Pilotage Advisory Committee

Proposed Amendments to the Berthing Guidelines

Purpose

The purpose of this paper is to seek members' endorsement on the proposed amendments to the Berthing Guidelines (BGL) as detailed in the Annex.

Background

- The first berth of the Kai Tak Cruise Terminal (KTCT) will be commissioned at the site of the former Kai Tak Airport in October 2013.
- 3. In November 2012, MD and HKPA had jointly conducted simulations for berthing and unberthing of the KTCT-1 in the Marine Department Training Centre. Conclusion was drawn and findings were used for compiling the proposed Berthing Guidelines for KTCT-1. Trial berthing operations had also been made in the first berth (KTCT-1) in March and June 2013 under the framework of the proposed Berthing Guidelines.

The proposed amendments and insertion to the Berthing Guidelines

4. With the experience gained above, a provisional Berthing Guidelines for the new KTCT-1 has been compiled and detailed in item 5 of the Annex. Meanwhile, the corresponding arrangement and requirement for the Berthing Guidelines of Cruise Ship Transiting Central Harbour (CHT) has also been revised in order to meet the need of cruise ships transiting the Central Harbour to and from KTCT. The amendment is detailed in item 4 of the Annex. The proposed requirements will be on a trial basis for a period of one year so that findings from all seasons could be computed accurately for compiling the final figures for execution.

Recommendation

5. Members are recommended to endorse the proposed amendment to the BGL.

Marine Department September 2013

Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 1 – INDEX (under Berthing Guidelines Index – Code and Location)	Below "KEL-3" & "Kellett Anchorage No. 3" – insert "KTCT-1" & "Kai Tak Cruise Terminal berth 1" under Code and Location respectively.	New cruise terminal at the site of the former Kai Tak Airport
2.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m), LOA(m), Direction, Length & Telephone No.)	Below KC20 – insert "KTCT-1, 11.0, 365, 134/314 & 450"	New cruise terminal at the site of the former Kai Tak Airport
3.	Chapter 12 – Berthing Guidelines **INDEX** (under Code and Location)	Below "KEL-3" & "Kellett Anchorage No. 3" – insert "KTCT-1" & "Kai Tak Cruise Terminal berth 1"	New cruise terminal at the site of the former Kai Tak Airport
4	Location: CHT (Cruise Ship Transiting Central Harbour)	(a) Insert following new items: 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.	To reflect the requirement for cruise ship to transit the Central Harbour to/from Kai Tak Cruise Terminal

Note : Please refer to the attached individual item 1-5 for the current and proposed versions.

Tugs: Remarks: 021 West Bound LOA: Max 270m Draft: Max. 9.0m (min 10% UKC) Time: 24 Hrs. Tugs: 1 escort Remarks: 031 West Bound LOA: Max 290m Draft: Max. 10.0m (min 10% UKC) Time: D&N HW+1 to LW+1 Tugs: 2 escort Remarks: 2 pilots. 1 patrol boat to clear the passage. 041 West Bound LOA: Max 345m Draft: Max. 10.0m (min 10% UKC) Time: D&N HW+1 to LW+1 Tugs: 2 escort Remarks: 2 pilots. Removal of N1 & N2 buoys. 1 patrol boat to clear the passage. (b) Item 010 renumbered as 020, Tugs - replace "1 Escort from Berth/Anchorage to Hung Hom" with "1 escort". (c) Item 020 renumbered as 030, Tugs – replace "2 Escort from Berth/Anchorage to Hung Hom" with "2 escort", Remarks – delete "to Hung Hom" at the end. (d) Item 030 renumbered as 040, Tugs - Tugs - replace "2 Escort tugs (1 from Berth/Anchorage to Hung Hum and 1 from Berth/Anchorage to TCS4)" with "2 escort", Remarks – delete "to Hung Hom" at the end. (e) General Remarks – (i) Sub-item (1), replace "from Kwai Chung Terminals or anchorages in western harbour" with "via Northern Fairway and Central Fairway". (ii) Sub-item (2), replace with "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."

	(iii) Delete sub-item (3).	
	(iv) Sub-item (4) renumbered to (3).	
	(v)Add new sub-item (4): "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."	
	(vi) Add new sub-item (5), "For LOA>270m, one patrol boat is required to clear the passage between Kellett Buoy and Hung Hom".	
	(vii)Sub-item (5) renumbered as (6) and replaced with "VTC's prior consent should be sought if it is necessary for a piloted vessel to deviate from the designated traffic route or the general direction of the traffic flow for the purpose of safe navigation and/or maintaining an adequate UKC."	
Location: KTCT-1 (Kai Tak Cruise Terminal berth 1)	To incorporate new berthing information of Kai Tak Cruise Terminal berth 1.	New cruise terminal at the site of the former Kai Tak Airport
		(iv) Sub-item (4) renumbered to (3). (v)Add new sub-item (4): "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." (vi) Add new sub-item (5), "For LOA>270m, one patrol boat is required to clear the passage between Kellett Buoy and Hung Hom". (vii) Sub-item (5) renumbered as (6) and replaced with "VTC's prior consent should be sought if it is necessary for a piloted vessel to deviate from the designated traffic route or the general direction of the traffic flow for the purpose of safe navigation and/or maintaining an adequate UKC." Location: KTCT-1 To incorporate new berthing information of Kai Tak Cruise Terminal berth 1.

		G 1	T 4.
Code	Location	Code	Location
KEL-1	Kellett Anchorage No. 1	KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2	KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3	KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage	KTCT-1	Kai Tak Cruise Terminal berth 1
LOP	Lok On Pai oil berth	KYCA	Kau Yi Chau DG anchorage
MFT	Macau ferry terminal	LOP	Lok On Pai oil berth
MOBIL	Mobil oil terminal main berth	MFT	Macau ferry terminal
MOBIL-E	Mobil oil terminal east berth	MOBIL	Mobil oil terminal main berth
MWA	Ma Wan anchorage	MOBIL-E	Mobil oil terminal east berth
NLA	North Lamma anchorage	MWA	Ma Wan anchorage
NWLA	North West Lamma anchorage	NLA	North Lamma anchorage
OTN	Ocean Terminal north berth	NWLA	North West Lamma anchorage
OTNO	Ocean Terminal north berth outer-foul	OTN	Ocean Terminal north berth
		OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth	OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul	OTSO	Ocean Terminal south berth outer-foul
PAFF	Permanent Aviation Fuel Facility	PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east	PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west	PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage	RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth	RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth	RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration	SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)	SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth	SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth		
SHELL-2E	Shell No. 2 & 3 east & west berth	SHELL-1E	Shell No. 1 east & west berth
SHELL-LPG	Shell oil terminal LPG berth	SHELL-2E	Shell No. 2 & 3 east & west berth
SINO-A	Sinopec T/Y main berth (A)	SHELL-LPG	Shell oil terminal LPG berth
SINO-B	Sinopec T/Y west berth (B)	SINO-A	Sinopec T/Y main berth (A)
SINO-C	Sinopec T/Y east berth (C)	SINO-B	Sinopec T/Y west berth (B)
SINO-CW	Sinopec Chai Wan berth	SINO-C	Sinopec T/Y east berth (C)
SINO-3	Sinopec T/Y No. 3 berth	SINO-CW	Sinopec Chai Wan berth
SLA	Anchorages South of Lamma Island	SINO-3	Sinopec T/Y No. 3 berth
SSK-1	Sham Shui Kok Anchorage No. 1	SLA	Anchorages South of Lamma Island
SSK-2	Sham Shui Kok Anchorage No. 2	SSK-1	Sham Shui Kok Anchorage No. 1
SWSTL	Shiu Wing steel wharf (TSK)	SSK-2	Sham Shui Kok Anchorage No. 2
THA	Tolo harbour anchorage	SWSTL	Shiu Wing steel wharf (TSK)
TOW	Ship under tow	THA	Tolo harbour anchorage
TOW-BERTH	Ship under tow to/from berth	TOW	Ship under tow
TPGAS	Tolo harbour Town Gas wharf	TOW-BERTH	Ship under tow to/from berth
TSK-MHB	Tap Shek Kok Material Handling Berth	TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island	TSK-MHB	Tap Shek Kok Material Handling Berth
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels	TYD	Floating docks west of T/Y Island
CIGIII S/CIGIII	other than passenger & container ship)	URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels
HRMPS_C/ HRMA_C	Transit Mawan – Passenger & Container ship		other than passenger & container ship)
WA-1	Western anchorage No.1	URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship
WA-1 WA-2	Western anchorage No.2	WA-1	Western anchorage No.1
	Western anchorage No.3	WA-2	Western anchorage No.2
WA-3	6	WA-3	Western anchorage No.3
WQA	Western quarantine anchorage	WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage	YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth	YUENFAT	Yuen Fat wharf No.2 berth
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Berthing Guidelines

Chapter: 8	BERTI	H/WHARF	/TERMINA	L INFOR	MATION
BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8398 9125 3298
CMKEN-S	7.0	120	070/250	140	2816 8398 9125 3298
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95 255	2431 2428
ESSO ESSO-EL	14.63 5.5	274 107	098/278 098/278	255 30	2902 8273 2902 8273
EURO 1	9.0	165	020/200	240	2436 8222 9603 9692
EURO 2	9.5	200	020/200	280	2436 8232 9603 9692 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/e			008/188	250	2431 2645
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	14.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	14.2	350	073/253	564	2619 7792
KC 7	15.0	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14 KC 15	15.0 15.0	350	073/253	338 350	2276 8137 2276 8138
KC 15 KC 16	15.0	352 352	163/343 163/343	350	3153 3021 3153 3021
KC 10 KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 17-18 KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	2902 8133
MOBIL-E	7.5	107	089/269	41	2902 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF	15	280	135/315	505	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2 SHACHAU	8.5 7.5	150 120	026/206 163/343	250 152	2122 7155 9728 6230 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
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS TSK-MHB	11.0 8.0	228 120	120/300 038/218	300 140	2666 2106 9092 1684 2404 8402
YUENFAT	6.7	153	040/220	171	2704 0402
LOLIMI	0.7	1.00	070/220	1/1	

CCEMENT	BERTH	Draft(m)	LOA(m)	Direction	Length	Telephone No.
CFT 7.0 153 078258 270 2738 2906 CLPTSK 16.8 280 134/314 545 2404 8402 CMKEN-N 9.5 156 070/250 170 2816 8398 9125 3298 CMKEN-N 12.6 235 165/342 90 2431 2428 CTX-X 12.6 235 165/342 90 2431 2428 CTX-5 3.2 80 035/215 80 2431 2428 CTX-6A 7.3 110 055/235 50 2431 2428 CTX-LPG 6.5 114 072/252 95 2431 2428 ESSO 14.63 274 098/278 255 2900 8273 ESSO-EL 5.5 107 098/278 255 2900 8273 ESSO-EL 5.5 107 098/278 30 2902 8273 EURO 1 9.0 165 020/200 240 2436 8229 6603 9692 EURO 2 9.5 200 020/200 240 2436 8229 6603 9692 EURO 3 P 8.6 165 148/328 215 2436 8233 9603 9692 EURO 3 P 8.6 165 148/	CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CLPTSK						
CMKENS 7.0 120 070/250 140 2816 8398 9125 3298 CTX 12.6 235 162/342 90 2431 2428 CTX-5 3.2 80 035/215 80 2431 2428 CTX-LPG 6.5 114 072/252 95 2431 2428 ESSO 14.63 274 098/278 255 2902 8273 ESSO-EL 5.5 107 098/278 255 2902 8273 EURO 1 9.0 165 020/200 240 2436 8222 9603 9692 EURO 2 9.5 200 020/200 240 2436 8223 9603 9692 EURO 3 8.6 165 1486/328 215 2436 8223 9603 9692 EURO 2 9.5 200 020/200 240 2436 8223 9603 9692 EURO 3 8.6 165 1486/328 215 2436 8233 9603 9692 EURO 3 25 100 300 103/343 305	CLPTSK		280			
CTX	CMKEN-N	9.5	156	070/250	170	2816 8398 9125 3298
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KC 10 15.0 367 073/253 700 2619 7792 KC 11 15.0 367 073/253 338 2991 8022 KC 12 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 3153 3021 KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 20 15.0 352 163/343 350 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450	KC 8	15.0	350	163/343		2619 7792
KC 11 15.0 367 073/253 338 2991 8022 KC 12 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 3153 3021 KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 </td <td>KC 9</td> <td>15.0</td> <td>350</td> <td>163/343</td> <td>450</td> <td>2619 7792</td>	KC 9	15.0	350	163/343	450	2619 7792
KC 12 15.0 367 073/253 338 2991 8022 KC 13 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 300 2920 2616 2920 2645 KC 20 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 MOBIL 14.6 250 089/269 41 <t< td=""><td>KC 10</td><td>15.0</td><td>367</td><td>073/253</td><td>700</td><td>2619 7792</td></t<>	KC 10	15.0	367	073/253	700	2619 7792
KC 13 15.0 350 073/253 338 2276 8137 2276 8138 KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 350 2920 2616 2920 2645 KC 20 15.0 352 163/343 350 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 MOBIL 14.6 250 089/269 267 2902 8133 OTN 8.5 270 078/258 34	KC 11	15.0	367	073/253	338	2991 8022
KC 14 15.0 350 073/253 338 2276 8137 2276 8138 KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 3153 3021 KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 MOBIL 14.6 250 089/269 267 2902 8133 MOBIL-E 7.5 107 089/269 41 2902 8133 OTN 8.5 270 078/258 381 2118 8951 OTS </td <td>KC 12</td> <td>15.0</td> <td>367</td> <td>073/253</td> <td>338</td> <td>2991 8022</td>	KC 12	15.0	367	073/253	338	2991 8022
KC 15 15.0 352 163/343 350 3153 3021 KC 16 15.0 352 163/343 350 3153 3021 KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 MOBIL 14.6 250 089/269 267 2902 8133 OTN 8.5 270 078/258 340 2118 8951 OTS 10.67 290 078/258 381 2118 8951 PAFF 15 280 135/315 505 2212 755 9728 6230 SHACHAU <td>KC 13</td> <td>15.0</td> <td>350</td> <td>073/253</td> <td>338</td> <td>2276 8137 2276 8138</td>	KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 16 15.0 352 163/343 350 3153 3021 KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450 - LOP 8.0 122 089/269 125 2618 0192 9369 2741 MFT 5.0 120 104/284 220 2547 4039 MOBIL 14.6 250 089/269 267 2902 8133 OTN 8.5 270 078/258 340 2118 8951 OTS 10.67 290 078/258 381 2118 8951 OTS 10.67 290 078/258 381 2118 8951 PAFF 15 280 135/315 505 2212 5720 2212 5721 RTT-1	KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 17-18 15.0 352 163/343 350 2920 2616 2920 2645 KC 19 15.0 352 163/343 200 2920 2616 2920 2645 KC 20 15.0 310 042/222 340 2920 2616 2920 2645 KTCT-1 11.0 365 134/314 450						
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YUENFAT 6.7 153 040/220 171	VITENIEAT			0.40.4000		

** INDEX **

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT	Cruise Ship Transiting Central
	Harbour
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town
	north berth
CMKEN-S	China Merchant Kennedy Town
	south berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power
	wharf
EURO1,2, 3P	Euro-Asia berth 1,2 & 3P
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1, 2, 3 & 5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth

Code	Locations	
OTNO	Ocean Terminal north berth	
	outer-foul	
OTS	Ocean Terminal south berth	
OTSO	Ocean Terminal south berth	
	outer-foul	
PAFF	Permanent Aviation Fuel Facility	
PSSA-E	Pun Shan Shek anchorage east	
PSSA-W	Pun Shan Shek anchorage west	
RDGA	Reserved dangerous goods	
	anchorage	
RTT-1	River Trade Terminal No.1 berth	
RTT-2	River Trade Terminal No.2 berth	
SEATRIAL	Sea trial, compass adjustment &	
	DF calibration	
SHACHAU	Sha Chau oil terminal (TSK)	
SHELL	Shell oil terminal main berth	
SHELL-1E	Shell No. 1 east & west berth	
SHELL-2E	Shell No. 2 & 3 east & west berth	
SHELL-LPG	Shell oil terminal LPG berth	
SINO-A	Sinopec T/Y main berth (A)	
SINO-B	Sinopec T/Y west berth (B)	
SINO-C	Sinopec T/Y east berth (C)	
SINO-CW	Sinopec Chai Wan berth	
SINO-3	Sinopec T/Y No. 3 berth	
SLA	Anchorages South of Lamma	
	Island	
SSK-1	Sham Shui Kok Anchorage No. 1	
SSK-2	Sham Shui Kok Anchorage No. 2	
SWSTL	Shiu Wing steel wharf (TSK)	
THA	Tolo harbour anchorage	
TOW	Ship under tow	
TOW-BERTH	Ship under tow to/from berth	
TPGAS	Tolo harbour Town Gas wharf	
TSK-MHB	Tap Shek Kok Material	
	Handling Berth	
TYD	Floating docks west of T/Y Island	
URMPS /	Transit Mawan – Bulker & Tanke	
URMA	(All vessels other than passenger	
	& container ship)	
URMPS-C /	Transit Mawan – Passenger &	
URMA-C	Container ship	
WA-1	Western anchorage No.1	
WA-2	Western anchorage No.2	
WA-2 WA-3	Western anchorage No.3	
WOA	Western quarantine anchorage	
YMTA	Yau Ma Tei anchorage	
YUENFAT	Yuen Fat wharf No.2 berth	
IUENTAI	ruen rat whan No.2 beith	

Chapter: 12 **BERTHING GUIDELINES**

Berthing Guidelines

** INDEX **

Code	Locations
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KC8, 9	Kwai Chung berth 8& 9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KC20	Kwai Chung berth 20
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KTCT-1	Kai Tak Cruise Terminal berth 1
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
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MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth

Code	Locations
OTNO	Ocean Terminal north berth
0.110	outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth
0150	outer-foul
PAFF	Permanent Aviation Fuel Facility
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods
	anchorage
RTT-1	River Trade Terminal No.1 berth
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SEATRIAL	Sea trial, compass adjustment &
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SINO-B	Sinopec T/Y west berth (B)
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	Handling Berth
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URMA	(All vessels other than passenger
	& container ship)
URMPS-C /	Transit Mawan – Passenger &
URMA-C	Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Berthing Guidelines PAC endorsed on 9 April 2009

Location: CHT Cruise Ship Transiting Central Harbour

010 **East Bound** LOA: Max 270m **Draft:** Max. 9.0m (min 10% UKC)

Time: 24 Hrs.

Tugs: 1 Escort from Berth/Anchorage

to Hung Hom.

Remarks:

020 **East Bound** LOA: Max 290m **Draft:** Max. 10.0m (min 10% UKC)

Time: D&N LW-2 to HW

Tugs: 2 Escort from Berth/Anchorage

to Hung Hom

Remarks: 2 pilots.

1 patrol boat to clear the passage

to Hung Hom.

030 **East Bound** LOA: Max 345m **Draft:** Max. 10.0m (min 10% UKC)

Time: D&N LW-2 to HW

Tugs: 2 Escort tugs (1 from

Berth/Anchorage to Hung Hom and 1 from Berth/Anchorage to

TCS4)

Remarks: 2 pilots.

Removal of N1 & N2 buoys.

1 patrol boat to clear the passage

to Hung Hom.

General Remarks:

- This BGL is intended for CRUISE SHIP transiting Central Harbour from Kwai Chung Terminals or anchorages in western harbour. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 2. The operation of this BGL shall be postponed when:
 - (a) Visibility is less than 1 mile
 - (b) Wind force at the harbour area is greater than 21 knots.
- For Cruise Ship of LOA >270m transiting Central Harbour GMB B26 should be vacant.
- 4. Subject to VTC prior approval & traffic condition.
- 5. If deemed necessary, the pilot may deviate the vessel from the stipulated traffic route or general flow, for the purpose of safe navigation and maintaining adequate UKC. Pilot must keep VTC closely informed of his intention.

Berthing Guidelines Item 4
Pending

ON TRIAL

Location: CHT Cruise Ship Transiting Central Harbour

010 East Bound LOA: Max 230m 011 West Bound LOA: Max 230m Draft: Draft: Max. 9.0m (min 10% UKC) Max. 9.0m (min 10% UKC) 24 Hrs. 24 Hrs. Time: Time: Tugs: Tugs: 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) 24 Hrs. Time: Time: 24 Hrs. Tugs: 1 escort **Tugs:** 1 escort Remarks: Remarks: 030 East Bound LOA: Max 290m 031 West Bound LOA: Max 290m Draft: Max. 10.0m (min 10% UKC) Draft: Max. 10.0m (min 10% UKC) Time: D&N LW-2 to HW Time: D&N HW+1 to LW+1 Tugs: 2 escort 2 escort Tugs: Remarks: 2 pilots. Remarks: 2 pilots. 1 patrol boat to clear the passage. 1 patrol boat to clear the passage. 040 041 East Bound LOA: Max 345m West Bound LOA: Max 345m Draft: Max. 10.0m (min 10% UKC) Draft: Max. 10.0m (min 10% UKC) D&N LW-2 to HW D&N HW+1 to LW+1 Time: Time: Tugs: 2 escort **Tugs:** 2 escort

Remarks: 2 pilots.

Remarks: 2 pilots.

Remarks: 2 pilots.

Remarks: 2 pilots.

Removal of N1 & N2 buoys.

Removal of N1 & N2 buoys.

patrol boat to clear the passage.

1 patrol boat to clear the passage.

General Remarks:

- This BGL is intended for CRUISE SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 2. 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. Subject to VTC prior approval & traffic condition.
- 4. 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. For LOA>270m, one patrol boat is required to clear the passage between Kellett Buoy and Hung Hom.
- 6. VTC's prior consent should be sought if it is necessary for a piloted vessel to deviate from the designated traffic route or the general direction of the traffic flow for the purpose of safe navigation and/or maintaining an adequate UKC.

Berthing Guidelines Item 5
Pending

ON TRIAL

Location: KTCT-1 Kai Tak Cruise Terminal Berth 1

(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)

010 Draft: Time: Tugs: Remarks	Berthing LOA: Max 130m Max. 8m (min 10% UKC) 24 hrs. 2	011 Draft: Time: Tugs: Remarks	24 hrs. 2
020 Draft: Time: Tugs: Remarks	Berthing LOA: Max 230m Max. 11m (min 10% UKC) 24 hrs. 2. If D>10m incl.1 TCS4 est.	021 Draft: Time: Tugs: Remarks	24 hrs. 2. If D>10m incl.1 est.
030 Draft: Time:	Berthing LOA: Max 270m Max. 11m (min 10% UKC) Starboard side to: D&N HW to LW Port side to: D&N I.W to HW	031 Draft: Time:	Unberthing LOA: Max 270m Max. 11m (min 10% UKC) 24 hrs.
Tugs: Remarks	3 incl. 1 TCS4 est.	Tugs: Remarks	2 incl. 1 est.
040 Draft: Time:	Berthing LOA: Max 365m Max. 11m (min 10% UKC) Starboard side to: D&N HW to LW Port side to: D&N LW to HW	041 Draft: Time:	Unberthing LOA: Max 365m Max. 11m (min 10% UKC) 24 hrs.
Tugs: Remarks	3 incl. 1 TCS4 est. 2 pilots.	Tugs: Remarks	2 incl. 1 est. s: 2 pilots.

General Remarks:

- 1. KTCT-1: Berth Length 450m and Berth Direction 134° / 314°.
- 2. For LOA > 270m, berthing/unberthing operations shall be postponed when 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. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
- 4. Prior approval from VTC is required for berthing starboard side to.