****Kwai Chung berth 4***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2 if Starboard side to
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug ≥5000HP.

ON TRIALLocation : **KC5****Kwai Chung berth 5***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: D&N LW+1 to HW+1, thrusters not considered.

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no
 bow thruster.
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N HW-1 to LW+2
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

~~ON TRIAL~~*Location : KC5**Kwai Chung berth 5**(Declared Depth at berth 15.5m)*

070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+2
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: All quay cranes at KC1 with distance
 less than 150m from KC5 quayside
 must be boom up. 210m southward
 from KC1 corner is not occupied.
 Port side to.

071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N HW-1 to LW+2
Tugs: 4
Remarks: All quay cranes at KC1 with
 distance less than 150m from KC5
 quayside must be boom up. 210m
 southward from KC1 corner is not
 occupied.

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug \geq 5000HP.
3. LOA>350m & D>14.0m, at least two tugs \geq 5000HP.
4. LOA>370m & D>14.0m, at least one tug \geq 6000HP & one tug \geq 5000HP.
5. Max draft is limited to 14.5m if vessel enters into the zone of 30m westward from east end of berth KC5. The quay side is painted in orange to indicate the zone with depth of less than 15m.
6. If berth KC1 is occupied, fore-and-aft clearance from KC5 corner of not less than 25m plus the beam of vessel at berth KC1 is required.

Location : **KC6****Kwai Chung berth 6***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs,
 thrusters not considered
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 &
 HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
Remarks: Port side to

051 **Unberthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 2 if bow & stern
 thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 &
 HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: Port side to

061 **Unberthing** LOA: Max 350m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>295m berthing KC6, quay cranes at berth KC7W are required to be boom up.

Location : **KC6/O-F****Kwai Chung berth 6 outer-foul***(Declared Depth at berth 14.2m)*

010 Berthing LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 Unberthing LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 Berthing LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 Unberthing LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 Berthing LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be
clear **and quay cranes must be boom**
up.

031 Unberthing LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location : **KC7****Kwai Chung berth 7***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs, **thrusters not considered**
 GT >90000, LOA: Max 340m refers

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.

Remarks: **GT >90000, LOA: Max 340m refers**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m. 4 incl 1 GI escort if no bow thruster
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 2 if bow & stern thrusters fitted.

Remarks:

060 **Berthing** LOA: Max 350m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 350m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs

Tugs: 3, 2 if bow & stern thrusters fitted.

Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>295m berthing KC7, quay cranes at berth KC6W are required to be boom up.

Location : **KC7/O-F****Kwai Chung berth 7 outer-foul***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 **Unberthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 **Unberthing** LOA: Max 250m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be
clear **and quay cranes must be boom
up.**

031 **Unberthing** LOA: Max 290m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

General Remark:

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

ON TRIAL

Location : KC8-9

Kwai Chung berth 8-9

(Declared Depth at berth ~~15.5~~ 16.0m)

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2
Tugs: ~~2~~ 3, ~~1~~ 2 if bow & stern thrusters fitted.
~~D>13.0m, 3, 2 if bow & stern thrusters fitted.~~

Remarks:

Remarks:

~~060~~ 070 **Berthing** LOA: Max 400m

~~061~~ 071 **Unberthing** LOA: Max 400m

Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-2 to HW+1
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2
Tugs: 4
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug $\geq 5000\text{HP}$.
3. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.
4. LOA>370m & D>14.0m, at least one tug $\geq 6000\text{HP}$ & one tug $\geq 5000\text{HP}$.

Location : **KC10C,10E****Kwai Chung berth 10C & 10E***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: **GT >90000, LOA: Max 340m refers.**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.

Remarks: Port side to**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.

ON TRIALLocation : **KC10W****Kwai Chung berth 10W***(Declared Depth at berth 15.5m)*

010	Berthing	LOA: Max 130m	011	Unberthing	LOA: Max 130m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
Tugs:	1. 2 if D>8m.		Tugs:	1. 2 if no anchor down.	
Remarks:	Ro-Ro vessel 2 tugs if adverse weather		Remarks:	Ro-Ro vessel 2 tugs if adverse weather	
020	Berthing	LOA: Max 230m	021	Unberthing	LOA: Max 230m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
Tugs:	2		Tugs:	2	
Remarks:			Remarks:		
030	Berthing	LOA: Max 270m	031	Unberthing	LOA: Max 270m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
Tugs:	2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.		Tugs:	2, 1 if bow & stern thrusters fitted.	
Remarks:	Stern in 3 tugs		Remarks:		
040	Berthing	LOA: Max 300m	041	Unberthing	LOA: Max 300m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
Tugs:	3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.		Tugs:	2, 1 if bow & stern thrusters fitted.	
Remarks:	Stern in 3 tugs GT >90000, LOA: Max 340m refers.		Remarks:	GT >90000, LOA: Max 340m refers.	
050	Berthing	LOA: Max 340m	051	Unberthing	LOA: Max 340m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
Tugs:	3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.		Tugs:	2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 1 if bow & stern thrusters fitted.	
Remarks:	Stern in 3 tugs		Remarks:		
060	Berthing	LOA: Max 370m	061	Unberthing	LOA: Max 370m
Draft:	Max 15.0 15.5m + tide – 10% UKC		Draft:	Max 15.0 15.5m + tide – 10% UKC	
Time:	24 hrs		Time:	24 hrs	
	D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1			D>14.0m, D&N LW+1 to HW+2	
Tugs:	3 incl 1 GI escort if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m, 4 incl 1 GI escort if no bow thruster.		Tugs:	3, 2 if bow & stern thrusters fitted. D>14.0m, 4	
Remarks:	Port side to		Remarks:		

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.

Location : **KC 11****Kwai Chung berth 11***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs.
 ~~GT >90000, LOA: Max 340m refers.~~

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: ~~GT >90000, LOA: Max 340m refers.~~

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.

Remarks: Starboard side to**Remarks:****General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.

Location : **KC12****Kwai Chung berth 12***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10%UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs.
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hr
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: **GT >90000, LOA: Max 340m refers.**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.

Remarks: Starboard side to**Remarks:**

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.

3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.
5. LOA>360m berthing, quay cranes at berth KC10W(150m eastward from berth KC9/10 corner) and berth KC13 are required to be boom up.
6. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

ON TRIALLocation : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

ON TRIAL*Location : KC13-14**Kwai Chung berth 13-14**(Declared Depth at berth 15.5m)*

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to HW+2.
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: D&N LW+1 to HW+2.
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: D&N LW+1 to HW+2
Tugs: 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.
6. LOA>390m berthing KC13, quay cranes at berth KC10W(100m eastward from berth KC9/10 corner) and berth KC14 are required to be boom up.
7. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

Location: **KC15****Kwai Chung berth 15***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Port side to if LOA>200m

021 **Unberthing** LOA: Max 183m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Port side to

031 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to

041 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 Incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: Port side to
 GT >130000, LOA: Max 370m
 refers.

061 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
Remarks: GT >130000, LOA: Max 370m
 refers.

~~060~~ 070 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+2
Tugs: 3 Incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no
bow thruster.

~~061~~ 071 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+2
Tugs: ~~2~~ 3, + 2 if bow & stern thrusters
fitted.
D>13.0m, 3, 2 if bow & stern
thrusters fitted.
D>14.0m, 4

Remarks: Port side to

Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: Swing around minimum 2 tugs.
3. LOA>350m, at least one tug $\geq 5000\text{HP}$.
4. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.

~~ON TRIAL~~Location: ~~KC16-19~~Kwai Chung berth 16-~~19~~

(Declared Depth at berth 15.5 m)

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

~~060~~ 070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m refers.

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m or Port side to, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks:

~~061~~ 071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC

Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
Tugs: 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.
3. LOA>350m, at least one tug $\geq 5000\text{HP}$.
4. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.
5. LOA>370m & D>14.0m, at least one tug $\geq 6000\text{HP}$ & one tug $\geq 5000\text{HP}$.

ON TRIAL

Location: **KC~~16~~ 17-19****Kwai Chung berth ~~16~~ 17-19***(Declared Depth at berth ~~15.5~~ 16.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
2 if bow & stern thrusters fitted.
D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m refers.

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1
Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m **or Port side to**, 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4
Remarks:

~~060~~ 070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

~~061~~ 071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
Tugs: 4
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.
3. LOA>350m, at least one tug \geq 5000HP.
4. LOA>350m & D>14.0m, at least two tugs \geq 5000HP.
5. LOA>370m & D>14.0m, at least one tug \geq 6000HP & one tug \geq 5000HP.

Location: **KC20****Kwai Chung berth 20***(Declared Depth at Berth 15.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, if D>8m 2
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, if no anchor down 2
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: .

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 310m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 310m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

PAC Paper No. 8/2022

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advices and comments on the proposed amendments to the Berthing Guidelines (BGL).

Background

2. In the Pilotage Advisory Committee (PAC) meeting held on 27 November 2020, it was agreed to revise the berthing guideline with 15.5m draft as the restricting limit for night transit at Ma Wan with immediate effect and subject to a review upon completion of 30 numbers of voyages in the vicinity.

3. Hong Kong Pilots Association (HKPA) has reported that 30 numbers of trial voyages had been completed on 4 July 2022 for container vessels of draft over 15m and not more than 15.5m. The overall comments from the working pilots engaged in the trial operations were positive and normal.

Proposed Amendments

4. In view of the positive feedbacks on the trial, it is proposed to amend paragraph 18(b) in Chapter 2 of the BGL, and remove the notation of "TRIAL" for Location URMPs-URMA-C, to confirm the restricting limit for night transit at Ma Wan is 15.5m as shown in the *Annex*.

Advice Sought

5. Advices and comments from members are sought for the endorsement of this proposal.

Port Control Division
Marine Department
October 2022

Chapter 2

GENERAL

Purposes of Berthing Guidelines

1. The Berthing Guidelines (BGL) provides guidance on the efficient provision of pilotage services.
2. The BGL is a reference for all port users requiring pilotage services. In order to expedite the arrangement of operation involving pilotage, the BGL set out the agreed operational parameters and measures which were endorsed by the Pilotage Advisory Committee (PAC). Owners, operators and agents of ships are encouraged to disseminate relevant information contained in this BGL to their masters of ships.
3. For operations which are not contained in the BGL, it should be discussed among relevant parties, such as VTC and HKPA, on a need basis subject to case by case merits.

Amendments to BGL

4. Proposed amendment should be addressed to PAC (attention: MO Pilotage, see Chapter 11 for contact information) and HKPA for discussion and consideration.

General Remarks

5. These guidelines should be construed as the operations to be performed and conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
6. The working parameters required and the number of tugs deployed are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the master and/or ship's operators to further enhance the safety is encouraged.
7. Any berthing movement which does not fully meet with the parameters set out in the guidelines endorsed by the PAC, but not compromising the safety of the operation, should have the agreement from the Duty Pilot and/or one of the Executive Directors of the HKPA. HKPA would be responsible for coordinating with all the parties involved.
8. For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to be the best and safest route for such vessel.
9. When any special circumstance of the case arises, e.g. adverse weather, No.3 or above tropical cyclone (typhoon) warning signal is issued, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.

10. In emergency or as the situation warrants, these Guidelines are subject to change at short notice.

Under-Keel Clearance (UKC)

11. An UKC of 15% of the vessel's deepest draught is required for any exposed waterways and anchorages including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel.
12. An UKC of 10% of the vessel's deepest draught is required in sheltered fairways, harbour passage, maneuvering basins and approaches to berths and anchorages.
13. To ensure safe navigation, the required UKC must be maintained throughout the entire transit and/or berthing/unberthing operation in all tidal conditions. The height of tide (HoT) to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the whole operation.
14. Ample margin must be allowed for the following when calculating the effective UKC. The required UKC is allowed for various factors, including but not limited to the following:
 - (a) Listing due to e.g. inadequate GM (Vessel Tender);
 - (b) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide; and
 - (c) Squat.
15. Caution: Owners or masters of vessels should consider lightening their vessels to avoid touching bottom due to insufficient UKC.

Time of Operation

16. Time of operation may be imposed as day, night or day light only as follow:-
 - (a) Day - from sunrise to sunset;
 - (b) Night- from sunset to sunrise; and
 - (c) Day Light - 30 minutes before sunrise to 30 minutes after sunset.

Ma Wan Transit Tidal Window

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in their web-site (<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

- (a) **Bulker & Tanker (URMPS/URMA)**
(All vessels other than passenger & container ship)

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

- (b) **Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	>15.5m Draught, day light transit only

- (c) **Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

- (d) **Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

- (a) bow thrusters of total power ≥ 8000HP
 (b) Equipped with azipods.

~~ON TRIAL~~Location : **URMPS-C/URMA-C** **Transit Mawan – Container ship**

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5$ m. thrusters not considered if $D > 13.5$ m).
Remarks: 2 pilots

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~ON TRIAL~~Location : **URMPS-C/URMA-C****Transit Mawan – Container ship**

060 N. bound LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.

Remarks: 2 pilots

070 N. bound LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.

Remarks: 2 pilots

080 N. bound LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.

Remarks: 2 pilots

061 S. bound LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

071 S. bound LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

081 S. bound LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots**General Remarks:**

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

PAC Paper No. 10/2022

PILOTAGE ADVISORY COMMITTEE

Discussion Paper **on** **The Proposed Berthing Guidelines** **For** **the Hong Kong Offshore Liquefied Natural Gas Terminal**

Purpose

The purpose of this paper is to discuss the proposed Berthing Guidelines (BGL) for the Hong Kong Offshore Liquefied Natural Gas (HKOLNG) Terminal as detailed in the ***Annex I***.

Background

2. The HKOLNG Terminal, which is under construction at the site about 2.5 nautical miles east of Tai A Chau (Soko Islands), is scheduled to be commissioned in early 2023. It is approximately 500 meters north of the southern boundary of the Hong Kong SAR.

3. The HKOLNG Terminal is constructed as a double-berth jetty with a Floating Storage and Regasification Unit (FSRU) to be moored at the berth on the east side of the jetty, and a LNG Carrier (LNGC) to be moored on the west side of the jetty. The jetty is adjacent to the southeastern portion of the proposed South Lantau Marine Park to its northwest, the South Cheung Chau Dumping Ground to its East, and the Dangan Channel to its South.

4. Navigation and berthing simulations have been conducted in Hong Kong and the United Kingdom by the project team of the terminal operator, i.e. China Light and Power Hong Kong Limited (CLP) and Hong Kong Electric Co., Ltd

(HKE), and Hong Kong Pilots Association (HKPA). HKPA and the project team had made a proposal on a BGL for the HKOLNGT. Selected senior pilots of HKPA would attend appropriate simulation trainings for berthing FSRUs and LNGCs to and from the HKOLNG Terminal.

Proposed Berthing Guidelines

5. The proposed BGL for the new HKOLNG Terminal at **Annex I** is subjected to be discussed at this meeting. The discussion should include all aspects of the operation parameters including the draft and under-keel clearance (UKC), the time and restricting conditions for operation, the numbers and powers of tugs and the number of pilots required.

6. Subject to the final decision of the Pilotage Authority, the BGL for the HKOLNG Terminal would be put into operation before the HKOLNG Terminal comes into operations.

Consequential Amendments

7. In order to include the new BGLs for the HKOLNG Terminal, consequential amendments to Chapter 1 (as illustrated in **Annex II**) and Chapter 12 (as illustrated in **Annex III**) is required. Consequential amendments to Chapter 7 is also need where opportunity is taken to update berth information for some berths in the Kwai Tsing container terminals in this chapter (as illustrated in **Annex IV**).

Advice Sought

8. Members are invited to discuss and give their advices and comments on the proposed BGL for the HKOLNG Terminal.

Pilotage Unit
Marine Department
November 2022

Draft BGL for HKOLPG Terminal Proposed by HKPA

Location: HKOLNG(W)

Hong Kong Offshore LNG Terminal west berth
(Declared Depth: 15.5 m at Turning Basin / Berth)

010 **Berthing** LOA: Max 350m
Draft: Max. 13m (min 10% UKC)
Time: Day HW-2 to HW+1
Tugs: 4 incl. 1 escort
Remarks: 2 pilots.
Port side to.

011 **Unberthing** LOA: Max 350m
Draft: Max. 13m (min 10% UKC)
Time: Day
Tugs: 4 incl. 1 escort
Remarks: 2 pilots.

General Remarks:

1. One (1) pilot to remain on board during the vessel's stay at berth for the LNGC.
2. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.
3. Berthing/unberthing operations shall be postponed/completed before typhoon signal No.3 hoisted.
4. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
5. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.
6. All tugs are required to be readily standing by at the Pilot Boarding Area.
7. Guard tug employed by owners agents for emergency situation and traffic control.

Location: HKOLNG(E)

Hong Kong Offshore LNG Jetty east berth
(Declared Depth: 15.5 m at Turning Basin / Berth)

010 **Berthing** LOA: Max 350m
Draft: Max. 13m (min 10% UKC)
Time: Day HW-2 to HW+1
Tugs: 4 incl. 1 escort
Remarks: 2 pilots.
Starboard side to.

011 **Unberthing** LOA: Max 350m
Draft: Max. 13m (min 10% UKC)
Time: Day
Tugs: 4 incl. 1 escort
Remarks: 2 pilots.

General Remarks:

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted
2. Berthing/unberthing operations shall be postponed/completed before typhoon signal No.3 hoisted.
3. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
4. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.
5. All tugs are required to be readily standing by at the Pilot Boarding Area.
6. Guard tug employed by owners agent for emergency situation and traffic control.

Chapter 1**CONTENTS****1. Table of Contents**

Chapter	Description	Date of Endorsement
1	Table of Contents	<i>Pending</i>
2	General	Amended-w.e.f. 04 Jan. 2018
3	Berthing Remarks	Amended-w.e.f. 10 Jun. 2022
4	Guidelines on Tug Requirements	Amended-w.e.f. 10 Jun. 2022
5	Tugs information	Amended-w.e.f. 24 Aug. 2021
6	Floating docks information	Edition – 07 Jan. 2016
7	Berth/wharf/terminal information	<i>Pending</i>
8	Government mooring buoys	Amended-w.e.f. 30 Mar. 2020
9	Tropical Cyclone (Typhoon) procedure	Amended-w.e.f. 04 Jan. 2018
10	Miscellaneous	Amended-w.e.f. 30 Mar. 2020
11	List of Useful Contacts	Edition – 07 Jan. 2016
12	Berthing guidelines by Location Code	<i>Pending</i>
13	Amendment log sheet	N/A

2. Index of Berthing Guidelines by Location Code

Code	Location	Date of Endorsement
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT- PC	Central Harbour Transit – Passenger Ship (Conventional)	Amended-w.e.f. 04 Jan. 2018
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	Added-w.e.f. 04 Jan. 2018
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Amended-w.e.f. 10 Jun. 2022
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Amended-w.e.f. 30 Mar. 2020

Note: Only pages 1 & 2 are affected.

Berthing Guidelines*Pending endorsement*

Code	Location	Date of Endorsement
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Amended-w.e.f. 04 Jan. 2018
EURO-2	Euro-Asia berth 2	Amended-w.e.f. 04 Jan. 2018
EURO-3P	Euro-Asia berth 3P	Amended-w.e.f. 04 Jan. 2018
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
HKOLNG(E)	Hong Kong Offshore LNG Terminal East berth	<i>Pending</i>
HKOLNG(W)	Hong Kong Offshore LNG Terminal West berth	<i>Pending</i>
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC 1	Kwai Chung berth 1	Amended-w.e.f. 10 Jun. 2022
KC 2	Kwai Chung berth 2	Amended-w.e.f. 10 Jun. 2022
KC3	Kwai Chung berth 3	Amended-w.e.f. 10 Jun. 2022
KC4	Kwai Chung berth 4	Amended-w.e.f. 10 Jun. 2022
KC5	Kwai Chung berth 5	Amended-w.e.f. 10 Jun. 2022
KC6	Kwai Chung berth 6	Amended-w.e.f. 10 Jun. 2022
KC6/O-F	Kwai Chung berth 6 outer-foul	Amended-w.e.f. 10 Jun. 2022
KC7	Kwai Chung berth 7	Amended-w.e.f. 10 Jun. 2022
KC7/O-F	Kwai Chung berth 7 outer-foul	Amended-w.e.f. 10 Jun. 2022
KC8, 9	Kwai Chung berth 8 & 9	Amended-w.e.f. 10 Jun. 2022
KC10C, 10E	Kwai Chung berth 10C & 10E	Amended-w.e.f. 10 Jun. 2022
KC10W	Kwai Chung berth 10W	Amended-w.e.f. 10 Jun. 2022
KC11	Kwai Chung berth 11	Amended-w.e.f. 10 Jun. 2022
KC12	Kwai Chung berth 12	Amended-w.e.f. 10 Jun. 2022
KC13-14	Kwai Chung berth 13-14	Amended-w.e.f. 10 Jun. 2022
KC15	Kwai Chung berth 15	Amended-w.e.f. 10 Jun. 2022
KC16	Kwai Chung berth 16	Amended-w.e.f. 10 Jun. 2022
KC17-19	Kwai Chung berth 17-19	Amended-w.e.f. 10 Jun. 2022
KC20	Kwai Chung berth 20	Amended-w.e.f. 10 Jun. 2022
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

Note: Only pages 1 & 2 are affected.

Chapter: 12

BERTHING GUIDELINES

** INDEX **

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	MWA	Ma Wan anchorage
BUOY	Government mooring buoy	NLA	North Lamma anchorage
CCEMENT	China Cement Company (TSK)	NWLA	North West Lamma anchorage
CFT	China ferry terminal	OTN	Ocean Terminal north berth
CHT-PC	Central Harbour Transit – Passenger Ship (Conventional)	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS	Ocean Terminal south berth
CLPTSK	China light power station (TSK)	OTS/O-F	Ocean Terminal south berth outer-foul
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-S	China Merchant Kennedy Town south berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CVX	Chevron T/Y main berth	PSSA-E	Pun Shan Shek anchorage east
CVX-5	Chevron T/Y No. 5 berth	PSSA-W	Pun Shan Shek anchorage west
CVX-6A	Chevron T/Y No. 6A berth	RDGA	Reserved dangerous goods anchorage
CVX-LPG	Chevron T/Y LPG berth	RTT-1	River Trade Terminal No.1 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-2	River Trade Terminal No.2 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-4	River Trade Terminal No.4 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	RTT-5	River Trade Terminal No.5 berth
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-3P	Euro-Asia berth 3P	SHELL	Shell oil terminal main berth
HKELECT(N)	Lamma power station north wharf	SHELL-1E	Shell No. 1 east & west berth
HKELECT(S)	Lamma power station south wharf	SHELL-2E	Shell No. 2 & 3 east & west berth
HKOLNG(E)	Hong Kong Offshore LNG Terminal east berth	SHELL-LPG	Shell oil terminal LPG berth
HKOLNG(W)	Hong Kong Offshore LNG Terminal west berth	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1	Kwai Chung berth 1	SINO-C	Sinopec T/Y east berth (C)
KC2	Kwai Chung berth 2	SINO-CW	Sinopec Chai Wan berth
KC3	Kwai Chung berth 3	SINO-3	Sinopec T/Y No. 3 berth
KC4	Kwai Chung berth 4	SLA	Anchorage South of Lamma Island
KC5	Kwai Chung berth 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC6	Kwai Chung berth 6	SSK-2	Sham Shui Kok Anchorage No. 2
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7	Kwai Chung berth 7	SWSTL	Shiu Wing steel wharf (TSK)
KC7/O-F	Kwai Chung berth 7 outer-foul	THA	Tolo harbour anchorage
KC8, 9	Kwai Chung berth 8& 9	TOW	Ship under tow
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW-BERTH	Ship under tow to/from berth
KC10W	Kwai Chung berth 10W	TPGAS	Tolo harbour Town Gas wharf
KC11	Kwai Chung berth 11	TSK-MHB	Tap Shek Kok Material Handling Berth
KC12	Kwai Chung berth 12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C	Transit Mawan – Container ship
KC16	Kwai Chung berth 16	/URMA-C	
KC17-19	Kwai Chung berth 17-19	URMPS-PC/	Transit Mawan – Passenger ship
KC20	Kwai Chung berth 20	URMA-PC	(Conventional)
KEL-1	Kellett Anchorage No. 1	URMPS-PH/	Transit Mawan – Passenger ship (Highly
KEL-2	Kellett Anchorage No. 2	URMA-PH	Maneuverable)
KEL-3	Kellett Anchorage No. 3	WA-2	Western anchorage No.2
KTCT-1	Kai Tak Cruise Terminal berth 1	WA-1	Western anchorage No.1
KTCT-2	Kai Tak Cruise Terminal berth 2	WA-2	Western anchorage No.2
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	WA-3	Western anchorage No.3
KYCA	Kau Yi Chau DG anchorage	WQA	Western quarantine anchorage
LOP	Lok On Pai oil berth	YMTA	Yau Ma Tei anchorage
MFT	Macau ferry terminal	YUENFAT	Yuen Fat wharf No.2 berth

Note: The BGLs for HKOLNG(E) & HKOLNG(W) will be inserted after HKELECT(S)

Berthing Guidelines

Pending endorsement

Chapter 7

BERTH /WHARF/TERMINAL INFORMATION

BERTH	Max. Draft(m)	Max. LOA(m)	Berth Direction	Berth Length	Telephone No.		
ASB-JB	6.0	85	030/210	63.5	3183 4300		
CCEMENT	14.0	240	112/292	270	2440 5111	2440 5233	
CFT	6.5	153	078/258	270	2738 2906		
CLPTSK	16.8	280	134/314	545	2404 8402		
CMKEN-N	9.5	156	056/236	170	2816 8398	9125 3298	
CMKEN-S	7.0	120	056/236	140	2816 8398	9125 3298	
CVX	12.6	235	162/342	90	2588 7654		
CVX-5	3.2	80	035/215	80	2588 7654		
CVX-6A	7.3	110	055/235	50	2588 7654		
CVX-LPG	6.5	114	072/252	95	2588 7654		
EMTY-E1	14.63	274	082/262	255	2172 8273	2179 8277	
EMTY-E4	5.5	107	082/262	30	2172 8273	2172 8277	
EMTY-W1	14.6	250	089/269	267	2172 8132	2172 8133	
EMTY-W2	7.5	107	089/269	41	2172 8132	2172 8133	
EURO-1	9.0	165	020/200	240	2436 8222	9603 9692	
EURO-2	9.5	200	020/200	280	2436 8233	9603 9692	
EURO-3P	8.6	165	148/328	215	2436 8233	9603 9692	
HKELECT(N)	14.6	262	170/350	290	2982 6270	2982 6274	9423 6670
HKELECT(S)	14.6	262	170/350	290	2982 6270	2982 6274	9423 6670
HKOLNG(W)	13.0	350	165/345	392	2678 4522		
HKOLNG(E)	13.0	350	165/345	392	9020 2715	9657 0316	
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645		
KC1-2	14.0	370	163/343	305	2115 3552		
KC2	14.0 15.5	370	163/343	305	2115 3552		
KC3	14.0	370	163/343	305	2489 4745		
KC4	14.2	370	163/343	305	2619 7792		
KC5	15.0 15.5	400	073/253	472	2115 3552		
KC6	14.2	350	073/253	564	2619 7792		
KC7	15.0 15.5	350	073/253	564	2619 7792		
KC8-9	15.0 16.0	400	163/343	380 830	2619 7792		
KC9	15.0	400	163/343	450	2619 7792		
KC10	15.0 15.5	370	073/253	700	2619 7792		
KC11	15.0 15.5	340	073/253	338	2991 8022		
KC12	15.0 15.5	370	073/253	338	2991 8022		
KC13-14	15.0 15.5	370 400	073/253	338 676	2991 8022	2276 8137	2276 8138
KC14	15.0	370	073/253	338	2276 8137	2276 8138	
KC15	15.0 15.5	370	163/343	350	2619 3021		
KC16	15.0 15.5	400	163/343	350	2619 3021		
KC17-1819	15.0 16.5	400	163/343	300 900	2115 2616	2920 2616	2920 2645
KC19	15.0	400	163/343	300	2920 2616	2920 2645	
KC20	15.0 15.5	310	042/222	340	2115 2616	2920 2616	2920 2645
KTCT-1	11.0	365	134/314	450	6711 7920		
KTCT-2	11.0	365	134/314	400	6711 7920		
LOP	8.0	122	089/269	125	2618 0192	9369 2741	
MFT	5.0	120	104/284	220	2547 4039		
OTN	8.5	270	078/258	340	2118 8951		
OTS	10.67	290	078/258	381	2118 8951		
PAFF-E	15	230	135/315	264	2212 5720	2212 5721	
PAFF-W	15	195	135/315	241	2212 5720	2212 5721	
RTT-1	8.5	175	116/296	200	2122 7155	9728 6230	
RTT-2	8.5	150	026/206	250	2122 7155	9728 6230	
RTT-4	8.5	170	026/206	240	2122 7155	9728 6230	
RTT-5	8.5	175	116/296	300	2122 7155	9728 6230	
SHACHAU	7.5	120	163/343	152	2613 9127	2988 6161	
SHELL	14.5	245	150/330	226	2432 8704		
SHELL-1E	6.5	100	008/188	80	2432 8704		
SHELL-2E	5.5	90	008/188	75	2432 8704		
SHELL-LPG	8.0	135	150/330	118	2432 8704		
SINO-A	14.0	250	086/266	280	2431 3090		
SINO-B	7.5	120	086/266	129	2431 3090		
SINO-C	6.5	90	086/266	115	2431 3090		
SINO-CW	5.0	65	172/352	70	2558 8341		
SINO-3	7.5	120	124/304	>150	2431 3090		
SSK-TD	5.0	70	040/220	50	2984 3200		
SWSTL	10.3	200	125/305	215	2618 8761		
TPGAS	11.0	228	120/300	300	2666 2106	9092 1684	
TSK-MHB	8.0	120	038/218	140	2404 8402		
YUENFAT	6.7	153	040/220	171	-		

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' advices and comments on proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. It was proposed to amend the BGL of some locations in chapter 12 with updated information as follow:-

a. Location TOW - Ship under tow (*see Annex I*)

To amend the maximum air draft of 53m in remark 3 to read "54.6m at any time, and 57m during the period of Specified Hours", bringing it in line with the height restriction for passage under the Tsing Ma bridge.

b. Location TOW-BERTH - Ship under tow to/from berth
(*see Annex II*)

To add a general remark to indicate this BGL is applicable to ships under tow to/from anchorage/Government Mooring Buoys.

c. Location URMPS/URMPA – Transit Mawan - Bulker & Tanker
(*see Annex III*)

- i. To replace "UR2 buoy" with "TSK buoy" as per renaming of the buoy; and
- ii. To delete item 8 in the general remarks which is redundant as times of operation are specified in individual items of the BGL.

d. Locations URMPS-PC/URMA-PC & URMPS-PH/URMA-PH
- Transit Mawan – Passenger ships (*see Annex IV*)

- i. To add new items 010 and 011 in these 2 locations for ships with a smaller LOA of Max 200m where no restriction on Mawan transit tidal window is required;
- ii. To renumber existing items accordingly; and
- iii. To delete item 5 in the general remarks which is redundant as times

of operation are specified in individual items of the BGL.

3. It was also proposed to add a BGL for a new location SCCA after Location RTT-5 for the newly established South Cheung Chau Anchorage with details as shown in ***Annex V***. This BGL is modeled on Location SLA.

Presentation

4. This paper will be presented by Marine Manager/Pilotage.

Advice Sought

5. Advices and comments from members are sought for the endorsement of this proposal.

Marine Department
May 2023

Location : **TOW****Ship under tow**

010 **Towing** LOA: Max 183m
Draft: Max 8.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2. If D>8m, 3.
 (Thrusters not considered)
Remarks: See General Remarks

020 **Towing** LOA: Max 214m
Draft: Max 9.5m (min 10% UKC)
Time: See General Remarks
Tugs: 3 (Thrusters not considered)
Remarks:

030 **Towing** LOA: Max 290m
Draft: Max 14m (min 10% UKC)
Time: See General Remarks
Tugs: 4 (Thrusters not considered)
Remarks: 2 pilots

General Remarks:

1. 2 pilots required if towing time exceed 5 hours.
2. **TOLO HARBOUR:** subject to suitable towing arrangement and weather condition.
3. Vessel or barge under tow **TRANSIT MAWAN;** (Max air draft ~~53m~~ 54.6m at any time, and 57m during the period of Specified Hours)
 - a. Inform VTC well in advance.
 - b. Tow LOA>183m prior consultation/meeting with VTC is required.
 - c. 2 pilots required if LOA>168m.
 - d. For inbound ships under tow to Shenzhen ports via Mawan, the ocean tug and the tow shall be considered as one unit without the need for disconnection.
 - e. Subject to current condition @ Mawan:
 - i. LOA≤230m: RESTRICTED TRANSIT PERIOD @ Mawan = Current Against >2.5 Knots / With>1.5 Knots.
 - ii. LOA>230m: RESTRICTED TRANSIT PERIOD @ Mawan = Current Against >1.5 Knots / With>0.5 Knots.
 - f. LOA ≥198m or Draft ≥ 8.5m or speed less than 5.0 knots, daylight transit only.
 - g. LOA>290m to be approved case by case or requires additional tug as deemed necessary.

Ship under tow to/from berth

031 **Unberthing** LOA: Max 320m
Draft: Max 13.8m (min 10% UKC)
Time: D&N slack water
Tugs: 4 (Thrusters not considered)
Remarks: 2 pilots.
 Sufficient F&A clearance.
 Subject to any one of the executive
 director's decision.

This BGL for TOW-BERTH is applicable to Ship under tow to/from anchorage or GMB.

ON TRIAL

Location : URMPS/URMA

Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 To URMA: +1 @ URMA if D>10m.

021 **S. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 From URMA: +1 @ URMA if
 D>10m.

Remarks: Day 1 pilot, Night 2 pilots.**Remarks:** Day 1 pilot, Night 2 pilots.

030 **N. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort from
 Kellett buoy to ~~UR-2-buoy~~ TSK buoy
 if D> 9m.
 To URMA: +1 @ URMA if D>10m.

031 **S. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort
 from ~~UR-2-buoy~~ TSK buoy to
 Kellett buoy if D> 9m.
 From URMA: +1 @ URMA if
 D>10m.

Remarks: 2 pilots**Remarks:** 2 pilots.

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit; from GI if D>10m.
 To URMA: 1 escort for Mawan
 Transit +1 @ URMA; 1 escort from
 GI through to URMA if D>10m.

041 **S. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit.
 From URMA: 1 escort Mawan
 Transit; from URMA if D>10m.

Remarks: 2 pilots**Remarks:** 2 pilots

ON TRIAL

Location : URMPS/URMA

Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

050 **N. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.
Remarks: 2 pilots

051 **S. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.
Remarks: 2 pilots

060 **N. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.
Remarks: 2 pilots

061 **S. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.
Remarks: 2 pilots

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :
 @URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lightenening or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
7. During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended.
- ~~8. Subject to Mawan transit tidal window.~~

ON TRIAL

Location : **URMPS-PC/URMA-PC** **Transit Mawan – Passenger Ship
(Conventional)**

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

~~010~~**020** **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

~~020~~**030** **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~030~~**040** **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~040~~**050** **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

~~011~~**021** **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

~~021~~**031** **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~031~~**041** **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~041~~**051** **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

General Remarks:

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor

within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

~~5. Subject to Mawan transit tidal window.~~

Location : **URMPS-PH/URMA-PH** Transit Mawan – Passenger Ship(Highly Maneuverable)

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

~~010~~**020** **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

~~011~~**021** **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

~~020~~**030** **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~021~~**031** **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~030~~**040** **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~031~~**041** **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).
Remarks: 2 pilots

~~040~~**050** **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

~~041~~**051** **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots

Remarks: 2 pilots

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - a. Bow thrusters of total power $\geq 8000\text{HP}$
 - b. Equipped with azipods.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
- ~~5. Subject to Mawan transit tidal window.~~

Location : **SCCA****South Cheung Chau anchorage**

010 **To anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1

011 **From anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1

Remarks:**Remarks:****General remarks:**

The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.

The PAC meeting concluded to delete the tug requirement and General Remarks for Annex V. (para. 27 of the NoM refers)

PAC Paper No. 6/2023**PILOTAGE ADVISORY COMMITTEE****Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships****Purpose**

This paper serves to seek members' comments on a proposed trial scheme to facilitate more regular use of the Central Fairway, Northern Fairway and Western Fairway (collectively referred to as Central Harbour Transit ("CHT")) by cruise ships berthing at KTCT, with reference to the latest findings and recommendations of a marine traffic impact assessment ("MTIA") consultancy study conducted by a consultant ("the Consultant") engaged by the Tourism Commission ("TC").

Background

2. Since 1994, vessels over 120m in length are required to apply to the Marine Department ("MD") for permission for CHT on a case-by-case basis to ensure navigational safety of vessels navigating in the vicinity of the Central Harbour. When this transit restriction was implemented, major marine works projects along the Victoria Harbour were planned/underway¹ and maritime industrial facilities such as Public Cargo Working Areas ("PCWAs") within the Victoria Harbour were also in use together with non-scheduled pleasure yacht events. The transit restrictions were to ensure navigational safety amidst the concentration of maritime activities in the Central Harbour. Whilst future works projects within the Victoria Harbour could not be ruled out at this stage, the aforementioned major works projects which disrupted fairway traffic have since been completed and some PCWAs, including the Kwun Tong PCWA and Wan Chai PCWA, have also been relocated.

3. The cruise industry has long appealed to allow more regular CHT to boost cruise tourism by leveraging the iconic scenery of Victoria Harbour and the Symphony of Lights show. Having regarded that the Marine Traffic and Port Users Study conducted during the design phase of KTCT only covered passenger ship arrival and departure via the Eastern Fairway, Lei Yu Mun ("LYM") and Tathong Channel, and did not cover CHT, TC, in response to the industry's request, commissioned a study in 2022 to assess the feasibility of allowing CHT

¹ For example, Central and Wan Chai Reclamation, Shatin to Central Link (East Rail Line Cross-Harbour Extension), Western Harbour Crossing, West Kowloon Reclamation etc.

on a more regular basis under a set of conditions.

Current arrangements

4. Currently, cruise ships calling at KTCT and with length overall 120m or above are required to apply to the Vessel Traffic Centre (“VTC”) of MD for approval if they wish to conduct CHT. In practice, it is noted that permission is usually granted subject to conditions and the prevailing weather and marine traffic situation. The Berthing Guidelines (“BGL”) for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)” (**Annex I** refers), endorsed by Pilotage Advisory Committee (“PAC”) and published by MD in 2018, sets out the conditions and requirements.

Marine Traffic Impact Assessment and Trial Scheme

5. To promote cruise tourism by allowing cruise ships to safely conduct CHT, TC, after consultation with MD, has commissioned a MTIA within the designated study area² (**Annex II** refers). The MTIA aims to identify and assess the marine traffic impacts and navigational risks that would be brought about by regular CHT of cruise ships and to provide workable mitigation measures, including but not limited to safe and practicable transit conditions, transit window and related stakeholders’ awareness of the transit. The MTIA also covers a review of port facilities and marine works (including both planned and in progress), risk analysis of historical traffic data obtained from the MD’s Vessel Traffic Surveillance system and real time camera-monitoring of marine traffic.

6. After a review of marine traffic and other relevant conditions, the Consultant has identified, amongst others, that the lowest volume of aggregate marine traffic in the Central Harbour is between 19:00 – 22:00 under normal conditions. No insurmountable navigational risks have been identified. The Consultant therefore proposes to establish **a transit window between 19:00-22:00 on a trial basis** (“trial scheme”) to allow passenger vessels calling at KTCT and falling within certain categories (i.e. highly manoeuvrable passenger ships under 345m length overall and conventional passenger ships under 290m length overall) to conduct CHT without the need for prior approval from VTC, subject to a compliance with the relevant BGL.

The Trial Scheme

7. With regard to the permissible transit window from 19:00 - 22:00, the Consultant has drawn up the earliest and latest pilot on board time for inbound vessels and terminal departure time for outbound vessels participating in the trial

² The Study Area covers the waters from Lei Yue Mun to south of Tsing Yi Island, including the Western Fairway, the Yau Ma Tei Fairway, the North Green Island Fairway, the Central Fairway, the Sulphur Channel, the Hung Hom Fairway, the Northern Fairway, the Eastern Fairway and the Southern Fairway and their adjacent waters.

scheme (please see **Annex III** for details). The trial period will be for 24 months, and the expectation is that the number of passenger vessels, including cruise ships plying in the Victoria Harbour, will gradually return to pre-COVID-19 level during the period. Depending on the outcomes of the trial scheme and feedback from stakeholders, the possibility of regularising the transit arrangement and/ or expanding the transit window to cover a longer duration will be explored.

8. For CHT outside the trial scheme period (i.e., 19:00-22:00) and vessels falling outside of the classes listed in paragraph 6, vessels are required to apply to VTC for permission on a case-by-case basis in accordance with the existing practice. Meanwhile, given the increasing size of cruise ships, TC will continue to explore with MD if the maximum overall lengths that have been adopted by BGL can be further relaxed, particularly if the trial scheme has been conducted smoothly for some time.

Proposed Conditions in Association with the Trial Scheme

9. To facilitate a favourable operational condition for CHT, the Consultant has suggested the following mitigation measures during the trial scheme:

- (a) Priority for use of the harbour shall be given to events as promulgated by Marine Department Notices (MDNs), such as fireworks displays, sea parades and large-scale water sports events like the Around-the-Island Race. The cruise line or its agents shall review relevant MDNs prior to transit to prevent any possible clashes;
- (b) No head-on/overtaking actions are allowed by cruise ships when conducting CHT;
- (c) Proper scheduling of CHT by port agents, effective and efficient communication and timely coordination between pilots-on-board respective ships and related stakeholders, and if necessary, involvement of VTC, would be conducive to facilitating safe movement of vessels generally, particularly the possible conflicting traffic situations arising from two-way traffic of OGVs with wider beams, for example;
- (d) Deployment of an additional escort tug as per the proposed berthing guideline at Annex IV; and
- (e) During the trial period, large-scale marine works for the Kau Yi Chau Project may be implemented and impact fairways along the CHT route. The CHT trial is subject to change or suspension if there is any significant change of marine traffic along the route, including Western Fairway, Northern Fairway, Central Fairway, etc., depending on the impact of the works.

Suggested BGL for the Trial Scheme

10. Subject to the agreement of the proposed trial scheme, a separate BGL for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable) (Trial Window)” were developed at **Annex IV**.

Cruise Passengers’ Positive Feedback on Central Fairway Transit

11. Since the resumption of international cruises in January 2023, several cruise ships on their maiden calls to Hong Kong have been permitted to transit the Central Fairway. Cruise passengers onboard were able to enjoy the magnificent views of Hong Kong’s skyline and the Symphony of Lights show, contributing greatly to the success of the “Hello Hong Kong” campaign in welcoming visitors. From media reports, posts on social media as well as feedback obtained globally by the Hong Kong Tourism Board, cruise ships transiting the Central Fairway have been very well received by both cruise passengers and cruise lines. The relevant reports and posts have also substantially enhanced the worldwide image of Hong Kong.



Mein Schiff 5 transiting the Central Fairway upon departure on 9 March 2023

12. We believe that allowing more frequent and regular CHT of cruise ships through the Central Fairway will further enhance the attractiveness of Hong Kong as a cruise destination. From a wider perspective, the arrangement will give us an opportunity to showcase the stunning Victoria Harbour and to take advantage of a more connected harbourfront promenade for the community and tourists alike to appreciate the vibrant harbour with international cruise ships sailing through.

Consultation

13. We have consulted stakeholders to solicit their views on facilitating passenger vessels to regularly transit the Central Fairway (**Annex V** refers). Generally, stakeholders supported the proposal and agreed that the proposal will significantly enhance the attractiveness of cruises including Hong Kong as a destination in their itineraries.

14. As the trial scheme will increase vessel traffic in the Central Harbour, the Royal Hong Kong Yacht Club, the Hong Kong Cargo-Vessel Traders' Association Ltd., and the Hong Kong China Rowing Association would like to have advance notice or more transparency about the Central Fairway schedule so as to help minimise any adverse impacts. Similarly, the Hong Kong and Kowloon Ferry asked for advanced schedule to avoid delay in their ferry schedule caused by the trial scheme. Accordingly and as one of our recommendations (see paragraph 15(d) below), the terminal operator of KTCT will publish the Central Fairway transit schedule on their website.

Recommendations

15. Given the latest marine traffic analysis and the consultation with stakeholders, we recommend:

- (a) adopting on a trial basis 19:00-22:00 as a transit window for CHT for a period of 24 months whereby cruise ships falling within certain classes of passenger ships (i.e. highly manoeuvrable passenger ships under 345m overall length and conventional passenger ships under 290m overall length) can transit through the Central Fairway, conditional on their full compliance with relevant BGL and subject to applicable conditions (including those listed in paragraphs 7 and 9 above);
- (b) for cruise ships wishing to conduct CHT outside the trial scheme window or not falling within the classes of passenger ships mentioned in (a), the requirement for prior approval from MD's VTC on a case-by-case basis should be maintained in accordance with the existing practice;
- (c) a separate BGL for "CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)" at **Annex IV** to be endorsed by PAC; and
- (d) the terminal operator of KTCT publishing the Central Fairway transit schedule in advance to inform harbour users and the general public.

Way forward

16. Subject to the views of the relevant consultative committees³ under MD and the endorsement of the separate BGL by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in January of 2024.

³ They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessel Advisory Committee (LVAC) and High Speed Craft Consultative Committee (HSCCC).

Advice Sought

17. Members are invited to give views on the latest findings of the MTIA and the recommendations as stated in paragraph 15 above.

Tourism Commission
December 2023

Supplementary Notes to PAC Paper No. 6/2023

PILOTAGE ADVISORY COMMITTEE LOCAL VESSELS ADVISORY COMMITTEE PORT OPERATIONS COMMITTEE HIGH SPEED CRAFT CONSULTATIVE COMMITTEE

Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships

Purpose

In response to the discussion of PAC Paper No.6/2023 (the paper) and members' comments as expressed at the Pilotage Advisory Committee ("PAC") held on 28 December 2023, this paper seeks members' views of the supplementary information to the paper and the proposed amendments to the Berthing Guidelines for transit window ("BGL (Transit Window)") which were originally attached at Annex IV to the paper.

Background

2. During the discussion of the paper held at PAC meeting, the Hong Kong Pilots Association (HKPA) raised concerns regarding the condition on "*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*" (paragraph 9(b) of the paper refers). The HKPA stated that due to the general mixed and conflicting traffic situations along the Western Fairway, particularly within the junction area connecting the Western Fairway and Northern Fairway, avoiding actions to avert collision may become inevitable and therefore make head-on/overtaking actions necessary, which would be in contravention of the proposed conditions for the Trial Scheme.

3. Further, HKPA stated also that clarity should be provided as to when tug services shall cease for cruise ship transiting via Ma Wan Fairway under the General Remark item no. 4 of the proposed Berthing Guidelines which states "*Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for between berth and GI*". To ensure navigation safety, tug(s) shall be required between berth and GI for transit via Western Fairway and between berth and Tsing Ma Bridge for transit via Ma Wan Fairway.

4. At the PAC meeting, Tourism Commission expressed that supplementary information for the above two paragraphs would be provided for circulation to members.

Supplementary Information

5. With regard to “*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*”, it is hereby proposed to amend the wordings as:

“No head-on/overtaking actions are allowed by cruise ships *to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4);*”

6. With regard to the General Remark item no. 4 of the proposed Berthing Guidelines, it is hereby proposed to amend the wordings as:

“Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required *for the passage:*

(a) *via Western Fairway: between berth and GI,*

(b) *via Ma Wan Fairway: between berth and Tsing Ma Bridge.”*

Way forward

7. Subject to the views of the relevant consultative committees¹ under MD and the endorsement of the supplementary information by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in February of 2024.

Advice Sought

8. Members’ comments are invited.

Tourism Commission
February 2024

¹ They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessels Advisory Committee (LVAC) and the High-Speed Craft Consultative Committee (HSCCC).

ON TRIALLocation: **CHT-PC****Central Harbour Transit – Passenger Ship
(Conventional)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: D&N LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: D&N HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots.
 Removal of N1 & N2 buoys.
 1 guard boat to clear the passage.

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
4. Subject to VTC prior approval & traffic condition.
5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

ON TRIALLocation: **CHT-PH****Central Harbour Transit – Passenger Ship
(Highly Maneuverable)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: 24 hrs
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

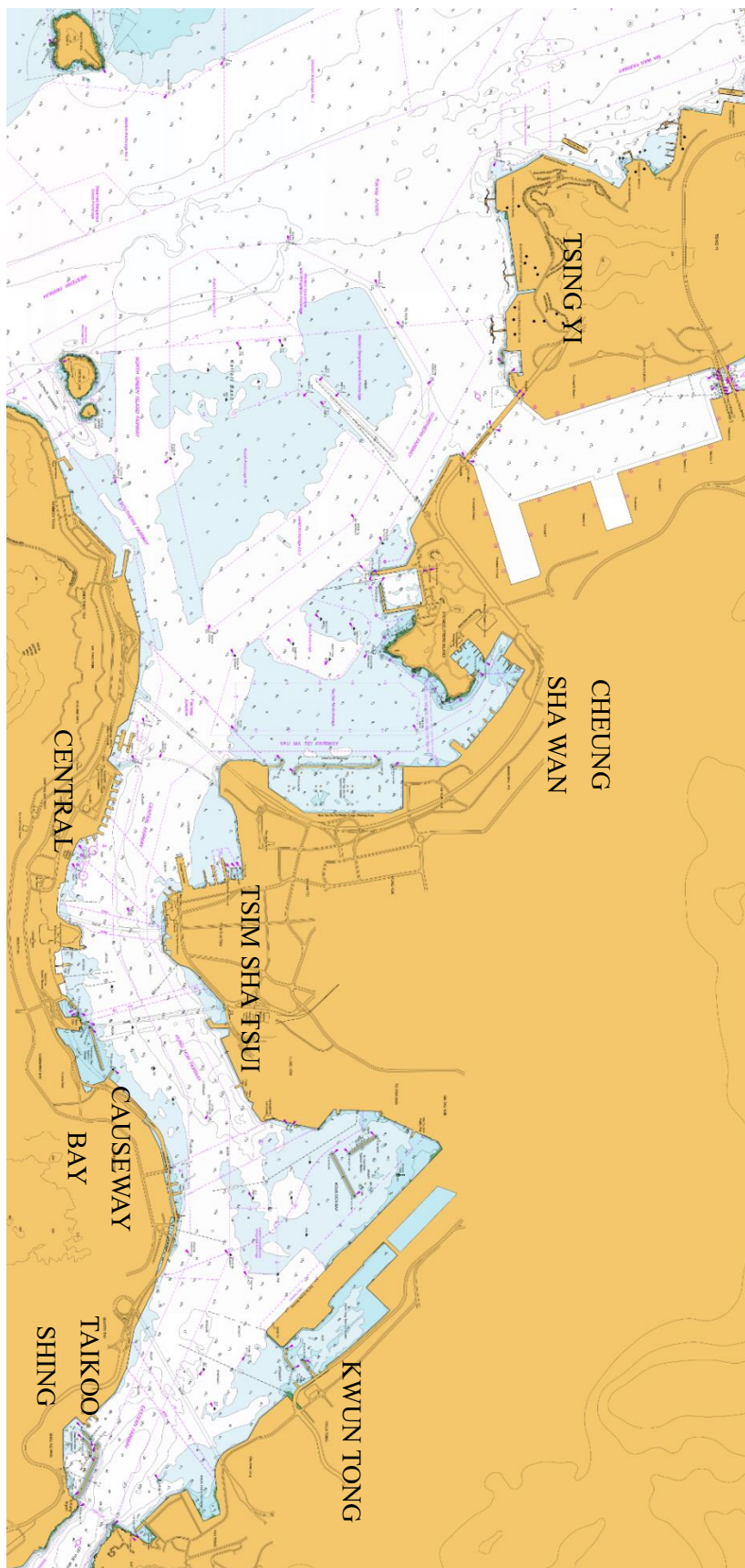
040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile.
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
4. Subject to VTC prior approval & traffic condition.
5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
 - (a) East Bound: From GI to LYM.
 - (b) West Bound: From TCS4 to GI.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

MTIA Study Area



Estimated Timelines on CHT window

Ngan Chau Pilot Station

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1900 (earliest)	1920	1930	About 10 knots (not more than 8 knots within the Central Harbour)	2030	1 hr. 45 min /about 15.5 NM
		2045 (latest)	2120	2130		2230	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1830 (earliest)	1930	1945	About 10 knots (not more than 8 knots within the Central Harbour)	2015	1 hr. 45 min /about 15.5 NM
		2030 (latest)	2130	2145		2215	

Urmston Road Pilot Station

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1900 (earliest)	1920	1930	About 12 knots (not more than 8 knots within the Central Harbour)	2055	2 hr. 10 min /about 23.5 NM
		2045 (latest)	2120	2130		2255	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1800 (earliest)	1925	1940	About 12 knots (not more than 8 knots within the Central Harbour)	2010	2 hr. 10 min /about 23.5 NM
		2000 (latest)	2125	2140		2210	

Berthing Guidelines*Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**

Location: **CHT-PC-TW** **Central Harbour Transit – Passenger Ship**
(Conventional) (Trial Window)

010	East Bound LOA: Max 230m	011	West Bound LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 to 2200 hours	Time:	between 1900 to 2200 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
020	East Bound LOA: Max 270m	021	West Bound LOA: Max 270m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 to 2200 hours	Time:	between 1900 to 2200 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
030	East Bound LOA: Max 290m	031	West Bound LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)	Draft:	Max 9.5m (min 10% UKC)
Time:	between 1900 to 2200 hours & LW-2 to HW	Time:	between 1900 to 2200 hours & HW+1 to LW+1
Tugs:	2 escort	Tugs:	2 escort
Remarks:	2 pilots. 1 guard boat to clear the passage.	Remarks:	2 pilots. 1 guard boat to clear the passage.

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is set for the trial scheme from 1 January 2024 to 31 December 2025 for participating conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage between berth and GI.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.

Berthing Guidelines*Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**Location: **CHT-PH-TW****Central Harbour Transit – Passenger Ship
(Highly Maneuverable) (Trial Window)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: *between 1900 to 2200 hours*
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is set for the trial scheme from 1 January 2024 to 31 December 2025 for participating highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage between berth and GI.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.

Summary of Consultation with Relevant Stakeholders

A. Maritime Industry

Date	Name of stakeholder	Expressed views
21 st Sept. 2022	Hong Kong Pilots' Association	<ol style="list-style-type: none"> 1. No insurmountable navigational difficulties for cruise ships conducting Central Fairway transit; 2. Presence of MD patrol boats during Central Fairway transit preferred.
30 th Sept. 2022	<p>Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.</p> <p>Hong Kong Cargo-Vessel Traders' Association Ltd.</p>	<ol style="list-style-type: none"> 1. Welcomed and agreed regular Central Fairway transit would be of great economic benefit to Hong Kong; 2. Concerned about potential conflicts with morning commercial traffic; 3. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.
16 th Mar. 2023	Star Ferry Co. Ltd.	<ol style="list-style-type: none"> 1. Reported no significant disruption to ferry schedule due to CHT of cruise ship on evening of 9th Mar 2023; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.
17 th Mar. 2023	Hong Kong & Kowloon Ferry Ltd.	<ol style="list-style-type: none"> 1. No significant impacts to ferry operations anticipated due to low volume of transiting cruise ships. 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit;
22 nd Mar. 2023	Sun Ferry Services Co. Ltd.	<ol style="list-style-type: none"> 1. Reported no disruption to ferry schedule due to CHT of cruise ship on evening of 9th Mar 2023; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.
24 th Mar. 2023	Chu Kong Shipping Enterprises (Group) Co. Ltd.	<ol style="list-style-type: none"> 1. Stated no impacts to company activities.

Annex V to PAC Paper No. 6/2023

Date	Name of stakeholder	Expressed views
19 th May 2023	Guangdong-Hong Kong Feeder Association Ltd.	1. Stated no impacts to Association members' activities.

B. Tourism Industry

Date	Name of stakeholder	Expressed views
23 rd Sept. 2022	Hong Kong Tourism Board	1. Central Fairway transit would be a major draw for large international cruise companies to make Hong Kong a prime destination on their routes; 2. Concerned as to when regular Central Fairway transit might be permitted.
12 th Oct. 2022	Wallem Group (Local agent of cruise ships)	1. Supported more regular Central Fairway transit of cruise ships, which would be beneficial to attracting tourists; 2. Suggested sufficient prior notices to enable advertising campaigns.
21 st Jun. 2023	Advisory Committee on Cruise Industry	1. Unanimously supported the proposed trial scheme and agreed it would be beneficial to cruise development.

C. Other Harbour Users

Date	Name of stakeholder	Expressed views
12 th Aug. 2022	Royal Hong Kong Yacht Club	1. If cruise ships follow their current berthing patterns, no significant impacts to the Club's activities are anticipated; 2. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.
5 th Oct. 2022	Hong Kong Water Sports Council	1. Indicated no significant impact to activities, except for the 1-day Round the

Annex V to PAC Paper No. 6/2023

Date	Name of stakeholder	Expressed views
	Hong Kong China Rowing Association	Island Race ¹ ; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.

¹ The event is unlikely to be affected by the cruise ships transiting between 19:00-22:00, as the latest finish time for the event in 2023 is before 18:00.

PAC Paper No. 5/2024**PILOTAGE ADVISORY COMMITTEE****Proposal of Optimizing the Use of Central Harbour Transit****Purpose**

Currently, specified types of cruise ships¹ at the Kai Tak Cruise Terminal (“KTCT”) may ply through the Central Fairway, Northern Fairway and Western Fairway (collectively called the “Central Harbour Transit (CHT)”) during the period between 19:00 and 22:00 hours (“transit window”) daily without the need to obtain prior approval from the Vessel Traffic Centre of the MD (“VTC”). This paper serves to seek members’ comments and supports with regard to the proposal of optimizing the aforementioned transit window.

Background

2. In February 2024, the relevant consultative committees² under the Marine Department (“MD”) collectively endorsed the relevant consultation papers³ on the establishment of a 24-month trial scheme. The trial scheme commenced on 4 March 2024 with the establishment of the transit window to allow specified types of cruise ships berthing/unberthing at KTCT, whilst meeting the berthing guidelines (“BGL”) (*Annex I*), to ply through CHT without the need to obtain prior approval from MD’s Vessel Traffic Centre (“VTC”).

3. For any cruise ships intending to use CHT outside the transit window or not belonging to the specified types of cruise ships, the ships are still required to apply to VTC for permission on a case-by-case basis in accordance with the existing practice.

1 i.e. highly maneuverable ocean-going passenger vessels (“OGPV”) under 345m Length Overall (“LOA”); and conventional OGPVs under 290m LOA.

2 Port Operations Committee (POC); Pilotage Advisory Committee (PAC), Locals Vessels Advisory Committee (LVAC) and High Speed Craft Consultative Committee (HSCCC).

3 PAC Paper No. 6/2023; LVAC Paper No. 16/2023; POC Paper No. 4/2023; and HSCCC Paper No. 3/2023 and the relevant supplementary notes to these papers.

Current Situation of the Trial Scheme and the Proposal of Optimizing the Transit Window

4. The Government has always actively propelled and strengthened the development of cruise tourism. Indeed, the spirit of implementing⁴ the trial scheme aims to draw a balance between navigational safety of vessels using CHT and the development of cruise tourism. Although no cruise ship has ever taken the route of CHT through the scheme since its implementation, some cruise lines have already expressed their intention to regularly ply through CHT when planning for their future homeporting operations, thereby enhancing the attractiveness of their cruise itineraries in source markets worldwide and bringing more visitors to Hong Kong. Meanwhile, the MD also observes that the operations of the majority of cruise ships for berthing/unberthing at KTCT are conducted outside the transit window.

5. In consideration the current harbour marine traffic flow is lower than the time when a study, as commissioned by the Tourism Commission (“TC”), was conducted in recent years, the MD considers that there is room to optimize the transit window thus **proposing to adjust the transit window from its existing period to the period of 1800 hours of a day to 0600 hours the next day (“newly proposed transit window”)**, without the need to obtain prior approval from VTC but subject to comply with the relevant BGL (*Annex II*).

6. Any cruise ships intending to use CHT outside the newly proposed transit window or not the specified types of cruise ships are still required to follow existing practice of seeking approval from VTC.

7. Apart from the newly proposed transit window, all other conditions such as specified types of cruise ships; mitigation measures; KTCT operator to publish CHT transit schedule in advance to inform harbour users and the general public etc. under the trial scheme (as contained in the documents listed in Footnote 3) remain valid and be followed by relevant stakeholders.

8. In view of the newly proposed transit window, the earliest and latest pilot on board time for inbound vessels and terminal departure time for outbound vessels have also been amended accordingly (*Annex III*).

Way forward

9. The newly proposed transit window is still under the 24-month trial

4 The VTC permitted CHT of Serenade of the Seas berthing at KTCT on 28 Mar 2024, which was the maiden call of the ship.

scheme as commenced on 4 March 2024. The MD and TC will continuously monitor the smoothness of the operation of the trial scheme and, subject to actual circumstances as warranted, appropriate further adjustments as needed upon consultation with stakeholders may not be excluded.

10. Subject to the views of members and other relevant consultative committees about the proposal and the BGL amendments, it is anticipated that the newly proposed transit window may be implemented around mid to end of November 2024.

Advice Sought

11. Members' supports are hereby sought. If members have any comments, please liaise with relevant committee's Secretariat on or before 11 November 2024.

Marine Department
October 2024

Berthing Guidelines*Endorsed – w.e.f. 04 Mar. 2024***ON TRIAL****For trial window between 1900 and 2200 hours**

Location: **CHT-PC-TW** **Central Harbour Transit – Passenger Ship
(Conventional) (Trial Window)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours &
 LW-2 to HW
Tugs: 2 escort
Remarks: 2 pilots
 1 guard boat to clear the passage

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours &
 HW+1 to LW+1
Tugs: 2 escort
Remarks: 2 pilots
 1 guard boat to clear the passage

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 n.mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
 - (a) via Western Fairway: between berth and GI,
 - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

ON TRIAL**For trial window between 1900 and 2200 hours**Location: **CHT-PH-TW****Central Harbour Transit – Passenger Ship
(Highly Maneuverable)(Trial Window)**

010 **East Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

011 **West Bound** LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

020 **East Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

021 **West Bound** LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 1 escort
Remarks:

030 **East Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: between 1900 and 2200 hours
Tugs: 2 escort
Remarks: 2 pilots.
 1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 n.mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.

4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
 - (a) via Western Fairway: between berth and GI,
 - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

ON TRIAL

**For trial window ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours**

Location: **CHT-PC-TW** **Central Harbour Transit – Passenger Ship
(Conventional) (Trial Window)**

010	East Bound LOA: Max 230m	011	West Bound LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 and 2200 hours between 1800 to 0600 hours	Time:	between 1900 and 2200 hours between 1800 to 0600 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
020	East Bound LOA: Max 270m	021	West Bound LOA: Max 270m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 and 2200 hours between 1800 to 0600 hours	Time:	between 1900 and 2200 hours between 1800 to 0600 hours
Tugs:	1 escort	Tugs:	1 escort
Remarks:		Remarks:	
030	East Bound LOA: Max 290m	031	West Bound LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)	Draft:	Max 9.5m (min 10% UKC)
Time:	between 1900 and 2200 hours & between 1800 to 0600 hours & LW-2 to HW	Time:	between 1900 and 2200 hours & between 1800 to 0600 hours & HW+1 to LW+1
Tugs:	2 escort	Tugs:	2 escort
Remarks:	2 pilots 1 guard boat to clear the passage	Remarks:	2 pilots 1 guard boat to clear the passage

General Remarks:

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.
3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 n.mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for

the passage:

- (a) via Western Fairway: between berth and GI,
 - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
 6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
 7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

ON TRIAL

For trial window ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours

Location: **CHT-PH-TW**

Central Harbour Transit – Passenger Ship
(Highly Maneuverable)(Trial Window)

010 East Bound LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 1 escort
Remarks:

011 West Bound LOA: Max 230m
Draft: Max 9.0m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 1 escort
Remarks:

020 East Bound LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 1 escort
Remarks:

021 West Bound LOA: Max 270m
Draft: Max 9.0m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 1 escort
Remarks:

030 East Bound LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 2 escort
Remarks: 2 pilots.
1 guard boat to clear the passage.

031 West Bound LOA: Max 290m
Draft: Max 9.5m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 2 escort
Remarks: 2 pilots.
1 guard boat to clear the passage.

040 East Bound LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 2 escort
Remarks: 2 pilots.
1 guard boat to clear the passage.

041 West Bound LOA: Max 345m
Draft: Max 9.5m (min 10% UKC)
Time: ~~between 1900 and 2200 hours~~
between 1800 to 0600 hours
Tugs: 2 escort
Remarks: 2 pilots.
1 guard boat to clear the passage.

General Remarks:

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) Bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.
2. This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
 - (a) Strict adherence to (3) below; and
 - (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at <https://www.kaitakcruiseterminal.com.hk/schedule/>.

3. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 n.mile;
 - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable;
 - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
 - (d) Major marine work is being conducted within the relevant fairways.
4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
 - (a) via Western Fairway: between berth and GI,
 - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

Estimated Timelines on CHT window
Ngan Chau Pilot Station (18:00 – 06:00)

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1800 (earliest)	1820	1830	About 10 knots (not more than 8 knots within the Central Harbour)	1930	1 hr. 45 min /about 15.5 NM
		0445 (latest)	0520	0530		0630	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1730 (earliest)	1830	1845	About 10 knots (not more than 8 knots within the Central Harbour)	1915	1 hr. 45 min /about 15.5 NM
		0430 (latest)	0530	0545		0615	

Urmston Road Pilot Station (18:00 – 06:00)

Departure	Terminal	Pilot boarding (at berth)	ETA TST Buoy	ETA Northern 1 Buoy	Average Speed	Pilot disembarkation	Journey time/Distance
	From KTCT	1800 (earliest)	1820	1830	About 12 knots (not more than 8 knots within the Central Harbour)	1955	2 hr. 10 min /about 23.5 NM
		0445 (latest)	0520	0530		0625	
Arrival	Terminal	Pilot boarding	ETA Northern 1 Buoy	ETA TST Buoy	Average Speed	Pilot disembarkation (at berth)	Journey time/Distance
	To KTCT	1700 (earliest)	1825	1840	About 12 knots (not more than 8 knots within the Central Harbour)	1910	2 hr. 10 min /about 23.5 NM
		0400 (latest)	0525	0540		0610	

PAC Paper No. 6/2024

PILOTAGE ADVISORY COMMITTEE

**Proposed Amendments to the Berthing Guidelines
On Miscellaneous Items**

Purpose

The purpose of this paper is to seek members' advices and endorsement on the proposed amendments to the Berthing Guidelines (BGL).

Proposed Amendments

2. A PAC Working Group meeting was held on 29 July 2024 and agreed to update the BGL with the following changes:-
 - a. Chapter 5 – Tugs Information –
 - i. to rearrange the list in order of ‘Grade’, ‘HP’ and ‘Name’. ‘BP’ of some tugs are updated;
 - ii. to delete tugs “Ap Chau”, “Sha Chau”, “Nanning”, “Shunde”, “Yiu Lian 26”, “Hai Fa”, “Hai Qi” and “You Da” from the list; and
 - iii. to add “LNG Sentinel I, 8050HP, 106.1BP, Grade I”, “Sentinel II, 8050HP, 103.3BP, Grade I”, “SCT Shekou, 6000HP, 81.85BP, Grade I” to the list.

Details as shown in **Annex I**.

- b. Chapter 10 – Miscellaneous
To add the pilot boarding station at south of Cheung Chau Island to the list and revise the table by adopting the format used in Schedule 2 of the Pilotage Ordinance Cap.84 as shown in **Annex II**.
- c. Chapter 12 – Berthing Guidelines by Location Code
- i. Location – EURO-2 - Euro-Asia berth 2
Hong Kong Pilots Association (HKPA) and the berth operator, Euro-Asia Terminal (EAT), has completed trial-run and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m as shown in **Annex III**.
- ii. Location – EURO-3P - Euro-Asia berth 3P
HKPA and EAT are conducting trial-run at this berth and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m on trial as shown in **Annex IV**.
- iii. Location SCCA and SLA – South Cheung Chau anchorage and Anchorages south of Lamma Island
In the PAC meeting held on 17 May 2023, it was agreed that there would be no specific requirement of tug for SCCA and requirement for SLA should be reviewed. Noting that it is stated in Chapter 4 of the Complete Berthing Guidelines for Port of Hong Kong that, subject to the prevailing circumstance and working parameters, pilot has the discretion in tug requirement to maintain safety margin. It is therefore proposed to remove the cumbersome presentation on tug’s requirement and remark from the BGL for SLA as shown in **Annex V**. Similarly, it is also proposed to remove the redundant remark on requirement of tug in BGL for SSK-1 and SSK-2 as shown in **Annex VI**.
3. At the same PAC Working Group meeting held on 29 July 2024, it was agreed to conduct a review with an aim to removing the requirement of tug from all Anchorages in the BGL. The review was completed in November 2024, and highlighted that there is generally no requirement of tug for vessels plying for an anchorage in other ports in Asia, including Qing Dao, Shanghai, Guangdong, Shenzhen and Singapore. Information indicated that only one specific anchorage in Singapore, designated for Very Large Crude Carriers (VLCCs), has outlined the tug requirement (see **Annex VII**). Hence, it is proposed to update the BGL

by removing the requirement of tug from all anchorages in the BGL as shown in **Annex VIII**.

4. Subject to the final endorsement from the PAC and Pilotage Authority, contents in chapter 1 would also be updated as appropriate.

Presentation

5. This paper will be presented by Marine Manager/Pilotage.

Advice Sought

6. Members are invited to comment and endorse the proposed amendments.

Marine Department
November 2024

Chapter 5**TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<u>Bowill Shipping Ltd. (Tel.:2300 1950, 3840 2918)</u>				
Ark	2 x 1600	41.1	II	
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 88	1500	23	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug – Hongkong Salvage & Towage Services Ltd. (Tel.:2612 6800)</u>				
Hung Hom	3200	45.5 42.0	I	
Kau Lung	3200	45.5 42.0	I	
Lamma	3200	45.5 42.5	I	
Tap Mun	3200	45.5 43.6	I	
Sha Tin	4000	54 54.3	I	
Ting Kau	4000	54 54.3	I	
Yuen Kok	4000	54 54.5	I	
Ap Chau	4000	54	I	
Sha Chau	4000	54	I	
Tai O	5000	71.8	I	
Taikoo	5000	74.5	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8 71.1	I	
Mai Po	6500	85.7	I	

Berthing Guidelines

Sung Kong	6500	83.0	I	
LNG Sentinel I	8050	106.1	I	
LNG Sentinel II	8050	103.3	I	
Tsing Yuk	2 x 600	18.7	II	
South China Tug (Tel.: 2548 5205)				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
SCT Shekou	6000	81.85	I	
Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)				
Yiu Lian 26	2600	35	I	
Hai Fa	3200	42	I	
Hai Qi	3200	42	I	
You Da	3200	42	I	
Hai An	4000	52	I	
Hai Da	4000	52	I	
Hai Man	4000	52	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Hai Ba	5000	62	I	
Hai Li	5000	62	I	
Hai Hoi	5000	62	I	
Hai Shan	6000	75	I	
Hai Kun	7000	88	I	
Hai Peng	7000	88	I	

Chapter 10**MISCELLANEOUS****Width of Fairways**

1.	Eastern fairway	395m
2.	Hung Hom fairway	370m
3.	Central fairway	370m
4.	Northern fairway	380m
5.	Southern fairway	590m (East part of Southern Fairway)
6.	Sulphur channel	270m (West part of Southern Fairway)
7.	North Green Island fairway	600m
8.	Ha Pang fairway	600m
9.	Castle Peak fairway	380m
10.	Urmston Road fairway	580m

Naval Anchorages

Mooring Buoys			Location	
1.	ZA1		22° 18.567'N	114° 08.604'E
2.	ZA2		22° 18.348'N	114° 08.504'E
3.	ZB1		22° 18.712'N	114° 08.406'E
4.	ZB2		22° 18.514'N	114° 08.345'E

Pilot Boarding Stations

The updated location and information of pilot boarding stations specified as such in Schedule 2 of Pilotage Ordinance (Cap. 84).

Other Useful Locations

Ngan Chau		22° 13.0'N	114° 11.0'E
Shek Kok Tsui		22° 14.2'N	114° 06.1'E
Waglan		22° 11.0'N	114° 18.0'E
Yuen Kok		22° 11.0'N	114° 08.8'E
SW Lamma Island		22° 10.0'N	114° 06.0'E
Northern 1 (N1) buoy		22° 18.000'N	114° 08.579'E
Northern 2 (N2) buoy		22° 18.722'N	114° 07.707'E
TCS4 buoy		22° 16.333'N	114° 15.500'E

Berthing Guidelines*Proposed Nov. 2024*Location : **EURO-2****Euro-Asia berth 2**

010 **Berthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 1-4

011 **Unberthing** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 1-4

020 **Berthing** LOA: Max ~~165~~ 175m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

021 **Unberthing** LOA: Max ~~165~~ 175m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

030 **Berthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to LW+2 & HW to
 HW+1
Tugs: 3
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

031 **Unberthing** LOA: Max 200m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW to LW+2 & HW to HW+1
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

General Remarks:

1. Port side to permissible for outer end only.
2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
3. All coaster and barge traffic within terminal area should be under terminal's control.
4. Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.

ON TRIALLocation : **EURO-3P****Euro-Asia berth 3P**

010 **Berthing** LOA: Max 150m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 150m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max ~~165~~ 175m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max ~~165~~ 175m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

General Remarks:

1. Berth must be with pontoon.
2. Thrusters are not considered as substitute for tug.
3. Mooring / guard boat employed by agents for mooring operations and traffic control.
4. A minimum of 25 meters fore and aft clearance should be allowed during berthing and unberthing operations.
5. No coasters and barges should be allowed to anchor in the approaching channel of the terminal.
6. All coaster and barge traffic within terminal area should be under terminal's control.

Berthing Guidelines

Proposed Nov. 2024

Location : **SLA**

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: **+**
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: **+**
Remarks:

General remarks:

~~The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.~~

Berthing Guidelines

Proposed Nov. 2024

Location : **SSK-1**

Sham Shui Kok Anchorage No.1

010 **To anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

Location : **SSK-2**

Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

Review of Requirement on Tug for Anchorages
Bench-marking with other Ports

Purpose

The review is to study the requirement on tug for vessels plying for anchorages in other ports.

Background

2. It is noted that, in many cases in the berthing guidelines (“BGL”), tug is required for anchorages.

3. The notes of PAC meeting 17 May 2023 record that “Any specific requirement for any vessel should be made in the Berthing Guideline of that particular berth for that specific type of vessel.”. A proposal to amend the BGL with an aim to removing the requirement of tug from all anchorages in the BGL¹ was discussed in the PAC Working Group meeting held on 29 July 2024. It was agreed that a review on the requirement of other ports should be conducted.

The Review

4. The review by bench-marking with the neighbouring ports was completed in November 2024, it highlighted that there is generally no requirement of tug for vessels plying for an anchorage in these neighbouring ports, including Qing Dao, Shanghai, Guangdong, Shenzhen and Singapore. Information indicated that only one specific anchorage in Singapore, namely Sudong Special Purpose Anchorage, designated for Very Large Crude Carriers (VLCCs), has outlined the tug requirement as listed below:

¹ See paragraph 2d. of PACWG Paper No. 2/2024.

Port	Requirement on Tug for Anchorages
Qing Dao	Nil
Shanghai	Nil
Guangdong	Nil (ships carrying DG may require escort)
Shenzhen	Nil
Singapore (Sudong Special Purpose Anchorage)	(in unfavorable tide condition) VLCC with draft >12.0m to 16.5m – 1 tug (25t-45t BP) VLCC with draft >16.5m – 1 tug (at least 45t BP)

Proposal

5. In view of the above, it is proposed to update the BGL by removing the requirement of tug from all anchorages in the BGL as shown in *Annex VIII* to the PAC paper.

Marine Department
November 2024

Proposed Amendments to Anchorages**Summary of Proposed Amendments**

Location Code	Location	Max Draft	Max LOA	TUG's Requirement on Draft	TUG's Requirement on Length	Proposed Amendments
JBDGA	Junk Bay DG Anchorage	11.0m	183m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
KEL-1	Kellett Anchorage No.1	11.0m	300m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
KEL-2	Kellett Anchorage No.2	6.5m	150m			N/A
KEL-3	Kellett Anchorage No.3	9.5m	180m			N/A
KYCA	Kau Yi Chau DG Anchorage	7.0m	120m			N/A
MWA	Ma Wan Anchorage	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
NLA	North Lamma Anchorage	12.9m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
NWLA	North West Lamma Anchorage	7.5m	300m		1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-E	Pun Shan Shek Anchorage East	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-W	Pun Shan Shek Anchorage West	11.0m	195m	1 if D>8.2m	1 if LOA>138m	to remove requirement of tug for going to/from the anchorage
RDGA	Reserved DG Anchorage	12.6m	195m	1 if D>10m	1 if LOA>150m	to remove requirement of tug for going to/from the anchorage
SCCA	South Cheung Chau Anchorage	16.0m	400m			N/A
SLA	Anchorages South of Lamma Island	18.0m	400m			N/A see Annex V

SSK-1	Sham Shui Kok Anchorage No.1	8.0m	180m			N/A see Annex VI
SSK-2	Sham Shui Kok Anchorage No.2	9.0m	180m			N/A see Annex VI
THA	Tolo Harbour Anchorage	11.0m	180m	1 if D>9.15m	1 if LOA>168m	to remove requirement of tug for going to/from the anchorage
WA-1	Western Anchorage No.1	7.5m	120m			N/A
WA-2	Western Anchorage No.2	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WA-3	Western Anchorage No.3	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WQA	Western Quarantine Anchorage	10.7m	180m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
YMTA	Yau Ma Tei Anchorage	5.5m	100m			N/A
URMA	Urmston Road Anchorage	16.8m	400m			New, no requirement for tug

URMPS URMA	Transit Ma Wan - Bulker & Tanker	16.8m	305m	Multiple levels of requirements. Please refer to BGL.		As these berthing guidelines are combined for Ma Wan transit and Urmston Road Anchorage, it is suggested to remove the content about Urmston Road Anchorage and has an individual berthing guidelines for URMA.
URMPS-C URMA-C	Transit Ma Wan - Container Ship	16.0m	400m			
URMA-PC URMA-PC	Transit Ma Wan- Passenger Ship (Conventional)	11.0m	345m			
URMA-PH URMA-PH	Transit Ma Wan - Passenger Ship (Highly Maneuverable)	11.0m	345m			

CCEMENT	Chian Cement Company (TSK)					to remove requirement of tug for URMA from these BGL for berths.
CLPTSK	Chiana Light Power Station (TSK)					
SWSTL	Shui Wing Steel Wharf (TSK)					

Location : **JBDGA** **Junk Bay DG anchorage**

010	To anchorage	LOA: Max 183m	011	From anchorage	LOA: Max 183m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	1 if D>10m		Tugs:	1 if D>10m	
Remarks:			Remarks:		

Location : **KEL-1**

Kellett Anchorage No.1

010 **To anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m or LOA>230m~~
Remarks:

011 **From anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m or LOA>230m~~
Remarks:

Location : **KEL-2**

Kellett Anchorage No.2

010 **To anchorage** LOA: Max 150m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **KEL-3**

Kellett Anchorage No.3

010 **To anchorage** LOA: Max 180m

Draft: Max 9.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

011 **From anchorage** LOA: Max 180m

Draft: Max 9.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **KYCA**

Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : MWA

Ma Wan anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : NLA

North Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : **NWLA** **North West Lamma anchorage**

010	To anchorage	LOA: Max 230m	011	From anchorage	LOA: Max 230m
Draft:	Max 7.5m (min 10% UKC)		Draft:	Max 7.5m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		
020	To anchorage	LOA: Max 300m	021	From anchorage	LOA: Max 300m
Draft:	Max 7.5m (min 10% UKC)		Draft:	Max 7.5m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	±		Tugs:	±	
Remarks:			Remarks:		

Location : PSSA-E

Pun Shan Shek anchorage east

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks: ~~Reserved naval anchorage~~

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks: ~~Reserved naval anchorage~~

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks: ~~Reserved naval anchorage~~

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks: ~~Reserved naval anchorage~~

General Remarks:

This anchorage is commonly used for naval vessels.

Location : **PSSA-W**

Pun Shan Shek anchorage west

010	To anchorage	LOA: Max 195m	011	From anchorage	LOA: Max 195m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	If D>8.2m or L>138m day only		Time:	24 hrs	
Tugs:	1 if D>8.2m or L>138m		Tugs:	1 if D>8.2m or L>138m	
Remarks:	Reserved naval anchorage		Remarks:	Reserved naval anchorage	

General Remarks:

This anchorage is commonly used for naval vessels.

Location : **RDGA**

Reserved dangerous goods anchorage

010 **To anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **To anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: **±**
Remarks:

021 **From anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: **± if D > 10m**
Remarks:

Location : **SCCA** **South Cheung Chau anchorage**

010 **To anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General Remarks:

Location : SLA

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

General remarks:

~~The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.~~

(Please also see paragraph 2(c)iii and Annex V of the paper.)

Location: **SSK-1** **Sham Shui Kok Anchorage No.1**

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
Draft:	Max 8.0m (Min 15% UKC)		Draft:	Max 8.0m (Min 15% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		

General Remark:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

(Please also see paragraph 2(c)iii and Annex VI of the paper.)

Location: **SSK-2** **Sham Shui Kok Anchorage No.2**

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
Draft:	Max 9.0m (Min 15% UKC)		Draft:	Max 9.0m (Min 15% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		

General Remark:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

(Please also see paragraph 2(c)iii and Annex VI of the paper.)

Location : **THA****Tolo harbour anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

011 **From anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

020 **To anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort from~~
~~Chik Chau~~
Remarks: Not for dead ship.
Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

021 **From anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort to~~
~~Chik Chau~~
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

Location : **WA-1**

Western anchorage No.1

010 **To anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **WA-2**

Western anchorage No.2

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : **WA-3**

Western anchorage No.3

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Berthing Guidelines

Proposed Nov. 2024

Location : **WQA** **Western Quarantine anchorage**

Western Quarantine anchorage

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
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Draft: Max 10.7m (min 10% UKC) **Draft:** Max 10.7m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: ~~1 if $D > 10m$~~ **Tugs:** ~~1 if $D > 10m$~~

Remarks: If $D > 10.7\text{m}$ anchor to WA.
If $L > 180\text{m}$ anchor to WA.

011 **From anchorage** LOA: Max 180m

Draft: Max 10.7m (min 10% UKC)

Time: 24 hrs

Tugs: ~~1 if D>10m~~

Remarks:

Location : **YMTA**

Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

ON TRIALLocation : **URMA****Urmston Road Anchorage
(All ship types)**

010 To anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

011 From anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

General Remarks:

1. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
4. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMA, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

ON TRIAL

Location : URMPS/~~URMA~~Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 ~~To URMA: +1 @ URMA if D>10m.~~

021 **S. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 ~~From URMA: +1 @ URMA if~~
 ~~D>10m.~~

Remarks: Day 1 pilot, Night 2 pilots.**Remarks:** Day 1 pilot, Night 2 pilots.

030 **N. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort from
 Kellett buoy to TSK buoy if D> 9m.
 ~~To URMA: +1 @ URMA if D>10m.~~

031 **S. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort
 from TSK buoy to Kellett buoy if
 D> 9m.
 ~~From URMA: +1 @ URMA if~~
 ~~D>10m.~~

Remarks: 2 pilots**Remarks:** 2 pilots.

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit; from GI if D>10m.
 ~~To URMA: 1 escort for Mawan-~~
 ~~Transit +1 @ URMA; 1 escort from-~~
 ~~GI through to URMA if D>10m.~~

041 **S. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit.
 ~~From URMA: 1 escort Mawan-~~
 ~~Transit; from URMA if D>10m.~~

Remarks: 2 pilots**Remarks:** 2 pilots

ON TRIAL

Location : ~~URMPS/URMA~~

Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

050 **N. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 ~~To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.~~
Remarks: 2 pilots

051 **S. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 ~~From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.~~
Remarks: 2 pilots

060 **N. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 ~~To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.~~
Remarks: 2 pilots

061 **S. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 ~~From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.~~
Remarks: 2 pilots

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :
@URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
7. ~~During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended.~~

Location : URMPS-C/~~URMA-C~~ Transit Mawan – Container ship

010 N. bound LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 N. bound LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 N. bound LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 N. bound LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 N. bound LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and $D \leq 13.5m$. thrusters not considered if $D > 13.5m$).~~

Remarks: 2 pilots

011 S. bound LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

021 S. bound LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

031 S. bound LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 S. bound LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

051 S. bound LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

Remarks: 2 pilots

Location : ~~URMPS-C/URMA-C~~

Transit Mawan – Container ship

060 **N. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

070 **N. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

080 **N. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks : 2 pilots

061 **S. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

071 **S. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.

Remarks: 2 pilots

081 **S. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. ~~Subject to Mawan transit tidal window.~~

ON TRIAL

Location : ~~URMPS-PC~~**URMA-PC** Transit Mawan – Passenger Ship
(Conventional)

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

031 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

051 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

Remarks: 2 pilots

Remarks: 2 pilots

General Remarks:

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/~~URMA-PH~~, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.

3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

ON TRIAL

Location : URMPS-PH/~~URMA-PH~~ Transit Mawan – Passenger Ship(Highly Maneuverable)

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

031 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

051 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

General Remarks:

- Highly maneuverable passenger ships should meet the following requirements:
 - bow thrusters of total power $\geq 8000\text{HP}$
 - Equipped with azipods.
- Vessels of LOA $>310\text{m}$ are not permitted to anchor within the area between Ma Wan West and URMPS.
- In case of special circumstances and conditions, when vessel of LOA $>310\text{m}$ is required to anchor

within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

Location : CCEMENT

China Cement Company (TSK)

010 **Berthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:** Stem to tide for berthing011 **Unberthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:**020 **Berthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.**Tugs:** 2. 1 escort @ Mawan if Draft>10m.**Remarks:** 2 pilots. Stem to tide for berthing.
D>10m Starboard side to.021 **Unberthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, subject to Mawan transit
tidal window.**Tugs:** 2. 1 escort @ Mawan if D>10m.**Remarks:** 2 pilots.030 **Berthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+3 @
Mawan.**Tugs:** 3 incl 1 escort @ Mawan.~~From URMA: 3 incl 1 escort from
URMA to berth.~~**Remarks:** 2 pilots. Starboard side to.031 **Unberthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Subject to Mawan transit tidal
window.

D>12.5m, day light transit only.

Tugs: 2 incl 1 escort @ Mawan.~~To URMA: 2 incl 1 escort from
berth to URMA.~~**Remarks:** 2 pilots040 **Berthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+1.5 @
Mawan.**Tugs:** 4 incl 1 escort from GI + 1 @
Mawan.D≤12m, 3 incl 1 escort from GI + 1
@ Mawan.~~From URMA: 4 incl 1 escort URMA
to berth. —D≤12m, 3 incl 1 escort
from URMA to berth.—~~**Remarks:** 2 pilots. Starboard side to.041 **Unberthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.D≤12.5m, subject to Mawan transit
tidal window, day light transit only.**Tugs:** 2 incl 1 escort @ Mawan~~To URMA: 2 incl 1 escort from
berth to URMA.~~**Remarks:** 2 pilots**General Remark:**~~Subject to Ma Wan transit tidal window.~~

ON TRIAL

Location : CLPTSK

China light power station (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots

030 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 @
 Mawan.
Tugs: 3 incl 1 escort @ Mawan.
 ~~From URMA: 3 incl 1 escort from-~~
 ~~URMA to berth.~~
Remarks: 2 pilots. Starboard side to.

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
 D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
Remarks: 2 pilots

040 **Berthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 @ Mawan.
 1st Jun – 15th Oct : Day light HW+0.5
 @ Mawan.
Tugs: 4 tugs incl 1 escort from GI & 1 @
 Mawan to berth.
 ~~From URMA: 4 tugs incl 1 escort-~~
 ~~from URMA to berth.~~
Remarks: 2 pilots. Starboard side to.

041 **Unberthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
 ~~D>14m, 3 incl 2 escort from berth to~~
 ~~URMA.~~
Remarks: 2 pilots.

ON TRIAL

Location : *CLPTSK**China light power station (TSK)*

050 **Berthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 HW+1 @ Mawan.
 1st Jun – 15th Oct : Day HW+0.5
 @ Mawan.

Tugs: 4 tugs minimum 4,000hp each,
 incl 1 escort from GI & 1 @ Mawan
 to berth (~~see General Remarks~~).
 ~~From URMA: 4 tugs, minimum~~
 ~~4,000hp each incl 1 escort from~~
 ~~URMA to berth.~~

Remarks: 2 pilots. Starboard side to.

051 **Unberthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan–
 (~~see General Remarks~~).
 ~~To URMA: 2 incl 1 escort from~~
 ~~berth to URMA. D>14m, 3 incl 2~~
 ~~escort from berth to URMA.~~

Remarks: 2 pilots

General Remarks:

- ~~1. Subject to Ma Wan transit tidal window.~~
- ~~2. During the initial implementation of the trials For LOA Max 305m, provision of one more escort tug from the above mentioned stipulated number of tugs during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 berthing/unberthing operations.~~

Location : SWSTL

Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
D>10m Day light HW+1 to HW+3 &
Day light LW-1 to LW+1.5 @
Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
Subject to Mawan transit tidal
window. D>10m Day light transit
only.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
Day light HW+1 to HW+3 & Day
light LW-1 to LW+1.5 @ Mawan.
Tugs: 3 incl 1 ~~escort~~ @ Mawan ~~eseort~~.
~~From URMA: 3 incl 1 escort from~~
~~URMA to berth.~~
Remarks: 2 pilots.
Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
Subject to Mawan transit tidal
window, Day light transit only
Tugs: 2 incl 1 ~~escort~~ @ Mawan ~~eseort~~.
~~To URMA: 2 incl 1 escort from~~
~~berth to URMA~~
Remarks: 2 pilots.

General Remark:~~Subject to Ma Wan transit tidal window.~~

PAC Paper No. 7/2024

PILOTAGE ADVISORY COMMITTEE

**Proposed Amendments to the Berthing Guidelines
for
Hong Kong Offshore Liquefied Natural Gas Terminal**

Purpose

The purpose of this paper is to seek members' advices and endorsement on the proposed amendments to the Berthing Guidelines (BGL) for the east (HKOLNG(E)) and west berth HKOLNG(W) of the Hong Kong Offshore Liquefied Natural Gas (HKOLNG) Terminal.

Background

2. The BGL for HKOLNG(E) and HKOLNG(W) was consulted by Pilotage Advisory Committee (PAC) in its meeting held on 2 December 2022. The meeting concluded that two (2) pilots are required for berthing and one (1) pilot is required for unberthing, with a 12-month trial period. The Director of Marine qua Pilotage Authority¹ endorsed the meeting's proposal and it came into effect on 9 January 2023.

3. The first Floating Storage and Regasification Unit (FSRU) vessel and LNG Carrier (LNGC) berthed at the east berth and west berth of HKOLNG on 13 April 2023 and 6 May 2023, respectively. Hence, it is timely to conduct a review.

¹ Section 3 of the Ordinance provides that the Director of Marine shall be the Pilotage Authority.

The Review

4. A PAC Working Group (PACWG) meeting was held on 29 July 2024. The meeting agreed that operational parameters in respects of LOA, Draft, and Time are considered appropriate; and in order to make better use of towage resources, the description of tugs in the general remarks should be amended to read “2 x 5,000 HP or 70T BP and 2 x 6,500 HP or 80T BP”.

5. Despite extensive discussion in the meeting, no consensus was reached on the minimum number of pilot(s)² to meet the requirement of compulsory pilotage for berthing. There were mixed opinions from the meeting. While Marine Department (MD) opined that the minimum number of pilot to comply with compulsory pilotage should be one (1) with a series of simulations conducted at *Annex I*, Hong Kong Pilots Association Ltd. (HKPA) opined to require two (2) pilots for berthing with details at *Annex II*.

6. PACWG noted that two pilots may be better than one if they work in unison. However, it would be disastrous if they are in disagreement. It is also noted that pilot means a person who controls, or is in charge of, the navigation of a ship of which he is not the master; and when used as a verb, to control, or be in charge of, the navigation of a ship in accordance to the Section 2 of Cap. 84. Hence, the BGL should state the number of licensed pilots³ necessarily required to pilot the ship, i.e. to take charge of the navigation of the ship.

Observation of the Simulations

7. To facilitate PAC members to understand the simulations conducted, MD has also invited PAC members to observe the berthing and unberthing simulations for HKOLNG Terminal on 19 September 2024. Details of the simulation is attached at the *Annex III*.

² In accordance to Section 2 of Pilotage Ordinance (Cap. 84), pilot means (a) a person who controls, or is in charge of, the navigation of a ship of which he is not the master; and (b) when used as a verb, to control, or be in charge of, the navigation of a ship.

³ Section 10E(3) of the Pilotage Ordinance provides that the Pilotage Authority shall determine the number of licensed pilots required to pilot the ship.

The Proposals

8. Taking the review by the PACWG and the key outcome of the simulation run in relation to the BGL for the HKOLNG(E) and HKOLNG(W) terminals , MD proposed the following :

- (a) Description of tugs in the general remarks should be amended to read “2 x 5,000 HP or 70T BP and 2 x 6,500 HP or 80T BP” (as marked in red at the *Annex IV*); and
- (b) To seek members view and decide the number of pilot required for berthing and unberthing at both HKOLNG(E) and HKOLNG(W) terminals.

Presentation

9. This paper will be presented by Marine Manager/Pilotage.

Advice Sought

10. Members are invited to comment and endorse the proposed amendments.

Marine Department
November 2024

**Simulation Runs for FSRU and LNGC
Berthing and Unberthing at
Hong Kong Offshore LNG Terminal**

Purpose

The simulation runs are to study on the viability to engage one pilot as meeting with the requirement of compulsory pilotage for berthing and unberthing operations of Floating Storage Regasification Unit (“FSRU”) and Liquefied Natural Gas Carrier (“LNGC”) at Hong Kong Offshore LNG Terminal.

Background

2. The berthing guidelines (“BGL”) for Hong Kong Offshore LNG Terminal east/west berth (“HKOLNG(E)” and “HKOLNG(W)”) was endorsed and put on trial by Pilotage Authority in January 2023 subject to review after one year in operation. Marine Department (“MD”) and Hong Kong Pilots Association (“HKPA”) have discussed and reviewed the situations. While the existing operational parameters in respects of Length overall (“LOA”), draft, and time are considered appropriate, the minimum number of pilot(s) for berthing and unberthing (2 pilots and 1 pilot respectively) need further consideration to determine the number of pilot required in meeting with compulsory pilotage.

Current Situation

3. Noted that no simulation had been conducted to test on the minimum number of pilot required for both berthing and unberthing at HKOLNG(E) and HKOLNG(W), the MD has taken the initiative to conduct the simulation runs to simulate berthing and unberthing of LNGC and FSRU with the minimum number of pilot, which was one pilot in each case, on 21 May, 30 May and 12 June 2024.

4. For the testing purpose, the arrival runs of the FSRU and LNGC mostly commence at the south of Shek Kwu Chau and north of the Dumping Ground (“DG”), then turning south into a corridor between

the northwest corner of the DG and the eastern limit of the South Lantau Marine Park (“SLMP”), and head south to either HKOLNG(E) or HKOLNG(W). For the departure simulation runs, both the directly southern approach and passing through SLMP approach had been conducted (see Figure 1-1).

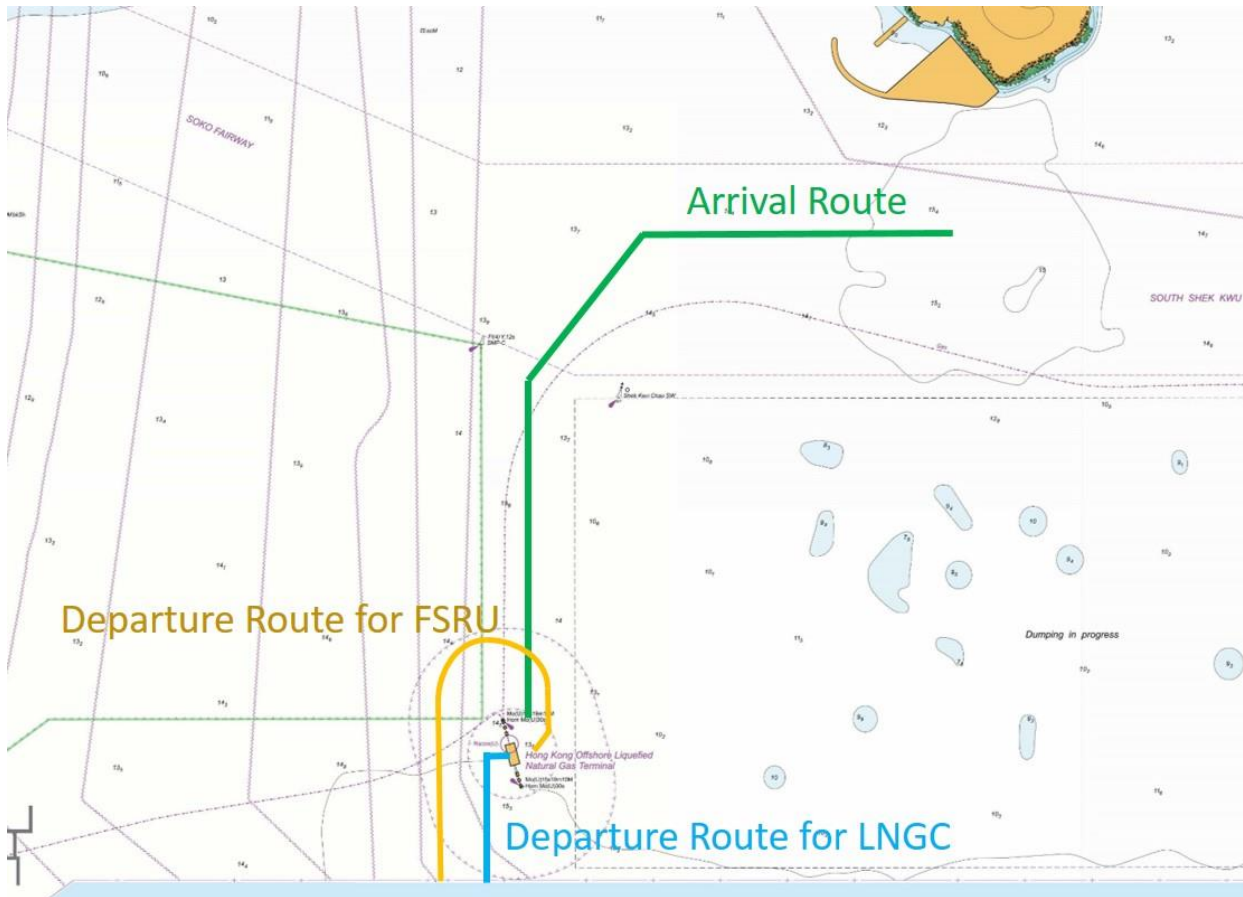


Figure 1-1 Arrival and Departure Routes of FSRU and LNGC

5. It is also noted that the HKPA requests a minimum of two pilots to handle emergencies and to share workload, two simulation runs are designed to simulate the incident happened in December 2023 in which the LNGC was making the 90-degree turn into the approach channel towards the HKOLNG Terminal, and one of the four tugs had power failure and the tug’s line was unable to release immediately. It was reported at that time, the Chief pilot was focusing on navigation and the Co-pilot communicated with VTC and assisted to releasing the tug concerned. The purpose of the simulation run was therefore to test whether the situation could be handled effectively without jeopardizing the navigational safety of the vessel and the tugs if the minimum number of pilot was one.

Simulations

6. In order to evaluate this proposal, a berthing plan / passage plan was prepared after taking into account of the following:

- Relevant BGLs shown in *Appendix 1*;
- Past record of the arrival and departure of LNGCs and FSRUs to / from HKOLNG(W) and HKOLNG(E) between April 2023 and June 2024 shown in *Appendix 2*;
- The 90-degree turn into the approach channel towards the HKOLNG Terminal;
- The existence of SLMP where no anchoring is allowed; and
- The existence of DG where water depth is uncertain.

7. The evaluation of the proposed number of pilot for manoeuvres to the HKOLNG Terminal was primarily carried out on the basis of navigational safety at the Full Mission Bridge Simulations in the Marine Department Training Centre. An officer of MD played the role as the sole pilot, another officer of MD played the role as master of the ship. 4 tugs were made fast to the vessel in the same configuration in use, i.e. one each at the center-lead fore and aft; the third and forth tugs were made fast on the starboard bow and quarter for LNGC; and on the port bow and quarter for FSRU. The proposal was assessed against relevant regulations, scientific/meteorological data available, and in relation to prescribed operating limits.

8. On 21 May, 30 May and 12 June 2024, 12 scenarios were simulated to test the viability to engage one pilot for the arrival and departure manoeuvres. These runs were at the extreme limit of wind and tidal current condition, i.e. 20 knots and 0.7 knot respectively, in accordance to the relevant berthing guidelines endorsed. In addition to arrivals and departures of both the LNGC and FSRU, emergency scenarios were also simulated, the details are shown in *Appendix 3*.

9. Key outcomes for the arrival and departure manoeuvres for LNGC and FSRU shown in *Appendix 4* suggest that it is viable to engage one pilot for the berthing and unberthing operations for LNGC and FSRU at HKOLNG(W) and HKOLNG(E) when a berthing plan is properly prepared and executed. In addition, the results of the simulated emergencies showed that with a minimum of one pilot, the emergency situations could be handled effectively and the navigational safety of the vessel and the tugs were not jeopardized, provided that the pilot concerned is able to effectively implement

bridge resource management and preparedness for emergencies.

Conclusions

10. The simulation runs conducted with general situations for arrival and departure of LNGC and FSRU as well as emergency situations illustrated that it is viable to engage 1 pilot in meeting the requirement for compulsory pilotage, provided that the pilot concerned is able to effectively implement bridge resource management and preparedness for emergencies.

Way Forward

11. Engaging one (1) pilot should be sufficient for LNGC or FSRU in meeting the requirement of compulsory pilotage.

Marine Department
June 2024

Appendix 1

Berthing Guidelines

w.e.f. 09 Jan.2023

ON TRIAL (for 12 months)

Location: **HKOLNG(E)**

Hong Kong Offshore LNG Terminal east berth
(Declared Depth: 15.5 m)

010 Berthing LOA: Max 350m
Draft: Max. 12.5m (min 15% UKC)
Time: Day HW-2 to HW+1
Tugs: 4
Remarks: 2 pilots
Starboard side to.

011 Unberthing LOA: Max 350m
Draft: Max. 12.5m (min 15% UKC)
Time: Day
Tugs: 4
Remarks: 1 pilot

General Remarks:

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.
2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
3. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.

ON TRIAL (for 12 months)Location: **HKOLNG(W)****Hong Kong Offshore LNG Terminal west berth**

(Declared Depth: 15.5 m)

010 **Berthing** LOA: Max 350m
Draft: Max. 12.5m (min 15% UKC)
Time: Day HW-2 to HW+1
Tugs: 4
Remarks: 2 pilots
 Port side to.

011 **Unberthing** LOA: Max 350m
Draft: Max. 12.5m (min 15% UKC)
Time: Day
Tugs: 4
Remarks: 1 pilot

General Remarks:

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.
2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
3. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.

Appendix 2

Records of Wind and Sea Condition at HKOLNG Terminal

Arrival of FSRU at HKOLNG Terminal

FSRU: BAUHINIA SPIRIT (C6CL5) LOA 345m / Breath 55m

Date	Time when Vessel off Shek Kwu Chau	Wind and Sea Condition When vessel off South of Shek Kwu Chau	
		Wind Direction / Speed (Beaufort Force) recorded at Cheung Chau	Current Speed in knots / Direction
18.04.2023	07:20	Southeast, Force 2	No available data
21.07.2023	08:30	East, Force 1	0.5 / 292 degrees
04.09.2023	11:00	Northwest, Force 3	0.47 / 289 degrees
11.10.2023	14:38	East, Force 2	0.08 / 223 degrees
19.10.2023	14:35	East, Force 4	0.03 / 249 degrees
27.11.2023	09:30	Northwest, Force 2	0.45 / 280 degrees
18.01.2024	14:30	East, Force 3	0.33 / 292 degrees
02.06.2024	12:10	Southwest, Force 3	0.24 / 109 degrees

Departure of FSRU at HKOLNG Terminal

Date	Reported Departure Time	Departure Route (SLMP / Directly South)	Wind Direction / Speed (Beaufort Force) recorded at Cheung Chau	Current Speed in knots / Direction
16.07.2023	06:09	SLMP	North, Force 4	0.27 / 297degrees
31.08.2023	08:11	SLMP	North, Force 4	0.62 /288 degree
06.10.2023	15:21	Directly South	North, Force 3	0.26 / 283 degrees
16.10.2023	10:06	SLMP	Northeast, Force 3	0.31 / 284 degrees
24.11.2023	08:14	SLMP	Northeast, Force 4	0.04 / 216 degrees

15.01.2024	15:36	Directly South	East, Force 4	0.21 / 100 degrees
31.05.2024	12:04	SLMP	East, Force 5-6*	0.28 / 325 degrees

*HKOLNG MTIA Update for Navigation Routings: Para. 3.5 "...It is assumed the FSRU Vessel will depart from the Terminal under the condition when wind speed exceed 20 knots...", mean wind speed of 17 knots to 21 knots is categorized as Beaufort Force 5.

Arrival of LNGC at HKOLNG Terminal

Date	Vessel Name	Call Sign	LOA / Breadth / Reported Draft (m)	Time when Vessel off Shek Kwu Chau	Wind and Sea Condition When vessel off South of Shek Kwu Chau	
					Wind Direction / Speed (Beaufort Force) recorded at Cheung Chau	Current Speed in knots / Direction
11.05.2023	MARAN GAS CORONIS	SXLQ	285.4 /43.4 /11.2	09:48	East, Force 3	No available data
08.07.2023	MARAN GAS AMPHIPOLIS	SVC13	294.9 / 46.4 / 10.75	10:25	South, Force 3	0.18 / 317 degrees
30.07.2023	Al RAYYAN	V7A5140	297.5 / 45.7 / 10.8	09:22	Southeast, Force 3	0.55 / 112 degrees
06.09.2023	AL BIDDA	V7A5144	297.5 / 45.8 / 10.8	09:34	South, Force 2	0.18 / 277 degrees
14.10.2023	BROOG	V7A5125	297.5 / 45.8 / 11.2	09:25	North, Force 3	0.22 / 277 degrees
19.11.2023	SM BLUEBIRD	3E3651	299 / 46.4 / 11.9	09:20	North, Force 3	0.11 / 242 degrees
10.01.2024	KOOL HUSKY	V7AF4	280 / 43.4 / 11.6	09:17	North, Force 4	0.45 / 279 degrees
01.03.2024	LNG RIVER ORASHI	ZCDL8	285.5 / 43.4 / 11.2	10:26	North, Force 5	0.55 / 285 degrees
21.04.2024	AL DEEBEL	C6UU5	283 / 43.4 / 11.6	08:57	Southeast, Force 5	0.23 / 279 degrees

09.06.2024	MARAN GAS DELPHI	SVBW3	294.2 / 44 / 10.6	09:11	West, Force 3	0.38 / 294 degrees
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Departure of LNGC at HKOLNG Terminal

Date	Vessel Name	Call Sign	Reported Departure Time	Wind Direction / Speed (Beaufort Force) recorded at Cheung Chau	Current Speed in knots / Direction
15.05.2023	MARAN GAS CORONIS	SXLQ	05:51	North, Force 2	No available data
10.07.2023	MARAN GAS AMPHIPOLIS	SVC13	06:46	Southwest, Force 3	0.16 / 298 degrees
01.08.2023	AI RAYYAN	V7A5140	06:00	North, Force 2	0.6 / 286 degrees
08.09.2023	AL BIDDA	V7A5144	07:07	Southeast, Force 4	0.39 / 112 degrees
15.10.2023	BROOG	V7A5125	15:48	East, Force 3	0.08 / 189 degrees
20.11.2023	SM BLUEBIRD	3E3651	15:21	East, Force 4	0.31 / 288 degrees
12.01.2024	KOOL HUSKY	V7AF4	07:28	East, Force 4	0.49 / 279 degrees
03.03.2024	LNG RIVER ORASHI	ZCDL8	06:56	East, Force 3	0.13 / 246 degrees
23.04.2024	AL DEEBEL	C6UU5	06:51	East, Force 3	0.58 / 283 degrees
11.06.2024	MARAN GAS DELPHI	SVBW3	05:54	Southeast, Force 3	0.09 / 284 degrees

Appendix 3

Simulation runs

Ex.	Run	Ship Type	LOA / Draught	From	To	Tide / Wind	Notes	Initial Speed	Remarks
1	LNGC ARR 1	LNGC	320m / 12m	SCC PS	HKOLNG-W	Flood tide 0.7kn / E'ly 20kn	4 tugs	4 knots at PBS	Commence from anchorage; Turn onto W'ly leg made using rudder and engine movements. 4 tugs made fast at Shek Kwu Chau. Turn to southerly approach to Terminal used engine and rudder movements. Approach berth at around 2kts and berthing with assistance of 4 tugs. Controlled by 1 person assessment - Successful.
2	LNGC ARR 2	LNGC	320m / 12m	SKC	HKOLNG-W	Ebb tide 0.7kn / W'ly 20kn	4 tugs	8 Knots, all tugs fast	4 tugs made fast at Shek Kwu Chau. Turn to southerly approach to Terminal used engine and rudder movements. Approach berth at around 2kts, berthing with assistance of 4 tugs and ebb tide. Controlled by 1 person assessment - Successful.
3	LNGC DEP 1	LNGC	320m / 11m	HKOLNG-W	Departure	Ebb tide 0.7kn / SW'ly 20kn	4 tugs		4 tugs made fast at berth. Pull out by tugs. Used engine to have headway and with sufficient time for disembarkation of pilot before the boundary. Controlled by 1 person assessment - Successful.
4	LNGC DEP 2	LNGC	320m / 11m	HKOLNG-W	Departure	Flood tide 0.7kn / NE'ly 20kn	4 tugs		4 tugs made fast at berth. Pull out by tugs and aid of tide. Sufficient time for disembarkation of pilot before the boundary. Controlled by 1 person assessment - Successful.

5	FSRU ARR 1	FSRU	345m / 12m	SKC	HKOLNG-E	Flood tide 0.7kn / E'ly 20kn	4 tugs	8 Knots, all tugs fast	4 tugs made fast at Shek Kwu Chau. Turn to southerly approach to Terminal used engine and rudder movements. Approach berth at around 2kts, berthing with assistance of 4 tugs and flood tide. Controlled by 1 person assessment - Successful.
6	FSRU ARR 2	FSRU	345m / 12m	SKC	HKOLNG-E	Ebb tide 0.7kn / W'ly 20kn	4 tugs	8 Knots, all tugs fast	4 tugs made fast at Shek Kwu Chau. Turn to southerly approach to Terminal used engine and rudder movements. Approach berth at around 2kts. Berth against ebb tide with assistance of 4 tugs. Controlled by 1 person assessment - Successful.
7	FSRU DEP 1	FSRU	345m / 12m	HKOLNG-E	Departure	Ebb tide 0.7kn / W'ly 20kn	4 tugs		4 tugs made fast at berth. Pull out by tugs and aid of tide. When cleared from the berth, used astern engine to move backwards. Awarred of ebb tide and did not enter the dumping ground. Moved westwards and allowed sufficient time for disembarkation of pilot before the boundary. Controlled by 1 person assessment - Successful.
8	FSRU DEP 2	FSRU	345m / 12m	HKOLNG-E	Departure	Flood tide 0.7kn / E'ly 20kn	4 tugs		4 tugs made fast at berth. Pull out by tugs. When cleared from the berth, used astern engine to move backwards. Moved westwards and allowed sufficient time for disembarkation of pilot before the boundary. Controlled by 1 person assessment - Successful.

9	LNGC ARR T1	LNGC	320m / 12m	SKC	HKOLNG-W	Flood tide 0.7kn / E'ly 20kn	4 tugs	Using tugs' power only	4 tugs made fast at Shek Kwu Chau. Turning to southerly approach to Terminal used engine and rudder movements at around 6 kts but LNGC backout. With assistance of 4 tugs, slowed down and pushed to the safe waters. Maintained in safe position by tugs for repairing. Controlled by 1 person assessment - Successful.
10&11	LNGC E2 & E3	LNGC	320m / 12m	SKC	HKOLNG-W	Flood tide 0.7kn / E'ly 20kn	4 tugs	7 Knots, all tugs fast	4 tugs fast. When LNGC approaching to SCK SW buoy 7 knots and Rate of Turn over 7 degrees to port, the Fore CL tug blackout on port side alongside towards aft direction. Used engine to slow down and stop ASAP in safe waters. Released the hampered tug and used remaining tugs to turn back to the fairway and proceed to the anchorage. Wait for new tugs. Controlled by 1 person assessment - Successful.
12	FSRU E1	FSRU	345m / 12m	SKC	HKOLNG-E	Flood tide 0.7kn / E'ly 20kn	4 tugs	7 Knots, all tugs fast	4 tugs fast. FSRU approaching to SCK SW buoy 7 knots with a Rate of Turn over 7 degrees to port, FSRU blackout. Rudder locked at Port 10. Used aft tug slow down and stopped at the safe waters. Used all tugs to turn back to the fairway and proceed to the Anchorage. Controlled by 1 person assessment - Successful.

**Key Outcomes for
the Arrival and Departure Manoeuvres for LNGC and FSRU**

Presumption

- It is assumed that the master-pilot exchange will take about 2 minutes, where traffic is essentially light and vessel has not yet speeded up, to account for any deficiencies, where on the ship the 4 tugs should be made fast before turning, beware of the no-go areas, speed control at certain areas respectively, the need for additional lookouts on the bridge/forecastle, preparation anchors for emergencies use, etc.
- Prior to the vessel approaching the berth, the master will be advised to slow down below 7.0 knots for turning into the corridor located between the DG and the SLMP towards the HKOLNG Terminal.

Arrival Manoeuvres for LNGC / FSRU

- Before making the 90-degree turn into the corridor located between the DG and the SLMP towards the HKOLNG Terminal, all 4 tugs were fasted at speed. [1 for Centerlead forward (“Fore’ CL”), 2 for pulling and pushing alongside, 1 for Centerlead aft (“Aft’ CL”).]
- When making the 90-degree turn towards the HKOLNG Terminal, the ship used own engine and steering and commenced to reduce speed to about 5.0 knots. 4 tugs were made fast before the turning and standby for emergency / assistance.
- Vessels approaching HKOLNG(W) or (E) may enter the SLMP with speed of reducing to about 2.0 knots by using engine.
- Dumping ground was marked as no-go area. The ship’s position was frequently checked.
- For approaching both HKOLNG(W) or (E), tugs’ power were used when the ship was about 500 to 600 metres away from the berth with approaching speed reduced to about 1 knot for bring the ship alongside safely.

Overall, no specific problem was identified and safe approaches were made to berth the ship when the simulation runs were conducted by 1 person.

Departure Manoeuvres

(LNGC)

- 4 tugs were made fast at berth before departure HKOLNG(W). [1 for fore' CL, 2 for pulling and pushing alongside, 1 for aft' CL.]
- All lines cast off and pulling out by tugs.
- When the vessel has a sufficient clearance from the berth, engine is used to move the vessel ahead.
- Passing clear off the berth with minimum speed which can maintain the ship's heading.
- Pilot handover to master and disembark before reaching the boundary.

(FSRU)

- 4 tugs were made fast at berth before departure HKOLNG(E). [1 for fore' CL, 2 for pulling and pushing alongside, 1 for aft' CL.]
- All lines cast off and pulling out by tugs.
- Once cleared from berth, engine astern to bring the vessel moving astern.
- When the vessel's bow has a sufficient clearance from the berth, using the engine ahead and tug's assistance and turning to starboard.
- While passing clear off the berth, maintain a safe speed once there is sufficient sea room and that allows the ship to steady maintain her heading for manoeuvring.
- Pilot handover to master and disembark before reaching the boundary.

Emergency Situations

(LNGC)

- Before making the 90-degree turn into the corridor between two buoys located between the DG and the SLMP and towards the HKOLNG Terminal, all 4 tugs were fasted at speed about about 6.0 knots.
- When making the 90-degree turn, the fore' CL tug suddenly blackout and dragging the vessel to aft direction on port side. Speed is dropping down caused by the movement of the fore' CL tug.
- LNGC also used the engine to slow down and stop as safety and

practical in safe waters.

- The berthing operation was immediately suspended, and the LNGC remained in a safe water position at the suitable location.
- Released the hampered tug (fore' CL) once available and used remaining tugs to turn the vessel back to the fairway after stopped.
- LNGC proceeded to the anchorage according to VTC's instruction for safety reason. The ship's position was frequently checked.
- The vessel successfully turned back to the channel by using engine / remained tugs and heading to the anchorage.

Overall, no specific problem was identified and safe approaches were made to berth the ship when the simulation runs were conducted by 1 person.

(FSRU)

- Before making the 90-degree turn into the corridor between two buoys located between the DG and the SLMP and towards the HKOLNG Terminal, all 4 tugs were made fasted at speed about 6.0 knots.
- FSRU approaching to SCK SW buoy about 7 knots with a Rate of Turn over 7 degrees to port. At the material time, FSRU was suddenly blackout and the rudder is also out of order which stuck at port 10-degree position. As a consequence of the blackout and rudder malfunction, the vessel's speed decreased since there were no engines available for propulsion and no functioning rudder for steering
- The berthing operation was immediately suspended, stopped the vessel ASAP and remained in a safe water location with the assistance of tugboats.
- FSRU used the tugs for towing the vessel back to the fairway and proceed to the anchorage according to VTC's instruction for safety reason. The ship's position was frequently checked.
- The vessel successfully turned back to the fairway by tugs and heading to anchorage.

Overall, no specific problem was identified and safe approaches were made when the simulation runs were conducted by 1 person.

End

HKPA's Submission to PACWG of Views on Number of Pilots to be Deployed

1. For the minimum number of pilots to be deployed for any compulsory pilotage service, considerations should be given to the risk factors of pilotage operations which affecting the safety of a ship in the compulsory pilotage waters.

2. Risk factors mainly include human, ship, environment and management factors, plus 4 other aspects. Of which:

- a) Human factors include professional quality of pilots and the crew members, operational errors, etc.;
- b) Ship factors include the ship's working condition, operational performance, etc.;
- c) Environmental factors mainly are the navigational environment conditions, natural environment such as hydrology and meteorology, etc.;
- d) Management factors include pilotage management system and the management of pilotage equipment; and
- e) Other aspects are the terminal staff, tug operations, Vessel Traffic Service staff, and those directly related to the pilotage operations.

3. Each of the above-mentioned risk factors, or a combination of two or more factors, would easily become potential hazards to pilotage safety and consequentially likely become disastrous to life, property and environment, if not properly handled or even undetected during the course of the pilotage operation.

4. In the meantime, risks in pilotage operations arise mainly from weather changes, marine hydrography, port facilities, ship's structure, fairway/ channel conditions, also human error and/or unforeseen circumstances. In order to minimise these risks, considerations have to be given to the use of tugs inclusive of the number of tugs to be employed and their power, allowable ship's draft, time for berthing/unberthing, tidal windows, and most importantly, the number of pilot(s) to be deployed.

5. Considering the above-mentioned risks and potential hazards to pilotage operations, the advantage of deploying more than one pilot for certain class of ships such as large oil tankers, LNG carriers and bulk carriers is very obvious, as well as the following favourables:

- a) More favourable to the safety of pilotage operations
When two or more pilots on board a ship, they could communicate with each other at any time when encountering difficult operations, and carrying out the operation with the best plan.
- b) More positively overcoming impacts of complex navigable waters
Large oil tankers, LNG carriers and bulk carriers, due to their maneuvering performance characteristics, are more subject to shallow water effects and narrow channel effects; Two or more pilots on board would help to better overcome the impact of complex navigable waters.
- c) More effective handling of emergencies
Emergencies are always sudden and critical, only one pilot is often difficult to respond effectively, but two or even more pilots on board simultaneously could be more comprehensive and co-operate with the ship's crew to take all means to maintain the ship's safety.

6. As a matter of fact, the co-pilot has a very important role to play which would not be limited to the followings:

- a) Mater-Pilot Information Exchange
- b) Bridge Resource Management
- c) Deployment of tugs
- d) Give directions to the guard boat, linesmen boat, etc.
- e) Communicate with the Terminal
- f) Communicate with VTC, whenever necessary
- g) Immediate taking over of the Chief Pilot, when necessary
- h) Sudden change of adverse environment condition
- i) Monitor whole pilotage passage
- j) Handling emergency

7. If the tasks mentioned in Para. 6 above are to be taken by only one pilot on board a mega sized LNGC for a period of time, the heavy burden could easily be imagined especially should there be any problem(s) encountered during her voyage towards the Terminal. Indeed, trying to do two things at once is usually a recipe for doing both badly, according to a long line of research. We're slower and less accurate when we try to juggle two things.

8. An incident in October 2023 happened during the process of berthing an LNGC to the Terminal may endorse the paramount importance of the deployment of 2 pilots.

During the incident, when she was to take a 90 degree turn into the approach channel towards the Terminal, one of the four tugs was having power failure and her tug line was unable to release. Not only because of language problem that the ship's master and crew was unable to help, also they were not trained to handle this kind of emergency. Luckily there were 2 pilots on board and the Co-pilot immediately exercised his function to communicate with VTC and assisted to releasing the tug in trouble, while the Chief pilot was focusing on navigation. Therefore the incident did not become a tragedy.

9. Findings of the International Maritime Pilots' Association's Professional Standards and Qualifications Sub-Committee, may substantiate the need to deploy more than one pilot for LNG carriers, particularly for the Hong Kong Offshore LNG Terminal (see Attachment), which suggests "The Sub-Committee considered that where the need for two (2) maritime pilots had been established, any proposal to have fewer maritime pilots for each act of pilotage must be supported by objective evidence that navigation safety would not be compromised. Moreover, the proponents of a reduction should be responsible for using a robust risk assessment methodology to provide that evidence".

HKPA's Findings during the Trail period

10. The Terminal came into operation since July 2023. During the past 10 months, there were 8 berthing/unberthing operations for the LNGCs, and 14 unberthing/berthing operations for the FSRU. Ever since their first movements, 2 pilots were deployed for LNGC's berthing operation while only 1 pilot was deployed for their unberthing operation. However, for the purpose of safe and efficient operations, both the FSRU's owner and the Terminal operator all along require two (2) pilots for the vessel's berthing and unberthing operations.

11. The rationale behind is easily understandable. East berth of the Terminal where the FSRU (max. breadth of 55m) used to berth to was merely 300 metres from the boundary of the Dumping Ground, within which was shallow waters together with lots of uncharted shallow spots. During unberthing operation, the FSRU might easily drift towards the boundary which should best be avoided for safety reason. Also, it was less than 500 meters (less than 1.5 ship's length) from the ship's bow to the boundary of HKSAR where the pilot(s) would have left the ship before crossing it. Given the very restricted sea room, she had to first steam backward immediately after casting off the berth, thence sail southwest keeping well clear of the Terminal. The duty pilot has to exercise highly professional skill together with extreme caution during the operation.

12. Experience has revealed that, for the LNGCs, the deployment of 2 pilots for its berthing operation was deemed necessary even only one pilot for its unberthing operation might be acceptable. Whereas for FSRU, given her sluggish manoeuvrability and the very close proximity of the dumping ground immediately east to her berth, the deployment of 2 pilots whether for berthing and unberthing operations was considered necessary both for the safety of the ship and the environment.



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24 April 2024

MK Chan
Project Manager
Hong Kong Pilots' Association Limited
1601-6 Hong Kong Plaza
186 Connaught Road West
HONG KONG

Dear MK Chan,

THE NUMBER OF MARITIME PILOTS FOR LNG CARRIERS

In the 91st session of the IMPA Executive Committee, the Professional Standards and Qualifications Sub-Committee considered the Hong Kong Pilots' Association (HKPA) request for further advice on the minimum number of maritime pilots for LNG Carriers.

The Executive Committee endorsed the Sub-Committee's conclusion that IMPA should clarify the advice provided in November 2022 concerning the Hong Kong Offshore LNG Terminal.

Risk assessment, including simulations, should objectively determine the appropriate number of maritime pilots for a particular ship type in a specific mandatory pilotage area. When simulations have indicated that the minimum number of pilots required for an act of pilotage is two (2), this is the number of maritime pilots that should be used to ensure the safety of navigation and protection of the marine environment and infrastructure.

In addition, the Sub-Committee:

1. Recalled that two (2) maritime pilots are common for acts of pilotage involving LNG carriers in ports around the world;
2. Noted that simulations during the Hong Kong Offshore LNG Terminal project had determined that two (2) maritime pilots would be required for each act of pilotage; and
3. Reviewed the information on the maritime safety incident in December 2023 and concluded that the compelling need for two (2) maritime pilots for each act of pilotage had been demonstrated.

The Sub-Committee considered that where the need for two (2) maritime pilots had been established, any proposal to have fewer maritime pilots for each act of pilotage must be supported by objective evidence that navigation safety would not be compromised. Moreover, the proponents

of a reduction should be responsible for using a robust risk assessment methodology to provide that evidence.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mr. Williams.', with a stylized, cursive script.

Matthew Williams
Secretary General
International Maritime Pilots' Association

Record of Observation of
Berthing and Unberthing Simulations for HKOLNG Terminal

Date: 19 September 2024

Time: 2:30 p.m. to 5:00 p.m.

Venue: Marine Department Training Centre, 1/F, Hydro Building, Government Dockyard, Ngong Shung Road, Kowloon

PAC Members Present

CHAN Hung-tai	Hong Kong Liner Shipping Association
CHAN Kam-foo	Shipping Agencies
CHANG Chi-wai, Robson	Dry Bulk Cargo Terminal Operators
LAM Wing-chiu	Container Terminal Operators
LAU Yiu-ming	Oil Terminal Operators
Michael LUK (on behalf of ZHONG Ying)	Dockyard Industry
KK Tang (on behalf of Ms LEI Ho-yan, Angelina)	Tug Operators
Capt LEE Koon-wah	Licensed Pilot
Capt TAO Ming, Rockman	Licensed Pilot
WU Kou-qing	General Manager / VTS, MD

In attendance

Miss YIU Yi-lun, Iris	Senior Marine Officer / Vessel Traffic Centre, MD
WONG Tang-tat	Senior Marine Officer / Training
George TANG	Marine Manager / Pilotage, MD
LI Kin-pong, Warren	Marine Manager / Training(2)

Simulation Runs Observed

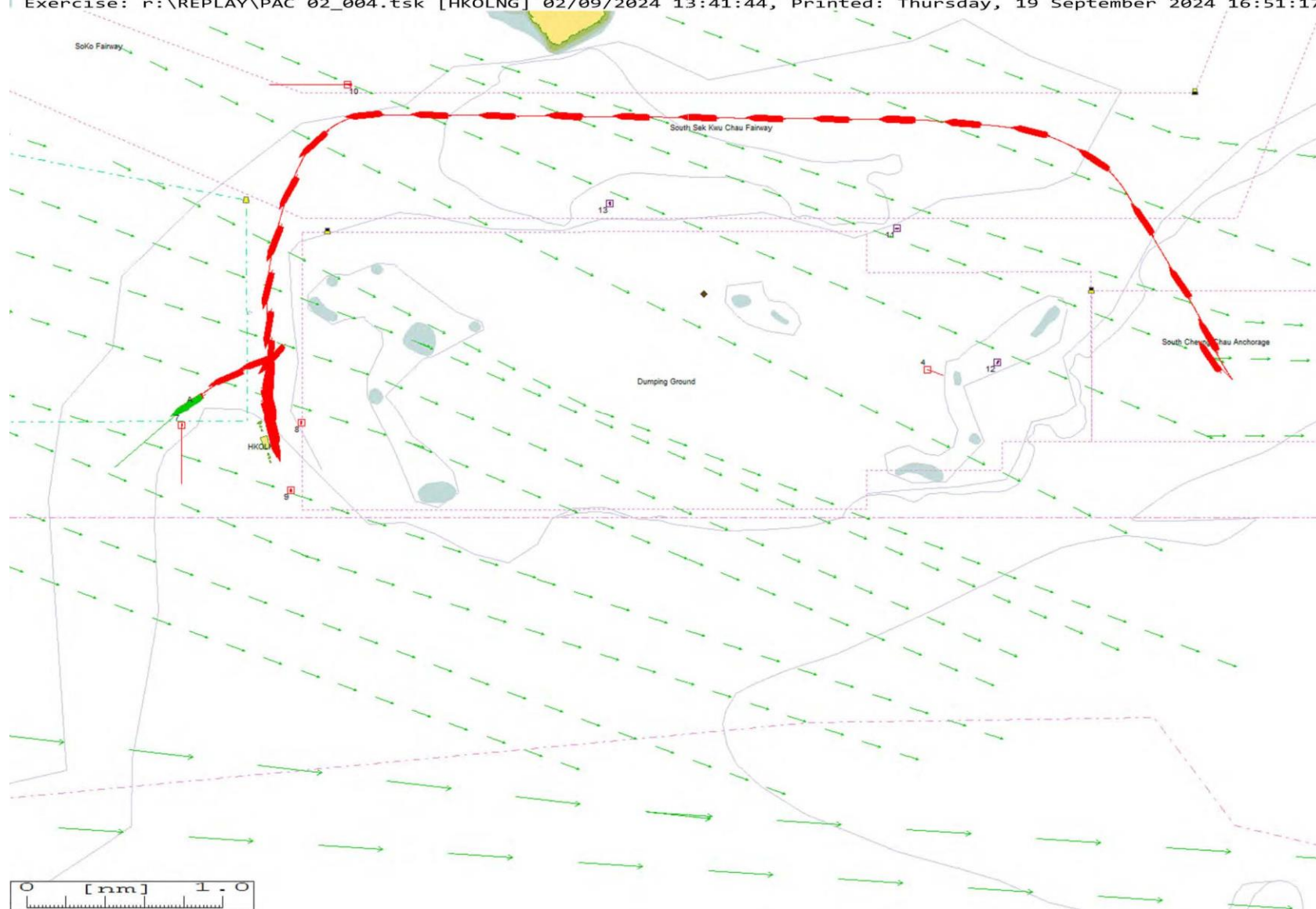
Ex.	Run	Ship Type	LOA Draft	Start Location	Berth	Tide Wind	Tug	Remarks
1	FSRU Arrival	FSRU	345m 12m	South Cheung Chau PBS	HKOLNG-E	Ebb tide 0.7kn W'ly 20kn	4 tugs	Both engines coupled and used as 1 single engine No thruster
2	FSRU Departure	FSRU	345m 12m	HKOLNG-E	Departure	Ebb tide 0.7kn W'ly 20kn	4 tugs	Both engines coupled and used as 1 single engine No thruster

Players

Pilot	Master	OOW/Helmsman
One (1)	One (1)	One (1)

Simulations Record – Berthing and Unberthing

Trainer name: HKOLNG BERTHING AND UNBERTHING, Instructor name: 20240919
Exercise: r:\REPLAY\PAC 02_004.tsk [HKOLNG] 02/09/2024 13:41:44, Printed: Thursday, 19 September 2024 16:51:17



Berthing Guidelines

Proposed Nov. 2024

~~ON TRIAL~~

Location: **HKOLNG(E)**

Hong Kong Offshore LNG Terminal east berth

(Declared Depth: 15.5 m)

010	Berthing LOA: Max 350m	011	Unberthing LOA: Max 350m
Draft:	Max. 12.5m (min 15% UKC)	Draft:	Max. 12.5m (min 15% UKC)
Time:	Day HW-2 to HW+1	Time:	Day
Tugs:	4	Tugs:	4
Remarks:	2 Pilots Starboard side to.	Remarks:	1 Pilot

General Remarks:

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.
2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
3. Berthing/unberthing tugs (x 4) employed must be at least 2 x **either 5,000 HP or 70T BP;** and 2 x **either 6,500 HP or 80T BP.**

~~ON TRIAL~~Location: **HKOLNG(W)****Hong Kong Offshore LNG Terminal west berth**
(Declared Depth: 15.5 m)

010	Berthing LOA: Max 350m	011	Unberthing LOA: Max 350m
Draft:	Max. 12.5m (min 15% UKC)	Draft:	Max. 12.5m (min 15% UKC)
Time:	Day HW-2 to HW+1	Time:	Day
Tugs:	4	Tugs:	4
Remarks:	2 Pilots Port side to.	Remarks:	1 pilot

General Remarks:

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.
2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
3. Berthing/unberthing tugs (x 4) employed must be at least 2 x **either 5,000 HP or 70T BP;** and 2 x **either 6,500 HP or 80T BP.**

PAC Paper No. 1/2025

PILOTAGE ADVISORY COMMITTEE**Proposed Amendments to the Berthing Guidelines
On Relaxation of Tidal Window for
Berths of Kwai Tsing Container Terminals****Purpose**

The purpose of this paper is to seek members' comments and endorsement on proposed amendments to the Berthing Guidelines ("BGL") in relaxation of tidal window for some berths ("KC berths") of the Kwai Tsing Container Terminals ("KTCT").

Background

2. Tidal window and use of tugs are the major tools for mitigating the adverse effects of excessive tidal currents.

3. In the past, tug masters and pilots in Hong Kong were not accustomed to tugs approaching the stem of moving ships to make fast at centre lead forward. With the recent changes in practice that tug masters and pilots have gained more experience in making fast tugs at centre leads fore and aft, and in casting off from centre lead and making fast on shoulder and quarter when necessary, all of which has increased pilots' confidence and effectiveness handling larger and heavier ships with the assistance of tugs.

Review

4. With aims to enhance the flexibility and efficiency of KTCT in accommodating mega sized container vessels; and facilitate the compact sailing schedule of container vessels by relaxing the tidal windows set for the vessels of length over 340m and/or with draft over 14.0m, the Hong Kong Pilots

Association (“HKPA”) had reviewed the BGL for KC berths in conjunction with tugs, liners and terminals operators.

5. The review found that, when a tug is made fast at the center lead forward, it achieves approximately 20% greater work efficiency when turning a vessel compared to one fastened at the ship’s shoulders. The propeller thrust generated by a tug pulling at the ship’s shoulder inevitably reduces the pulling efficiency. Furthermore, positioning higher-powered tugs strategically not only improves control but also enhances the ship’s safety and allows for a certain relaxation of tidal restrictions. It is estimated that a lateral wind of 20 knots combined a current of 1 knot could exert approximately 170 tonnes-force on a container ship measuring 370 meters in length and with a draft of 15.5 meters. Accounting for a reasonable margin, this force corresponds to and could be compensated with the combined power of three 5,000-horsepower harbour tugs, such as those commonly used in Hong Kong.

6. HKPA’s pilots had good experience in maneuvering Ultra Large Container Vessels after the Kwai Tsing basin was dredged to 17.5 meters, they have commented that a certain relaxation of the tidal window could be feasible. In this context, HKPA’s technical team considered that, with the mitigation measures in paragraph 5 above, tidal window could be relaxed for some of the berth directions and locations with the use of additional tug power as mitigating measure against the stronger tidal effects when operating outside the existing tidal window. For some berthing/unberthing operations, tugs with higher power, e.g. 5000hp/6000hp, might be specified. A summary of feasible relaxation is at **Annex I**.

Proposed Amendments

7. It was proposed to amend the BGLs for KC berths with location code KC2, KC4, KC5, KC8-9, KC10W, KC12, KC13-14, KC17-18 and KC19 (splitting from KC17-19) as detailed by marking up in red at **Annex II**. These BGLs will be put on trial and be reviewed on regular basis, i.e. once in every 12 months.

Consultation

8. These proposed amendments have been circulated to members of the PAC Working Group (WG) in May 2025. Comments received from members are positive.

Presentation

9. This paper will be presented by Marine Manager/ Pilotage.

Advice Sought

10. Members are invited to comment and endorse the proposed amendments.

Marine Department
June 2025

Summary of Feasible Relaxations

- Anticipated to extend operation window to 24 hours where practicable with a safety net of additional tug power where necessary.
- The proposed changes are for $D > 14.0\text{m}$.
- For $D \leq 14.0\text{m}$, existing 24 hours operation and tug requirement remains applicable.

[Legends for boxes in ensuing figures:

Blue colour: Existing operation windows;

Brown colour: Non-operational windows (existing and future without relaxation); and

Green colour: Proposed relaxation to turn existing Non-operational window into Operational by specifying additional tugs.]

KC2 and KC4**Item 060 – berthing of LOA Max 370m**

- Relax to allow 24 hours operation for $D > 14.0\text{m}$ & starboard side to berth.
- Existing operation window restriction remain applicable to $D > 14.0\text{m}$ & port side to berth.

Item 061 – unberthing of LOA Max 370m

- Relax to allow 24 hours operation for $D > 14.0\text{m}$ & starboard side to berth, i.e. 24 hours operation for all draft and both sides to berth.

KC5**Item 060 – berthing of LOA Max 370m**

- Relax to allow 24 hours operation for $D > 14.0\text{m}$ with additional tug requirement if outside of existing operation window.
- Tug requirement for $D > 14.0\text{m}$ would be 4 incl. $3x \geq 5000\text{HP}$ if outside of existing operation window.

	HW+2	LW+1	LW+3	HW-2	HW+2
Tidal Window	HW+2 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-2	HW-2 to HW+2 (Inclusive of both end times)	
Existing Operation	Non-operational window If $D > 14.0\text{m}$	4 tugs, at least $2x \geq 5000\text{HP}$	Non-operation window if $D > 14.0\text{m}$	4 tugs, at least $2x \geq 5000\text{HP}$	
Proposed Relaxation	If $D > 14.0\text{m}$, 4 tugs incl. $3x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	If $D > 14.0\text{m}$, 4 tugs incl. $3x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	

Item 061 – unberthing of LOA Max 370m

- Relax to allow 24 hours operation including $D > 14.0\text{m}$ without additional tug requirement.

KC8-9

Item 050 – berthing of LOA Max 360m

- Relax to 24 hours operation for D>14.0m on condition that thruster not considered as tug replacement if outside of existing operation window.

Item 060 – berthing of LOA Max 370m

- Relax to allow 24 hours operation for D>14.0m with additional tug requirement if outside of existing operation window.
- Tug requirement for D>14.0m would be 4 incl. 3 x ≥ 5000 HP if outside of existing operation window similar to KC5 above.

Item 061 – unberthing of LOA Max 370m

- Relax to allow 24 hours operation including D>14.0m without additional tug requirement.

Item 071 – unberthing of LOA Max 400m

- Relax to allow 24 hours operation including D>14.0m without additional tug requirement.

KC10W & KC12

Item 061 – unberthing of LOA Max 370m

- Relax to allow 24 hours operation including D>14.0m without additional tug requirement.

KC13-14

- Add new group of LOA Max 360m as 060/061.
- Renumber existing 060/061(LOA Max 370m) and 070/071(LOA Max 400m) to 070/071 and 080/081 respectively.

Item 060 – berthing of LOA Max 360m

- Similar to existing 060 with LOA Max adjusted downward from 370m to 360m and draft adjusted upward from 12.5m to 14.0m, other parameters remain unchanged.

Item 061 – unberthing of LOA Max 360m

- Relax to allow 24 hours operation including D>14.0m without additional tug requirement.

Item 071 – unberthing of LOA Max 370m

- Relax to allow 24 hours operation including D>14.0m without additional tug requirement.

Item 081 – unberthing of LOA Max 400m

- Relax to allow 24 hours operation with additional tug requirement if outside of existing operation window.
- Tug requirement would be 4 incl. 2x ≥ 6000 HP & 1x ≥ 5000 HP (as oppose to “at least one tug ≥ 6000 HP & one tug ≥ 5000 HP” in the existing general remarks) if outside of existing operation window.

KC17-19

Split into KC17-18 and KC19

KC17-18

Item 050 & 060 – berthing of LOA Max 360m & 370m

- Extend existing operation window for $D > 14.0\text{m}$ from “LW+1 to LW+3 & HW-1 to HW+1” to “LW+1 to LW+3 & HW-1 to HW+3”
- Relax to allow 24 hours operation including $D > 14.0\text{m}$ with additional tug requirement if outside of extended operation window.
- Tug requirement would be 4 incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$ for LOA Max 360m and $2x \geq 6000\text{HP}$ for LOA Max 370m if outside of extended operation window.

Item 070 – berthing of LOA Max 400m

- Extend existing operation window for $D > 14.0\text{m}$ from “LW+1 to LW+3 & HW-1 to HW+1” to “LW+1 to LW+3 & HW-1 to HW+3”.

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(060) Existing Operation for LOA Max 370m	Non-Operational Window If $\text{LOA} > 340\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 340\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $2x \geq 5000\text{HP}$	
(070) Existing Operation for LOA Max 400m	Non-Operational Window If $\text{LOA} > 340\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 340\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3 (Inclusive of both end times)	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(050) Proposed Relaxation for LOA Max 360m	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	
(060) Proposed Relaxation for LOA Max 370m	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $2x \geq 6000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $2x \geq 6000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	
(070) Proposed Relaxation for LOA Max 400m	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 370\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 370\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

KC17-18**Item 061 – unberthing of LOA Max 370m**

- Extend existing operation window for $D > 14.0\text{m}$ from “LW+1 to LW+3 & HW-1 to HW+1” to “LW+1 to LW+3 & HW-1 to HW+3”.
- Relax to allow 24 hours operation with additional tug requirement if outside of extended operation window.
- Tug requirement would be 4 incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$ if outside of extended operation window.

Item 071 – unberthing of LOA Max 400m

- Relax to allow 24 hours operation including $D > 14.0\text{m}$ with additional tug requirement if outside of existing operation window.
- Tug requirement would be 4 incl. $2x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$ if outside of existing operation window.

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(061) Existing Operation for LOA Max 370m	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $2x \geq 5000\text{HP}$	
(071) Existing Operation for LOA Max 400m	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3 (Inclusive of both end times)	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(061) Proposed Relaxation for LOA Max 370m	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	4 tugs incl. $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 5000\text{HP}$	
(071) Proposed Relaxation for LOA Max 400m	4 tugs, at least $2x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$		4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $2x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

KC19**Item 050, 060 & 070 – berthing of LOA Max 360m, 370m & 400m**

- Extend existing operation window for $D > 14.0\text{m}$ from “LW+1 to LW+3 & HW-1 to HW+1” to “LW+1 to LW+3 & HW-1 to HW+3” without additional tug requirement.

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(060) Existing Operation for LOA Max 370m	Non-Operational Window If LOA > 340m & D > 14.0m		4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $2x \geq 5000\text{HP}$	
(070) Existing Operation for LOA Max 400m	Non-Operational Window If LOA > 340m & D > 14.0m		4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3 (Inclusive of both end times)	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(050) Proposed Relaxation for LOA Max 360m	4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $2x \geq 5000\text{HP}$	
(060) Proposed Relaxation for LOA Max 370m	4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $2x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $2x \geq 5000\text{HP}$	
(070) Proposed Relaxation for LOA Max 400m	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	Non-Operational Window If LOA > 340m & D > 14.0m	4 tugs, at least $1x \geq 6000\text{HP}$ & $1x \geq 5000\text{HP}$	

KC19

Item 061 – unberthing of LOA Max 370m

- Extend existing operation window for $D > 14.0\text{m}$ from “LW+1 to LW+3 & HW-1 to HW+1” to “LW+1 to LW+3 & HW-1 to HW+3” with additional tug requirement if outside of extended operation window.
- Tug requirement would be 4 incl. 1 x $\geq 6000\text{HP}$ & 1 x $\geq 5000\text{HP}$ if outside of extended operation window.

Item 071 – unberthing of LOA Max 400m

- Relax to allow 24 hours operation including $D > 14.0\text{m}$ with additional tug requirement if outside of existing operation window.
- Tug requirement would be 4 incl. 2 x $\geq 6000\text{HP}$ & 1 x $\geq 5000\text{HP}$ if outside of existing operation window.

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(061) Existing Operation for LOA Max 370m	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $2 \times \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $2 \times \geq 5000\text{HP}$	
(071) Existing Operation for LOA Max 400m	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$		4 tugs, at least $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	Non-Operational Window If $\text{LOA} > 360\text{m}$ & $D > 14.0\text{m}$	4 tugs, at least $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	

	HW+1	HW+3	LW+1	LW+3	HW-1	HW+1
Tidal Windows	HW+1 to HW+3 (Inclusive of both end times)	HW+3 to LW+1	LW+1 to LW+3 (Inclusive of both end times)	LW+3 to HW-1	HW-1 to HW+1 (Inclusive of both end times)	
(061) Proposed Relaxation for LOA Max 370m	4 tugs, at least $2 \times \geq 5000\text{HP}$	4 tugs, incl. $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	4 tugs, at least $2 \times \geq 5000\text{HP}$	4 tugs, incl. $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	4 tugs, at least $2 \times \geq 5000\text{HP}$	
(071) Proposed Relaxation for LOA Max 400m	4 tugs, at least $2 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$		4 tugs, at least $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	4 tugs, at least $2 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	4 tugs, at least $1 \times \geq 6000\text{HP}$ & $1 \times \geq 5000\text{HP}$	

On TrialLocation : **KC2****Kwai Chung berth 2***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

On Trial*Location : KC2**Kwai Chung berth 2**(Declared Depth at berth 15.5m)*

060 **Berthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m & Port side to, D&N LW+1
 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.

Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to HW+2 if~~
 ~~Starboard side to~~
Tugs: 2.
 1 if bow & stern thrusters fitted.
 D>13.0m or Starboard side to, 3, 2
 if bow & stern thrusters fitted.
 D>14.0m, 4

Remarks:**General Remark:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Declared depth of 15.5m is applicable to berth KC2 and 143m northward from the north end of berth KC2 (from Bollard No.549 to Bollard No.1934). The quayside of berth KC1 and KC2 are painted in orange to indicate the berth with depth of less than 15.5m.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.

On TrialLocation : **KC4****Kwai Chung berth 4***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

060 **Berthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 D>14.0m & Port side to, D&N LW+1 to LW+3 & HW-2 to HW+2
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to HW+2 if Starboard side to~~
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

On Trial

Location : KC4

Kwai Chung berth 4

(Declared Depth at berth 14.2m)

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug $\geq 5000\text{HP}$.

On TrialLocation : **KC5****Kwai Chung berth 5***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

051 **Unberthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: D&N LW+1 to HW+1, thrusters not considered.

060 **Berthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2~~
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
 ~~D>14.0m, 4 incl 3≥5000HP if out of LW+1 to LW+3 & HW-2 to HW+2~~
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N HW-1 to LW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

On Trial**Location : KC5****Kwai Chung berth 5***(Declared Depth at berth 15.5m)*

070 **Berthing** LOA: Max 400m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+2
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: All quay cranes at KC1 with distance
 less than 150m from KC5 quayside
 must be boom up. 210m southward
 from KC1 corner is not occupied.
 Port side to.

071 **Unberthing** LOA: Max 400m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N HW-1 to LW+2
Tugs: 4
Remarks: All quay cranes at KC1 with
 distance less than 150m from KC5
 quayside must be boom up. 210m
 southward from KC1 corner is not
 occupied.

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug $\geq 5000\text{HP}$.
3. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.
4. LOA>370m & D>14.0m, at least one tug $\geq 6000\text{HP}$ & one tug $\geq 5000\text{HP}$.
5. Max draft is limited to 14.5m if vessel enters into the zone of 30m westward from east end of berth KC5. The quay side is painted in orange to indicate the zone with depth of less than 15m.
6. If berth KC1 is occupied, fore-and-aft clearance from KC5 corner of not less than 25m plus the beam of vessel at berth KC1 is required.

On TrialLocation : **KC8-9****Kwai Chung berth 8-9***(Declared Depth at berth 16.0m)*

010 **Berthing** LOA: Max 130m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2~~
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
 D>14.0m, thrusters not considered if out of LW+1 to LW+3 & HW-2 to HW+2
Remarks: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks: GT >130000, LOA: Max 370m refers.

On TrialLocation : **KC8-9****Kwai Chung berth 8-9***(Declared Depth at berth 16.0m)*

060 **Berthing** LOA: Max 370m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2~~
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
 ~~D>14.0m, 4 incl 3 ≥5000HP if out of LW+1 to LW+3 & HW-2 to HW+2~~

Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.

Remarks:

070 **Berthing** LOA: Max 400m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

071 **Unberthing** LOA: Max 400m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 4
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug ≥5000HP.
3. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
4. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.

On TrialLocation : **KC10W****Kwai Chung berth 10W***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1. 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: Port side to

061 **Unberthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

On Trial

Location : KC10W

Kwai Chung berth 10W

(Declared Depth at berth 15.5m)

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.

On TrialLocation : **KC12****Kwai Chung berth 12***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs.
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hr
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+1
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

On Trial

Location : KC12

Kwai Chung berth 12

(Declared Depth at berth 15.5m)

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.
5. LOA>360m berthing, quay cranes at berth KC10W (150m eastward from berth KC9/10 corner) and berth KC13 are required to be boom up.
6. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

On TrialLocation : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks: Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

031 **Unberthing** LOA: Max 270m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Stern in 3 tugs

051 **Unberthing** LOA: Max 340m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>12.5m, 3, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2.
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>14.0m, 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

061 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

On Trial**Location : KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*

~~060~~ **070** **Berthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to HW+2.
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>12.5m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: Starboard side to

~~061~~ **071** **Unberthing** LOA: Max 370m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4

Remarks:

~~070~~ **080** **Berthing** LOA: Max 400m
Draft: Max 15.5m + tide – 10% UKC
Time: D&N LW+1 to HW+2.
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

~~071~~ **081** **Unberthing** LOA: Max 400m
Draft: Max 15.5m + tide – 10% UKC
Time: ~~D&N LW+1 to HW+2~~ 24 hrs.
Tugs: 4 incl 2≥6000HP & 1≥5000HP if
 out of LW+1 to HW+2
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.
6. LOA>390m berthing KC13, quay cranes at berth KC10W(100m eastward from berth KC9/10 corner) and berth KC14 are required to be boom up.
7. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

On TrialLocation: **KC 17- 19 18****Kwai Chung berth 17- 19 18***(Declared Depth at berth 16.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1~~
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
 ~~D>14.0m 4 incl 1≥6000HP & 1≥5000HP if out of LW+1 to LW+3 & HW-1 to HW+3~~
Remarks: GT >130000, LOA: Max 370m
 refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
 D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m
 refers.

On TrialLocation: **KC 17- ~~19~~ 18****Kwai Chung berth 17- ~~19~~ 18**

(Declared Depth at berth 16.5 m)

060 **Berthing** LOA: Max 370m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1~~
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no bow thruster.
 D>14.0m, 4 incl 2≥6000HP if out of LW+1 to LW+3 & HW-1 to HW+3
Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1~~
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m or Port side to, 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4 incl 1≥6000HP & 1≥5000HP if out of LW+1 to LW+3 & HW-1 to HW+3
Remarks:

070 **Berthing** LOA: Max 400m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1 3
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

071 **Unberthing** LOA: Max 400m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1~~
Tugs: 4
 D>14.0m, 4 incl 2≥6000HP & 1≥5000HP if out of LW+1 to LW+3 & HW-1 to HW+1
Remarks:

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.

On TrialLocation: **KC 17-19****Kwai Chung berth 17-19***(Declared Depth at berth 16.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks:

041 **Unberthing** LOA: Max 340m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+**1 3**
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.
Remarks: GT >130000, LOA: Max 370m
 refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
 D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m
 refers.

On TrialLocation: **KC ~~17-19~~****Kwai Chung berth ~~17-19~~**

(Declared Depth at berth 16.5 m)

060 **Berthing** LOA: Max 370m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+~~1~~ **3**
Tugs: 3 incl 1 GI escort if no bow thruster.
 2 if bow & stern thrusters fitted.
 D>13.0m, 4 incl 1 GI escort if no
 bow thruster.

Remarks:

061 **Unberthing** LOA: Max 370m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 &~~
 ~~HW-1 to HW+1~~
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m or Port side to, 3, 2 if bow
 & stern thrusters fitted.
 D>14.0m, 4 ~~incl~~ **1**≥6000HP &
 1≥5000HP if out of LW+1 to
 LW+3 & HW-1 to HW+**3**

Remarks:

070 **Berthing** LOA: Max 400m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+~~1~~ **3**
Tugs: 4 incl 1 GI escort if no bow thruster.

Remarks:

071 **Unberthing** LOA: Max 400m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 &~~
 ~~HW-1 to HW+1~~
Tugs: 4
 D>14.0m, 4 ~~incl~~ **2**≥6000HP &
 1≥5000HP if out of LW+1 to
 LW+3 & HW-1 to HW+**1**

Remarks:**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.

PILOTAGE ADVISORY COMMITTEE

Proposed Amendments to the Berthing Guidelines On Tug Requirement for Anchorages

Purpose

The purpose of this paper is to seek members' comments and endorsement on the proposed amendments to the Berthing Guidelines ("BGL") in respects of the tug requirement for anchorages.

Background

2. Subsequent to the discussion on tug requirements for anchorages in the Pilotage Advisory Committee ("PAC") meeting held on 5 December 2024, Marine Department ("MD") has had multiple meetings with Hong Kong Pilots Association ("HKPA") to further discuss on the issue.

Submission from HKPA

3. HKPA submitted that (full submission at *Annex I*):

- (i) When comparing with anchorages in the harbour, anchorages located south of Lamma Island are relatively exposed, deep and free from shallow patches as well as less traffics;
- (ii) Anchorages in the harbour are generally situated next to main fairways, dense traffic and shallow patches. Maneuvering room is confined.
- (iii) Some anchorages are subject to significant current effects which may call for a tidal window for arrival and/or departure, such as Ma Wan Anchorage ("MWA"), Pun Shan Shek Anchorage (west) ("PSSA-W") and Urmston Road Anchorage ("URMA"); and
- (iv) Anchorages at remote location, such as the Tolo Harbour Anchorage ("THA") and URMA, may take such longer time for sudden summon of tug which may stymie the safety of vessel.

- (v) The situation where tug would be required are:
 - i. For tanker ship, 1 tug if LOA>180m or D>10.0m;
 - ii. For bulker ship, 1 tug if LOA>240m or draft >10.5m;
 - iii. For container ship, 1 tug if LOA >250m or draft >11.0m (exempted if with thruster); and
 - iv. For passenger ship (Conventional and Highly Maneuverable)(“PC and PH”), 1 tug if LOA>250m (exempted if with thruster).

Proposed Amendments

4. Taking HKPA’s submission into consideration, MD opined that;

- (i) Licensed pilots in Hong Kong are well trained and competent in their works;
- (ii) Anchorages are not congested nowadays; and
- (iii) Safety, efficiency and cost effectiveness should be the key consideration.

5. Taking into consideration of the environmental settings, approach and available swing circle, traffic situation in the vicinity; and thorough deliberation with HKPA, the following amendments to the BGL is therefore proposed:

- (i) Provide specific tug requirements for Location Codes MWA, PSSA-W, URMA and THA;
- (ii) Adopt the general criteria described paragraph 3(v) above for other anchorages. Special attentions are given to anchorages with tighter length or draft limitations, such as Location Codes JBDGA¹, NWLA², RDGA³ and WQA⁴;
- (iii) Separate the requirements for Urmston Road Anchorage by adding new BGLs with location code URMAs from existing BGLs for Transit Ma Wan, with Location Code of URMPSs/URMAs, and for berths in the Urmston Road, with Location Codes of CCEMENT⁵; CLPTSK⁶ and SWSTL⁷, for a better presentation of BGLs; and

¹ JBDGA is the location code of Junk Bay Dangerous Goods Anchorage

² NWLA is the location code of North West Lamma Anchorage

³ RDGA is the location code of Reserved Dangerous Goods Anchorage

⁴ WQA is the location code of Western Quarantine Anchorage

⁵ CCEMENT is the location code of China Cement Company (TSK)

⁶ CLPTSK is the location code of China Light Power Station (TSK)

⁷ SWSTL is the location code of Shiu Wing steel wharf (TSK)

(iv) Some textual editing and formatting.

6. A summary of the proposed amendments is attached at **Annex II**. Detail proposals are highlighted in red in the proposed BGLs for anchorages⁸ at **Annex III**. These BGLs will be put on trial and be reviewed on regular basis, i.e. once in every 12 months.

7. The associated amendments to BGLs for Transit Ma Wan, with Location Code of URMPSs/URMAs, and berths⁹ in the Urmston Road are shown at **Annex IV**.

8. Subject to the final endorsement from the PAC and Pilotage Authority, Chapter 1 of the BGL, which serves as the contents section, would also be updated as appropriate.

Consultation

9. These proposed amendments has been circulated to members of the PAC Working Group (WG) in May 2025. Comments received from members are positive.

Presentation

10. This paper will be presented by Marine Manager/ Pilotage.

Advice Sought

11. Members are invited to comment and endorse the proposed amendments.

Marine Department
June 2025

⁸ The full list of anchorages is shown at Annex II. No amendment is proposed for Location Codes KEL-2, KEL-3, KYCA, SCCA, SLA, SSK-1, SSK-2, WA-1 and YMTA where there is no tug requirement, hence not shown at Annex III.

⁹ These include Location Code CCEMENT, CLPTSK AND SWSTL.

HKPA - Review of Requirement on Tug for Anchorages

Background

1. In general, tug is required for vessels of LOA over 230m or of draft over 10m plying for anchorages of Hong Kong waters, which would be even restricted for specific anchorages such as dangerous goods anchorage, in order to warrant the safe anchoring of ship and navigation safety along their approach/departure path. With regard to the Pilotage Advisory Committee meeting held on 5 December 2024, in which the Marine Department proposed to update the Berthing Guidelines (“BGL”) by removing the requirement of tug from all anchorages, the Hong Kong Pilots Association (“HKPA”), after a thorough review has prepared a proposal on amendments to the requirement on tug for anchorages in the BGL, instead of blanket removal of tugs for the Panamax sized and deep draft vessels plying for anchorages.

Considerations

2. **Confined Maneuvering Area**

Unlike vessels plying for the South Lamma Anchorages (“SLA”) where the waters is relatively exposed, deep (Charted Depth >20m) and no shallow patches around, less marine traffic in the proximity as well. The ship master can maneuver the vessel to/from anchorage without tug assistance. This is, however, not the case for most anchorages located in the Harbour.

3. Most anchorages in Hong Kong are situated next to the main fairways with dense traffic, with shallow patches (Charted Depth <10m) or high spots around. Thus, precise anchor operation for the vessel is required, so as to avert potential protrusion into the fairway and maintain safe distance to the adjacent anchored vessels, and to keep clear of shallow patches. Besides, the swinging circle of vessels here is normally smaller than those anchored at the SLA. It is envisaged that the maneuvering area for vessels plying for anchorages in the Harbour is considerably confined.

4. Current Effect

Certain anchorages are exposed to significant current effects, for example the Ma Wan Anchorage (“MWA”) and the Urmston Road Anchorage (“URMA”). To ensure the anchor/departure operation could be safely conducted without tidal windows restriction imposed, tug is inevitably required to encounter the current effect for the Panamax sized or deeply laden vessels. In addition, MWA and URMA are situated aside the Ma Wan Fairway and Urmston Road Fairway respectively where heavy ocean-going vessel traffic to/from Shekou terminals is anticipated, the safety margin in relation to the use of tug for vessels plying for those anchorages should be assessed prudently.

5. Tug On Request by Pilot or Ship Master

Notwithstanding that according to Paragraph 6 in Chapter 2 of BGL, the pilot, ship master and/or ship’s operator may, in order to maintain adequate safety margin, request additional tug(s) in excess of the requirements of BGL, for example, additional tug for berthing or unberthing as well as escort operation, a dispute may likely arise amongst the pilot, ship agent, ship master and/or ship owner since there is discrepancy against the tug requirement stipulated in the specific anchorages of BGL. In addition, the time spent for sudden summon of tug may stymie the safety of vessel.

6. In this connection, HKPA conceived that removing the requirement of tug from the anchorages in the BGL for the Panamax sized vessels or deeply laden vessels may be viable, given certain conditions and criteria are met for some particular anchorages, and hence amendments are proposed as follows.

Proposed Amendments

7. The requirement of tug could be removed for vessels plying certain particular anchorages, given the following conditions are met:

a) Type and Draft of Vessels

- Containers of LOA $\leq 250\text{m}$ & Draft $\leq 11\text{m}$;
- Bulkers of LOA $\leq 240\text{m}$ & Draft $\leq 10.5\text{m}$;
- Tankers of LOA $\leq 180\text{m}$ & Draft $\leq 10\text{m}$.

b) To/From Anchorages

- NLA; NWLA
- WA-2; WA-3
- PSSA-E
- KEL-1
- RDGA
- JBDGA (applicable if LOA $> 183\text{m}$ and permission granted by VTC)

- THA
- WQA.

c) Anchoring Operation

- The tolerance of assigned anchor position is 50m in radius.
 - The approach path is maintained with sufficient clearance in width.
8. As for the MWA and URMA, it is proposed to remain unchanged due to the considerations mentioned above.
9. Given the current effect and shallow waters in the proximity of PSSA-W, it is proposed to relax the tug requirements for PSSA-W in phases, rather than applying the same principles outlined in paragraph 7 above. In the initial phase, one tug will be required for containerships of draft over 9m, and one tug will be required for bulkers of draft over 8.2m and/or LOA exceeding 150m. This would be subject to review after one year before proceeding to next phase for further relaxation of tug requirement, wherever possible.

HKPA

March 2025

Summary of Proposed Amendments
(with full list of anchorages)

Location Code	Location	Max. permissible Draft of the anchorage	Max. permissible LOA of the anchorage	TUG's Requirement on Draft	TUG's Requirement on Length	Proposed Amendments
JBDGA	Junk Bay DG Anchorage	11.0m 10.0m	183m	1 if D > 10m >10m	Nil	Draft Max adjusted to 10.0m with no tug requirement
KEL-1	Kellett Anchorage No.1	11.0m	300m	1 if D >10m >10.5m(bulker) >11.0m(ctr)	1 if LOA >230m >240m(bulker) >250m(ctr and passenger)	Draft and LOA limits raised to meet with general criteria
KEL-2	Kellett Anchorage No.2	6.5m	150m			Status quo, No tug requirement
KEL-3	Kellett Anchorage No.3	9.5m	180m			Status quo, No tug requirement
KYCA	Kau Yi Chau DG Anchorage	7.0m	120m			Status quo, No tug requirement
MWA	Ma Wan Anchorage	12.6m	320m	1 if D > 10m	1 if LOA > 230m	Status quo, considered appropriate for the strong tidal effects
NLA	North Lamma Anchorage	12.9m	350m	1 if D >10m >10.5m(bulker) >11.0m(ctr)	1 if LOA >230m >240m(bulker) >250m(ctr and passenger)	Draft and LOA limits raised to meet with general criteria
NWLA	North West Lamma Anchorage	7.5m	300m		1 if LOA >230m >240m(bulker) >250m(ctr and passenger)	LOA limits raised to meet with general criteria
PSSA-E	Pun Shan Shek Anchorage East	12.6m	320m	1 if D >10m >10.5m(bulker) >11.0m(ctr)	1 if LOA >230m >240m(bulker) >250m(ctr and passenger)	Draft and LOA limits raised to meet with general criteria
PSSA-W	Pun Shan Shek Anchorage West	11.0m	195m	1 if D >8.2m(bulker) >9.0m(ctr)	1 if LOA >138m >150m(bulker)	Draft and LOA limits raised with special consideration for strong tidal effects
RDGA	Reserved DG Anchorage	12.6m	195m 150m	1 1 if D > 10m	1 if LOA > 150m	LOA Max adjusted to 150m to keep swing circle within anchorage

SCCA	South Cheung Chau Anchorage	16.0m	400m			Status quo, No tug requirement
SLA	Anchorage South of Lamma Island	18.0m	400m			Status quo, No tug requirement
SSK-1	Sham Shui Kok Anchorage No.1	8.0m	180m			Status quo, No tug requirement
SSK-2	Sham Shui Kok Anchorage No.2	9.0m	180m			Status quo, No tug requirement
THA	Tolo Harbour Anchorage	11.0m	180m	1 if D ≥9.15m >10.5m	1 if LOA >168m	Remote anchorage Special consideration on tug requirement for draft.
WA-1	Western Anchorage No.1	7.5m	120m			Status quo, No tug requirement
WA-2	Western Anchorage No.2	12.6m	350m 400m	1 if D ≥10m >10.5m(bulker) >11.0m(ctr)	1 if LOA ≥230m >240m(bulker) >250m(ctr and passenger)	LOA Max adjusted to 400m, Draft and LOA limits raised to meet with general criteria
WA-3	Western Anchorage No.3	12.6m	350m	1 if D ≥10m >10.5m(bulker) >11.0m(ctr)	1 if LOA ≥230m >240m(bulker) >250m(ctr and passenger)	Draft and LOA limits raised to meet with general criteria
WQA	Western Quarantine Anchorage	10.7m	180m	1 if D ≥10m >10.5m(Bulker)		Sheltered water, Tug requirement adjusted to meet with general criteria
YMTA	Yau Ma Tei Anchorage	5.5m	100m			Status quo, No tug requirement
URMA, URMA-C, URMA-PC/PH	Urmston Road Anchorages	16.8m	310m	1 if D >10.0m	1 if LOA >230m	Remote and tidal anchorage

Associated Amendments

Location Code	Location	Max Draft	Max LOA	TUG's Requirement		Remarks
URMPS- PH URMA	Transit Ma Wan – All vessels other than passenger & container ships	16.8m	305m	Multiple levels of requirements.		to separate URMA,URMA-C, URMA-PC/PH from Ma Wan Transit
URMPS-C URMA-C	Transit Ma Wan - Container Ship	16.0m	400m			
URMPS-PC URMA-PC	Transit Ma Wan- Passenger Ship (Conventional)	11.0m	345m			
URMPS-PH URMA-PH	Transit Ma Wan - Passenger Ship (Highly Maneuverable)	11.0m	345m			
CCEMENT	Chian Cement Company (TSK)					to remove requirement of tug for URMA from these BGLs.
CLPTSK	Chiana Light Power Station (TSK)					
SWSTL	Shui Wing Steel Wharf (TSK)					

Berthing Guidelines

Proposed Mar. 2025

(On trial for 12 months)

Location : **JBDGA**

Junk Bay DG anchorage

010 **To anchorage** LOA: Max 183m
Draft: Max ~~11~~ **10.0**m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D > 10m~~
Remarks:

011 **From anchorage** LOA: Max 183m
Draft: Max ~~11~~ **10.0**m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D > 10m~~
Remarks:

(On trial for 12 months)Location : **KEL-1****Kellett Anchorage No.1**010 **To anchorage** LOA: Max 300m**Draft:** Max 11.0m (min 10% UKC)**Time:** 24 hrs**Tugs:** ~~1 if D>10m or LOA>230m~~
see General Remarks**Remarks:**011 **From anchorage** LOA: Max 300m**Draft:** Max 11.0m (min 10% UKC)**Time:** 24 hrs**Tugs:** ~~1 if D>10m or LOA>230m~~
see General Remarks**Remarks:****General Remarks**

Tug requirement:

1. For bulker ship, 1 tug if LOA>240m or draft >10.5m; (thrusters not considered as substitute for tug)
2. For container ship, 1 tug if LOA >250m or draft >11.0m; and
3. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)

Location : MWA

Ma Wan anchorage

~~010~~ **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~011~~ **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~020~~ **010 To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see general remarks below
Remarks:

~~021~~ **011 From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see general remarks below
Remarks:

General Remark

This anchorage is subject to strong tidal current, 1 tug is required if LOA>230m or draft >10.0m.

(On trial for 12 months)

Location : NLA

North Lamma anchorage

~~010~~ **To anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~011~~ **From anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~020~~ **010** **To anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

~~021~~ **011** **From anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

General Remarks

Tug requirement:

1. For bulker ship, 1 tug if LOA>240m or draft >10.5m (thrusters not considered as substitute for tug);
2. For container ship, 1 tug if LOA >250m or draft >11.0m; and
3. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)

Location : NWLA

North West Lamma anchorage

~~010~~ **To anchorage** LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

~~011~~ **From anchorage** LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

~~020~~ **010 To anchorage** LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: + see General Remarks
Remarks:

~~021~~ **011 From anchorage** LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: + see General Remarks
Remarks:

General Remarks

Tug requirement:

1. For bulker ship, 1 tug if LOA>240m (thrusters not considered as substitute for tug);
2. For container ship, 1 tug if LOA >250m; and
3. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)

Location : PSSA-E

Pun Shan Shek anchorage east

~~010~~ **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks: ~~Reserved naval anchorage~~

~~011~~ **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks: ~~Reserved naval anchorage~~

~~020~~ **010** **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks: ~~Reserved naval anchorage~~

~~021~~ **011** **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks: ~~Reserved naval anchorage~~

General Remarks:

1. This anchorage is commonly used for naval vessels.
2. Tug requirement:
 - i. For bulker ship, 1 tug if LOA>240m or draft >10.5m (thrusters not considered as substitute for tug);
 - ii. For container ship, 1 tug if LOA >250m or draft >11.0m; and
 - iii. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)Location : **PSSA-W****Pun Shan Shek anchorage west**

010 **To anchorage** LOA: Max 195m
Draft: Max 11.0m (min 10% UKC)
Time: If D>8.2m or L~~OA>138~~150m day
 only
Tugs: ~~1 if D>8.2m or L>138m~~
 See General Remark
Remarks: ~~Reserved naval anchorage~~

011 **From anchorage** LOA: Max 195m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>8.2m or L>138m~~
 See General Remark
Remarks: ~~Reserved naval anchorage~~

General Remark:

1. This anchorage is commonly used for naval vessels.
2. Tug requirement:
 - i. For bulker ship – 1 tug if draft >8.2m or LOA>150m (thrusters not considered as substitute for tug); and
 - ii For container/passenger ship – 1 tug if draft >9.0m.

(On trial for 12 months)Location : **RDGA****Reserved dangerous goods anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max ~~10~~ **12.6m** (min 10% UKC)
Time: 24 hrs
Tugs: **1 if D>10.0m**
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max ~~10~~ **12.6m** (min 10% UKC)
Time: 24 hrs
Tugs: **1 if D>10m**
Remarks:

~~020 **To anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1
Remarks:~~

~~021 **From anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:~~

(On trial for 12 months)Location : **THA****Tolo harbour anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

011 **From anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

020 **To anchorage** LOA: Max 180m
Draft: Max 11.0m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168 or D>9.15m 1 escort from Chik Chau~~
 1 if D>10.5m
Remarks: Not for dead ship.
 Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

021 **From anchorage** LOA: Max 180m
Draft: Max 11.0m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort to Chik Chau~~
 1 if D>10.5m
Remarks: Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

(On trial for 12 months)

Location : WA-2

Western anchorage No.2

~~010~~ **To anchorage** LOA: Max ~~230~~m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~011~~ **From anchorage** LOA: Max ~~230~~m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~020~~ **010 To anchorage** LOA: Max ~~350~~ 400m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

~~021~~ **011 From anchorage** LOA: Max ~~350~~ 400m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

General Remarks

Tug requirement:

1. For bulker ship, 1 tug if LOA>240m or draft >10.5m (thrusters not considered as substitute for tug);
2. For container ship, 1 tug if LOA >250m or draft >11.0m; and
3. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)Location : **WA-3****Western anchorage No.3**

~~010~~ **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~011~~ **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 if D>10m
Remarks:

~~020~~ **010** **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

~~021~~ **011** **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 1 see General Remarks
Remarks:

General Remarks

Tug requirement:

1. For bulker ship, 1 tug if LOA>240m or draft >10.5m (thrusters not considered as substitute for tug);
2. For container ship, 1 tug if LOA >250m or draft >11.0m; and
3. For passenger ship, 1 tug if LOA>250m.

(On trial for 12 months)Location : **WQA****Western Quarantine anchorage**010 **To anchorage** LOA: Max 180m**Draft:** Max 10.7m (min 10% UKC)**Time:** 24 hrs**Tugs:** ~~1 if D > 10m~~ see General Remarks**Remarks:** ~~If D > 10.7m anchor to WA.~~~~If L > 180m anchor to WA.~~011 **From anchorage** LOA: Max 180m**Draft:** Max 10.7m (min 10% UKC)**Time:** 24 hrs**Tugs:** ~~1 if D > 10m~~**Remarks:**

General Remarks

Tug requirement:

1. For bulker ship, 1 tug if draft > 10.5m (thrusters not considered as substitute for tug).

(New BGL)
(On trial for 12 months)

Location : **URMA****Urmston Road Anchorage****- All vessels other than passenger & container ship**

010 To anchorage LOA: Max 183m
Draft: Max 12.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m
Remarks: 1 escort tug for Mawan Transit if D>10.0m.

011 From anchorage LOA: Max 183m
Draft: Max 12.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m
Remarks: 1 escort tug for Mawan Transit if D>10.0m.

020 To anchorage LOA: Max 230m
Draft: Max 13.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m
Remarks: 1 escort tug for Mawan Transit

021 From anchorage LOA: Max 230m
Draft: Max 13.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m.
Remarks: 1 escort tug for Mawan Transit

030 To anchorage LOA: Max 255m
Draft: Max 15.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit.
 If D>10.0m, escort from GI through to URMA

031 From anchorage LOA: Max 255m
Draft: Max 15.0m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit.
 If D>10.0m, escort from URMA through to Mawan transit

040 To anchorage LOA: Max 310m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs: 1, 2 if D>14.0m
Remarks: 1 escort tug from GI through to URMA. If D>14.0m, +1 @ Mawan through to URMA

041 From anchorage LOA: Max 310m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug from URMA for Mawan Transit. If D>14.0m, +1 @ Mawan

(New BGL)
(On trial for 12 months)

Location : URMA-C

Urmston Road Anchorage – Container Ship

010 **To anchorage** LOA: Max 230m
Draft: Max 12.50m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.5m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 if D>10.0m
Remarks:

020 **To anchorage** LOA: Max 280m
Draft: Max 13.5m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit

021 **From anchorage** LOA: Max 280m
Draft: Max 13.5m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit

030 **To anchorage** LOA: Max 310m
Draft: Max 15.5m (min 15% UKC)
Time: 24 hrs.
Tugs: 1 (Thruster not considered if D>13.5m)
Remarks: 1 escort tug for Mawan Transit.
D>14.5m, 1 tug from GI & 1 tug from Kellett buoy escort for Mawan Transit

031 **From anchorage** LOA: Max 310m
Draft: Max 15.5m (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit.
D>14.5m, 2 escort tugs for Mawan Transit

(New BGL)
(On trial for 12 months)

Location : **URMA-PC/PH****Urmston Road Anchorage – Passenger Ship**
(Conventional/Highly Maneuverable)

010 **To anchorage** LOA: Max **230m**
Draft: Max **11.0m** (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks:

011 **From anchorage** LOA: Max **230m**
Draft: Max **11.0m** (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks:

020 **To anchorage** LOA: Max **310m**
Draft: Max **11.0m** (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit

021 **From anchorage** LOA: Max **310m**
Draft: Max **11.0m** (min 15% UKC)
Time: 24 hrs.
Tugs: 1
Remarks: 1 escort tug for Mawan Transit

ON TRIAL

Location : URMPS ~~/URMA~~Transit Mawan ~~— Bulker & Tanker~~
(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 ~~To URMA: +1 @ URMA if D>10m.~~

021 **S. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window.
Tugs: 1 escort @ Mawan for Mawan
 Transit.
 ~~From URMA: +1 @ URMA if~~
 ~~D>10m.~~

Remarks: Day 1 pilot, Night 2 pilots.**Remarks:** Day 1 pilot, Night 2 pilots.

030 **N. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort from
 Kellett buoy to TSK buoy if D> 9m.
 ~~To URMA: +1 @ URMA if D>10m.~~

031 **S. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal
 window. D>12.5m day light transit
 only.
Tugs: 1 escort @ Mawan for Mawan
 Transit; for night transit 1 escort
 from TSK buoy to Kellett buoy if
 D> 9m.
 ~~From URMA: +1 @ URMA if~~
 ~~D>10m.~~

Remarks: 2 pilots**Remarks:** 2 pilots.

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit; from GI if D>10m.
 ~~To URMA: 1 escort for Mawan-~~
 ~~Transit +1 @ URMA; 1 escort from-~~
 ~~GI through to URMA if D>10m.~~

041 **S. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal
 window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan
 Transit.
 ~~From URMA: 1 escort Mawan-~~
 ~~Transit; from URMA if D>10m.~~

Remarks: 2 pilots**Remarks:** 2 pilots

ON TRIAL

Location : **URMPS** ~~URMA~~**Transit Mawan – Bulker & Tanker**

(All vessels other than passenger & container ship)

050 **N. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 ~~To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.~~
Remarks: 2 pilots

051 **S. bound** LOA: Max 290m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 ~~From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.~~
Remarks: 2 pilots

060 **N. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort from GI for Mawan Transit;
 +1 @ Mawan if D>14m.
 ~~To URMA: 1 escort from GI to URMA; +1 from Mawan to URMA if D>14m.~~
Remarks: 2 pilots

061 **S. bound** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day light.
 Subject to Mawan transit tidal window.
Tugs: Tug minimum 4000hp each.
 1 escort @ Mawan for Mawan Transit; 2 if D>14m.
 ~~From URMA: 1 escort from URMA for Mawan Transit; +1 @ Mawan if D>14m.~~
Remarks: 2 pilots

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :
 @URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
7. ~~During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended.~~

Location : URMPS-C~~URMA-C~~

Transit Mawan – Container ship

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and D≤13.5m. thrusters not considered if D>13.5m).~~
Remarks: 2 pilots

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 12.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

Location : ~~URMPS-C~~ ~~URMA-C~~

Transit Mawan – Container ship

060 **N. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

061 **S. bound** LOA: Max 353m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

070 **N. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
 D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

071 **S. bound** LOA: Max 370m
Draft: Max 15.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
 D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

080 **N. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 1 from GI & 1 from Kellett buoy escort for Mawan Transit.
Remarks: 2 pilots

081 **S. bound** LOA: Max 400m
Draft: Max 16.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
 D>15.5m to 16.0m, day light.
Tugs: 2 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. ~~Subject to Mawan transit tidal window.~~

ON TRIAL

Location : URMPS-PC~~URMA-PC~~Transit Mawan – Passenger Ship
(Conventional)

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

031 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

051 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

Remarks: 2 pilots**Remarks:** 2 pilots**General Remarks:**

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and

URMPS.

3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

ON TRIAL

Location : URMPS-PH~~URMA-PH~~Transit Mawan – Passenger Ship
(Highly Maneuverable)

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **N. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

021 **S. bound** LOA: Max 230m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

030 **N. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

031 **S. bound** LOA: Max 270m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

040 **N. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

041 **S. bound** LOA: Max 290m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

050 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

051 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~

Remarks: 2 pilots**Remarks:** 2 pilots**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
 - (a) bow thrusters of total power $\geq 8000\text{HP}$
 - (b) Equipped with azipods.

2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

Berthing Guidelines*Proposed Mar. 2025*Location : **CCEMENT****China Cement Company (TSK)****010 Berthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:** Stem to tide for berthing**011 Unberthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:****020 Berthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.**Tugs:** 2. 1 escort @ Mawan if Draft>10m.**Remarks:** 2 pilots. Stem to tide for berthing.
D>10m Starboard side to.**021 Unberthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, subject to Mawan transit
tidal window.**Tugs:** 2. 1 escort @ Mawan if D>10m.**Remarks:** 2 pilots.**030 Berthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+3 @
Mawan.**Tugs:** 3 incl 1 escort @ Mawan.~~From URMA: 3 incl 1 escort from-~~
~~URMA to berth.~~**Remarks:** 2 pilots. Starboard side to.**031 Unberthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Subject to Mawan transit tidal
window.

D>12.5m, day light transit only.

Tugs: 2 incl 1 escort @ Mawan.~~To URMA: 2 incl 1 escort from-~~
~~berth to URMA.~~**Remarks:** 2 pilots**040 Berthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+1.5 @
Mawan.**Tugs:** 4 incl 1 escort from GI + 1 @
Mawan.D≤12m, 3 incl 1 escort from GI + 1
escort @ Mawan.~~From URMA: 4 incl 1 escort URMA-~~
~~to berth. — D≤12m, 3 incl 1 escort-~~
~~from URMA to berth.~~**Remarks:** 2 pilots. Starboard side to.**041 Unberthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.D≤12.5m, subject to Mawan transit
tidal window, day light transit only.**Tugs:** 2 incl 1 escort @ Mawan~~To URMA: 2 incl 1 escort from-~~
~~berth to URMA.~~**Remarks:** 2 pilots**General Remark:**~~Subject to Ma Wan transit tidal window.~~

ON TRIAL

Location : CLPTSK

China light power station (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m, subject to Mawan transit
 tidal window.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots

030 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 @
 Mawan.
Tugs: 3 incl 1 escort @ Mawan.
 ~~From URMA: 3 incl 1 escort from-~~
 ~~URMA to berth.~~
Remarks: 2 pilots. Starboard side to.

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
 D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
Remarks: 2 pilots

040 **Berthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 @ Mawan.
 1st Jun – 15th Oct : Day light HW+0.5
 @ Mawan.
Tugs: 4 tugs incl 1 escort from GI & 1
 ~~escort @ Mawan to berth.~~
 ~~From URMA: 4 tugs incl 1 escort-~~
 ~~from URMA to berth.~~

041 **Unberthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
 ~~D>14m, 3 incl 2 escort from berth to~~
 ~~URMA.~~

Remarks: 2 pilots. Starboard side to.

Remarks: 2 pilots.

Berthing Guidelines

Proposed Mar. 2025

ON TRIAL

Location : **CLPTSK**

China light power station (TSK)

050 Berthing LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
HW+1 @ Mawan.
1st Jun – 15th Oct : Day HW+0.5
@ Mawan.

Tugs: 4 tugs minimum 4,000hp each,
incl 1 escort from GI & 1 **escort** @
Mawan to berth ~~(see General
Remarks):~~
~~From URMA: 4 tugs, minimum
4,000hp each incl 1 escort from
URMA to berth.~~

Remarks: 2 pilots. Starboard side to.

051 Unberthing LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.
D≤12.5m, subject to Mawan transit
tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
D>14m, 3 incl 2 escort @ Mawan–
~~(see General Remarks):~~
~~To URMA: 2 incl 1 escort from
berth to URMA. D>14m, 3 incl 2
escort from berth to URMA.~~

Remarks: 2 pilots

General Remarks:

- ~~1. Subject to Ma Wan transit tidal window.~~
- ~~2. During the initial implementation of the trials For LOA Max 305m, provision of one more escort tug from the above mentioned stipulated number of tugs during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 berthing/unberthing operations.~~

Berthing Guidelines

Proposed Mar. 2025

Location : SWSTL

Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

011 **Unberthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window. D>10m Day light transit
 only.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 & Day
 light LW-1 to LW+1.5 @ Mawan.
Tugs: 3 incl 1 ~~escort~~ @ Mawan ~~escort~~.
 ~~From URMA: 3 incl 1 escort from~~
 ~~URMA to berth.~~
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window, Day light transit only
Tugs: 2 incl 1 ~~escort~~ @ Mawan ~~escort~~.
 ~~To URMA: 2 incl 1 escort from~~
 ~~berth to URMA~~
Remarks: 2 pilots.

~~General Remark:~~

~~Subject to Ma Wan transit tidal window.~~