

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	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 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 ~~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 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.~~

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.~~