

PILOTAGE ADVISORY COMMITTEE

**Proposed Amendments to the Pilotage Order, Cap. 84C
(Schedule 1 – Appropriate Experience of Applicant)**

Purpose

The purpose of this paper is to seek members' advice and endorsement on the proposed legislative amendments to Schedule 1 to the Pilotage Order (Cap. 84C) ("the Schedule") in respect of "Appropriate Experience of Applicant," for applying for a pilot licence.

Background

2. The Pilotage Order (Cap.84C), a subsidiary legislation of the Pilotage Ordinance (Cap. 84), stipulates the qualification and experience requirement of an applicant for a pilot's licence, the Schedule specifies the appropriate experience¹ required for an apprentice pilot to apply for his Class IIF pilot licence. These experiences should be gained within a period of not less than 6 months and not more than 12 months or such longer period as may be allowed by the Authority after consultation with the Pilotage Advisory Committee in accordance with paragraph 4(b) of the Order.

3. The Schedule was last amended in 2016, the list of experience requirement was updated with addition of new berths, deletion of obsoleted shipping activities and grouping some requirement for better operation.

4. Since the last amendments, port environment and shipping activities have changed, particularly during and after the COVID-19 pandemic, causing a serious impact on the gaining of appropriate experience by the apprentice pilots.

¹ These include accompanying a licensed pilot during the pilotage of a ship to or from an anchorage or mooring, berthing or unberthing at container terminals, petroleum wharves, bulk cargo terminals, and cruise terminals. The apprentice is also required to observe operations involving tugs, wharves, and mooring boats, and to participate in an attachment programme with the Marine Department.

The Problems

5. Shipping activities underwent significant changes during and after the COVID-19 pandemic in 2019. Some of the shipping lines, after redeployment, have phased out of calling Hong Kong for other ports, which has caused the number of pilotage orders per year to show a significant downwards trend, decreasing around 30%, from 48,577 in 2020 to 35,209 in 2024 (refer to Table 1 of Annex I).

6. In addition, certain shipping activities have diminished in Hong Kong. Mid-stream operations have effectively disappeared, and the majority of piloted ships visiting Hong Kong are containerships. Most of these containerships either travel directly to and from container terminals and wharves of Hong Kong or transit to Shenzhen ports via Hong Kong waters. Fewer ships are going to anchorages, and even fewer are heading to mooring buoys in Hong Kong waters. The figures from Hong Kong Pilots Association (HKPA) indicate the number of mooring operation was in the hundreds per year before 2020, while it plummeted to 14 orders in 2024 (refer to Table 1 of Annex I).

7. The utilisation of berths at Kwai Tsing Container Terminals (“KTCT”) has been inconsistent. At times, utilisation has concentrated on fewer berths, leaving others vacant. Some of the berths at KTCT have been idle for extended periods without receiving ships. The number of pilot orders to/from berth KC15 drastically decreased from 504 in 2022 to 2 in 2023 and 2024 respectively (refer to Table 2 of Annex I).

8. Additional challenges arise from the reduced number of visits by naval ships under compulsory pilotage, where the number was over 20 per year from 2015 to 2018, while it declined to 4 and 14 in 2023 and 2024 respectively (refer to Table 1 of Annex I). Berths at Kennedy Town, Lok On Pai, and Tseung Kwan O have been infrequently used by piloted ships. The number of pilot orders to/from berths at Kennedy Town (“CMKEN-N” & “CMKEN-S”) was almost zero after 2020, while the number of pilot orders to/from berths at Lok On Pai oil berth (“LOP”) and ASB Biodiesel Terminal located at Tseung Kwan O (“ASB-JB”) has been uncertain and has substantially declined since 2023 (refer to Table 2 of Annex I). Furthermore, the number of compass adjustments and engine or speed trials has fallen to record lows, adding to the difficulties faced by apprentice pilots in meeting the requirements outlined in Schedule 1.

9. Given the above situations in recent years, most apprentice pilots could not fully gain the appropriate experience as per the Schedule within the 12 months period as required under paragraph 4(b) of the Order. Apprentice pilot had to seek permission from the Pilotage Authority under section 6 (3) of the Pilotage Ordinance for applying for a licence notwithstanding that he did not have the prescribed experience. It is therefore necessary to amend certain tasks in the Schedule to align with current circumstances in order to enhance apprentice pilots' ability to gain the necessary practical experience while optimizing their time management and progress in their career in a reasonable pace.

10. In making the proposals in the ensuing paragraphs, HKPA remained mindful that apprentice pilots must be equipped with appropriate and adequate experience to ensure that apprentice pilots are well-prepared to deliver professional pilotage services in the future. The experience required for apprentice pilots remains comprehensive, encompassing various aspects of pilotage, including practical, hands-on localized expertise.

Proposed Amendments

11. It is proposed to amend the Schedule as follows (see Annex II):

Proposal 1: Remove tasks no longer in operation from the list

(a) Remove the followings from the list.

- (i) item 4 of table 1: (a) H.K. United Dockyards Seawalls Wharf,
(b) Floating Dock United, Floating Dock Yiu Lian No.1; and
- (ii) item 3 of table 3: H.K. United Dockyards Seawalls Wharf.

Justifications

Operations have ceased, and facilities have been demobilized.

(b) Remove the specific floating dock number from the item 4 of table 1.

- (i) Remove the specific floating number from “Floating Docks – (Yiu Lian No.3)” to “Floating Docks – (Yiu Lian)”

Justifications

- (i) The existing requirement is to accompany a licensed pilot during the pilotage of a ship of any length at one or more of these docks for at least two dockings and two undockings. The number of a particular floating dock does not actually make any difference.
- (ii) Given the number of occasion remain unchanged, removing the specific floating dock number could allow potential future changes, such as the addition or demobilization of docks. This ensures that the naming remains relevant and accurate.

Proposal 2: Combine requirement for anchorage and mooring which shared strong similarity and mutually benefit in experience learning

The requirements in paragraph 1 (a) to or from an anchorage, (b) to a mooring, (c) from a mooring, and (h) naval ships to or from an anchorage or mooring of the Schedule² should be combined into a single group. The total number of occasions remains unchanged at 89, with at least 42 occasions commencing during the hours between sunset and sunrise.

Justifications

- (i) Having reviewed the similarity in manoeuvring and controls between anchoring and mooring operations, experience gained from one would benefit the other.
- (ii) For naval ships, in terms of pilotage, there is very little difference compared to other ships using anchorages and buoys.

Proposal 3: Grouping tasks with similar navigation skills and passage through different waters for better flexibility in operation

Group the requirements in paragraph 1 (d) rounding Hong Kong Island, (e) container ship exceeding 250 metres in length through Ma Wan transit, and (f) compass adjustments and engine/speed trials into a single category. In

² The applicant must have accompanied a licensed pilot during the pilotage of a ship - (i) to an anchorage or mooring buoy on at least 45 occasions, of which at least 22 must have commenced during the hours between sunset and sunrise; (ii) from an anchorage or mooring buoy on at least 44 occasions, of which at least 20 must have commenced during the hours between sunset and sunrise.

addition, bulker or tankers exceeding 180 metres in length transiting through Ma Wan are proposed to be included in this category as well. The total number of occasions remains unchanged at 11, of which at least 2 occasions must have commenced during the hours between sunset and sunrise.

Justifications

The activities in this group exclusively pertain to navigation in restricted waterways along with local traffic in common area. They require similar skill sets and expertise, such as local traffic management and the negotiation of bends along the passage. They also involve the utilization of charted information and available resources for navigation.

Proposal 4: Grouping adjacent berths in KTCT together for better flexibility

(a) Combine similar berths into one group in item 2 of table 1 as follows:

- (i) KC1 & KC2, KC3 & KC4, KC8 & KC9, and KC15; KC16; KC17 & KC18. While, the requirements for berthing and unberthing of ships at KC5 and KC19 remain unchanged.
- (ii) Transfer the requirement for berthing and unberthing of ships at KC20 from those exceeding 275 metres to include ships of any length.
- (iii) Remove the requirement specifying that another ship must be of the same length or longer when a ship exceeding 168 metres is berthing at KC6, KC7, KC10, KC11, KC12, KC13, or KC14.

The total number of occasions remains at 120.

Justifications

- (i) The berths, such as KC1 and KC2, are adjacent and share similar characteristics. Combining them, and others with similar traits, will not negatively impact training but will significantly enhance the flexibility of resource management for apprentice pilots.

- (ii) Records show that very few ships longer than 230 metres berth at KC20 (refer to Table 3 of Annex I). Adjusting the requirement from "not less than 275 metres" to "any length" would be more appropriate. It does not compromise the development of expertise related to the area and the berth.
- (iii) When a ship approaches a berth already occupied by another vessel, one of the primary concerns is the outreach of the quay cranes working with the occupying vessel. The length of the occupying ship has minimal influence on the conditions. Therefore, the specification requiring the other ship to be of the same length or longer is impractical after reviewed. Removing this requirement increases the likelihood of meeting the stated need.

(b) Combine similar berths into one group in item 2 of table 3 as follows:

KC1 & KC2, KC3 & KC4, KC8 & KC9, KC15 & KC16, KC17 & KC18, and KC19 & KC20.

Justifications

The berths, such as KC1 and KC2, are adjacent and share similar characteristics. Combining these berths along with others that boast similar traits can enhance resource management for apprentice pilots without negatively impacting training.

Proposal 5: Grouping adjacent and similar berths together for better flexibility

(a) Combine the requirements for several berths listed in items 4, 9 and 12 into one group (The total number of occasions remains unchanged):

- (i) item 4 of Table 1: Tsing Yi Island – Sinopec (East Inner Berth, West Inner Berth, and No.3 Berth), Shell Inner LPG Berth, Chevron LPG Berth, Euro-Asia Seawall, Yiu Lian Seawall;
- (ii) item 9 of Table 1: Hong Kong Island Kennedy Town China Merchant Wharf; and

- (iii) item 12 of Table 1: Junk Bay – ASB Biodiesel Terminal.

Justifications

- (i) The majority of vessels in this group are smaller ones that berth at small jetties or wharves. Most of the jetties or wharves are located in the vicinity of Tsing Yi Island. The handling skills of ships to or from the jetties or wharves in this group is similar due to shared geographical and local traffic factors.
- (ii) The China Merchant Wharf at Kennedy Town and the ASB Biodiesel Terminal at Junk Bay mainly receive smaller size ships. The effect of tidal currents at these two wharves is insignificant, resulting in no tidal constraints for berthing and unberthing. They share similar ship handling skills and traffic situations with other jetties or wharves in common area. Instead of removing these requirements, combining them will not only improve the management of training schedules while maintaining the same level of development but will also allow apprentice pilots to gain specific experience when opportunities arise.

(b) Combine the requirements for several berths listed in items 7 and 8 into one group (The total number of occasions remains unchanged):

- (i) item 7 of Table 1: Tap Shek Kok – Power Station Terminal Wharf; and
- (ii) item 8 of Table 1: Lamma Island – Po Lo Tsui – Power Station Terminal Wharf.

Justifications

Ships in this group mainly are larger size bulkers. Although the wharves at Lamma Island and Tap Shek Kok are geographically apart, they are both situated in exposed waters with similar wharf layouts, current situations, and berthing window requirement. The current at Lamma Island and Tap Shek Kok both flow along the directions of the wharves. Given the comparable length, layouts of the wharves, and current directions, the handling of ships to and from the wharves is similar. Combining these requirements will enable for apprentice pilots to better manage their

training schedules while maintaining the same level of experience development.

(c) Combine some of the requirements for berths listed in items 6 and 7 into one group (The total number of occasions remains unchanged):

- (i) item 6 of Table 1: Lok On Pai; and
- (ii) item 7 of Table 1: Permanent Aviation Fuel Facility (part a).

Justifications

The terminals at the Permanent Aviation Fuel Facility and Lok On Pai mainly receive oil tankers. For smaller size tankers, the handling skills and current situations are similar at both locations. Additionally, the number of tankers calling at Lok On Pai is very limited (Refer to Table 2 of Annex I). Combining these requirements could offer a better developmental opportunity on the type of vessels and the tidal situations.

(d) Amend the length of ship in “outer foul” requirement in item 7 (part b): Amend the length required from “of the same length or longer” to “168 meters or longer”.

Justification

The proposal removes the uncertainty of length of the ship occupying the berth, which currently dependent on the length of the other ship coming alongside, to a definite length of “168 meter or longer”.

Proposal 6: Change the type of tug in Table 2

Change the type and engine power of tug in items 1 to 3 in Table 2.

Justifications

These changes reflect the current tugs situation in Hong Kong. All tugs suitable for piloted operations are listed as "Harbour Tugs" in the berthing guidelines. Most of these tugs are fitted with an azimuth stern drive propulsion system, though other suitable technologies might exist. It may be inappropriate to limit the definition to a specific system.

Proposal 7: Combine the requirement in item 1 of Table 3 for better flexibility

Combine the requirement from both the South Berth and North Berth of Ocean Terminal Wharf to either the South Berth or North Berth of Ocean Terminal Wharf.

Justifications

The South Berth and North Berth of Ocean Terminal Wharf are adjacent and share similar characteristics. Given the number of occasions remain unchanged, combining the requirements will not adversely affect training but will enhance the flexibility of resource management for apprentice pilots.

Proposal 8: Expand the requirement in Table 3 for observing mooring to a buoy

Expand the requirement in paragraph 4 of the Schedule, for observing mooring to a buoy on a mooring boat to include observing mooring to oil jetties as well. The total number of occasions remains unchanged.

Justifications

Assisting tankers in mooring to oil jetties is also a critical operation of a mooring boat and constitutes appropriate experience.

Proposal 9: Delete the attachment to Marine Department

Delete the requirement in attaching to the Marine Department in paragraph 5 of the Schedule.

Justifications

Most information is readily available for the Department's internet sites nowadays, apprentice pilots could learn about the Marine Department at their own pace as and when required. The mandatory attachment is obsoleted and serves no operational needs.

12. A summary representation of proposed amendments to the Schedule is attached at Annex II and Annex III for members' reference.

Consultation

13. These proposals were discussed in the PAC Working Group held on 5 September 2025, members of the working group supported the proposals unanimously.

Presentation

14. Hong Kong Pilots Association will present this paper.

Advice Sought

15. Members' advice and endorsement are sought on the proposed amendments in Paragraph 12 above.

Hong Kong Pilots Association
September 2025

Table 1

Item	No. of Pilot Order in Specific Operations									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total No. of Order	53132	50942	48812	47545	44864	48577	45004	39972	37548	35209
Hong Kong Island (Round Island)	5	17	12	2	4	8	41	33	30	11
Ma Wan Channel (Transit)	18161	17150	16232	16618	15711	14611	14714	15683	16530	16138
Compass Adjustment	2	1	0	1	2	1	2	0	1	0
Engine / Speed Trials	9	4	6	4	6	1	5	4	3	11
Naval ship	26	22	32	24	4	0	0	2	4	14
Anchorage (to/from)	10673	9479	8865	8485	7918	6339	5428	4520	4361	3705
Mooring (to/from)	2759	2185	1720	1365	728	140	54	30	20	14

Figures indicate the trend of decline of pilotage orders over the past 10 years.

Table 2

Item	No. of Pilot Order for Specific Berths/Wharves/Oil Jetties									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
KC15 (to/from)	905	941	779	717	692	273	425	504	2	2
KC16 (to/from)	903	1005	1015	943	679	106	105	64	55	34
CMKEN-N (to/from)	14	10	28	11	10	18	0	0	0	2
CMKEN-S (to/from)	2	4	4	6	0	0	0	0	0	0
LOP (to/from)	46	44	48	66	68	78	76	68	20	2
ASB-JB (to/from)	14	16	20	32	54	36	24	36	24	2

Figures indicate the decline of pilotage orders for specific locations over the past 10 years.

Table 3

Item	No. of Pilot Order for the Berth KC20									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Total No. of Order	757	739	703	686	838	907	843	588	327	376
KC20 (to/from, LOA≤230m)	661	605	591	594	754	811	709	501	312	370
KC20 (to/form, 230<LOA≤275 m)	74	90	102	86	72	76	94	73	14	6
KC20 (to/form, LOA>275m)	22	44	10	6	12	20	40	14	1	0

Figures indicate the majority size of vessels berthing at KC20 and the decline in mega-sized vessels berthing at KC20.

The above figures are sourced from Hong Kong Pilots Association (HKPA).

Proposed amendments to Schedule 1 to Cap. 84C Pilotage Order

(Characters in black = original text; in red = deleted text; and in blue = new text)

Paragraph 1

1. The applicant must have accompanied a licensed pilot-
 - (a) during the pilotage of a ship - ~~to or from an anchorage on at least 20 occasions, of which at least 10 must have commenced during the hours between sunset and sunrise;~~
 - (i) to an anchorage or a mooring on at least 45 occasions, of which at least 21 must have commenced during the hours between sunset and sunrise; and
 - (ii) from an anchorage or a mooring on at least 44 occasions, of which at least 21 must have commenced during the hours between sunset and sunrise;
 - ~~(b) during the pilotage of ship to a mooring on at least 40 occasions, of which at least 20 must have commenced during the hours between sunset and sunrise; [combined into (a)]~~
 - ~~(c) during the pilotage of a ship from a mooring on at least 25 occasions, of which at least 12 must have commenced during the hours between sunset and sunrise; [combined into (a)]~~
 - ~~(d) (b) on at least 2 occasions when a ship was being piloted rounding Hong Kong Island;~~
during the pilotage of-
 - (i) a ship rounding Hong Kong Island;
 - (ii) a container ship exceeding 250 metres in length, a bulker ship exceeding 180 metres in length or tanker ship exceeding 180 metres in length through Ma Wan fairway; or
 - (iii) a ship when being piloted outside Victoria Harbour for the purposes of compass adjustment, speed trials or engine trialson at least 11 occasions, of which at least 2 must have commenced during the hours between sunset and sunrise; and
 - ~~(e) during the pilotage of a container ship exceeding 250 metres in length through Ma Wan channel on at least 5 occasions, of which at least 2 must have commenced during the hours between sunset and sunrise; [combined into new (b)]~~
 - ~~(f) on at least 4 occasions when a ship was being piloted outside Victoria Harbour for the purposes of—
 - (i) compass adjustment; or
 - (ii) speed trials or engine trials; [combined into new (b)]~~
 - ~~(g)~~ (c) during the pilotage of a ship on at least the number of occasions specified in ~~the third~~ column 3 of the following Table 1 when a ship was being berthed, unberthed, docked or undocked at or from the wharves, berths or docks specified in ~~the second~~ column 2 of that Table; ~~and.~~

~~(h) during the pilotage of a naval ship to or from an anchorage or a mooring on at least 4 occasions.~~ [combined into (a)]

TABLE 1		
Column 1	Column 2	Column 3
Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon-Ocean Terminal Wharf- South Berth- (Inner) (Outer) North Berth	(a) 4 berthings and 4 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at any of these berths; and (b) 1 berthing and 1 unberthing of a ship of any length at South (Inner) when another ship of any length was occupying South (Outer), or 1 berthing and 1 unberthing of a ship exceeding 200 metres in length at any of these berths.
2.	Kwai Chung-Container Terminal Wharf- Berth No. 1 Berth No. 2 Berth No. 3 Berth No. 4 Berth No. 5 Berth No. 8 Berth No. 9 Berth No. 15 Berth No. 16 Berth No. 17 Berth No. 18 Berth No. 19 Berth No. 20	2 berthings and 2 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at each berth, and 1 berthing and 1 unberthing of a ship exceeding 275 metres in length at each berth.
	Berth No. 1 Berth No. 2	(a) 4 berthings and 4 unberthings (of which 2 berthing and 2 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at any of these berths; and (b) 2 berthings and 2 unberthings of a ship exceeding 275 metres in length at any of these berths.
	Berth No. 3 Berth No. 4	(a) 4 berthings and 4 unberthings (of which 2 berthing and 2 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at any of these berths; and (b) 2 berthings and 2 unberthings of a ship exceeding 275 metres in length at any of these berths.
	Berth No. 8 Berth No. 9	(a) 4 berthings and 4 unberthings (of which 2 berthing and 2 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at any of these berths; and (b) 2 berthings and 2 unberthings of a ship exceeding 275 metres in length at any of these berths.

	Berth No. 15 Berth No. 16 Berth No. 17 Berth No. 18	(a) 8 berthings and 8 unberthings (of which 4 berthing and 4 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at any of these berths; and (b) 4 berthings and 4 unberthings of a ship exceeding 275 metres in length at any of these berths.
	Berth No.5 Berth No.19	(a) 2 berthings and 2 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at each of these berths; and (b) 1 berthing and 1 unberthing of a ship exceeding 275 metres in length at each of these berths.
	Berth No. 20	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length.
	Berth No. 6 Berth No. 7 Berth No. 10 Berth No. 11 Berth No. 12 Berth No. 13 Berth No. 14	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length at each berth when another ship of the same length or longer was occupying part of the berth.
3.	(Repealed L.N. 283 of 1998)	
4 3.	Tsing Yi Island – Petroleum Wharves- (ExxonMobil, West) (ExxonMobil, East) (Chevron) (Sinopec main berth) (Shell main berth)	4 berthings and 3 unberthings of a ship of any length at each of these berths.
4.	Tsing Yi Island – Petroleum Wharves- (Sinopec, east inner berth, west inner berth and No. 3 berth) (Shell inner LPG berth) (Chevron LPG berth) Euro-Asia Seawall Yiu Lian Seawall Hong Kong Island - Kennedy Town - China Merchant Wharf Junk Bay- ASB Biodiesel Terminal	6 14 berthings and 6 14 unberthings of a ship of any length at any of these berths.
5.	—(Shell inner LPG berth)— —(Chevron LPG berth)	2 berthings and 2 unberthings of a ship of any length at each berth. [combined into new item 4]
	—H.K. United Dockyards —Seawalls Wharf	1 berthing and 1 unberthing of a ship of any length. [ceased operation]
	Euro-Asia Seawall —Yiu Lian Seawall	1 berthing and 1 unberthing of a ship of any length at each berth. [combined into new item 4]
	Tsing Yi Island – Floating Docks- (United) [ceased operation] —(Yiu Lian No. 1) [ceased operation]	2 dockings and 2 undockings of a ship of any length at one or more of these docks.

	(Yiu Lian No. 3)	
5.	(Repealed 2 of 2013 s. 12)	
6.	—Lok On Pai	1 berthing and 1 unberthing of a ship of any length. [see new item 10]
7 6.	Tap Shek Kok- Power Station Terminal Wharf Lamma Island- Po Lo Tsui- Power Station Terminal Wharf China Cement Company Wharf —Shiu Wing Steel Wharf Permanent Aviation Fuel Facility	5 7 berthing and 5 9 unberthings of a ship exceeding 168 metres in length at any of these wharves. —with at least 2 of such berthings being starboard side alongside when direct inbound from Green Island. [see new item 7] 5 berthings and 5 unberthings of a ship exceeding 168 metres in length at any of these wharves. [see new item 8] (a) —3 berthings and 3 unberthings of a ship of any length; and [see new item 10] (b) —1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth. [see new item 9]
7.	Tap Shek Kok- Power Station Terminal Wharf	2 berthing of a ship exceeding 168 metres in length starboard side alongside when direct inbound from Green Island.
8.	Tap Shek Kok- China Cement Company Wharf Shiu Wing Steel Wharf	5 berthings and 5 unberthings of a ship exceeding 168 metres in length at any of these berths.
9.	Tap Shek Kok- Permanent Aviation Fuel Facility	(a) —3 berthings and 3 unberthings of a ship of any length; and [see new item 10] (b) —1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length 168 metres in length or longer was occupying part of the berth.
10.	Tap Shek Kok- Permanent Aviation Fuel Facility Lok On Pai Lok On Pai Oil Berth	4 berthings and 4 unberthings of a ship of any length at any of these berths.
8.	Lamma Island— —Po Lo Tsui— —Power Station Terminal Wharf	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth. [combined into new item 6]
9.	Hong Kong Island— —Kennedy Town— —China Merchant Wharf	1 berthing and 1 unberthing of a ship of any length. [combined into new item 4]
10 11.	Tai Po - Town Gas Wharf	1 berthing and 1 unberthing of a ship of any length.

11 12.	Kowloon City, Kowloon Kai Tak Cruise Terminal – Berth No.1 Berth No.2	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at any of these berths.
12.	Junk Bay – ASB Biodiesel Terminal	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length. [combined into new item 4]

Paragraph 2

2. The applicant must have been an observer on a tug specified in ~~the second~~ column 2 of the following Table 2 on at least the number of occasions specified in ~~the third~~ column 3 of that Table when the tug was attending a ship and performing a towage berthing, unberthing, docking or undocking service.

Table 2		
Column 1	Column 2	Column 3
Item	Type of Tug	Number of Occasions
1.	Duck peller/Z peller type with engine power of 4 000 hp or above. Harbour tug of 6 000 hp or above.	5
2.	Duck peller/Z peller type with engine power of 2 000 hp or above. Harbour tug of 5 000 hp or above.	20 5
3.	Single screw conventional type with engine power less than 4 000 hp. Harbour tug of 4 000 hp or above.	5 20

Paragraph 3

3. The applicant must have been an observer on the wharves or berths specified in ~~the second~~ column 2 of the following Table 3 on at least the number of occasions specified in ~~the third~~ column 3 of that Table.

TABLE 3		
Column 1	Column 2	Column 3
Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth North Berth	+ 2 berthing at flood tide and + 2 berthing at ebb tide of a ship of any length at both any of these berths.
2.	Kwai Chung- Container Terminal Wharf- Berth No. 1 Berth No. 2 Berth No. 3 Berth No. 4 Berth No. 8 Berth No. 9 Berth No. 15 Berth No. 16 Berth No. 17 Berth No. 18 Berth No. 19 Berth No. 20	1 berthing of a ship of any length at each berth
	Berth No. 1 Berth No. 2	2 berthings of a ship of any length at any of these berths.
	Berth No. 3 Berth No. 4	2 berthings of a ship of any length at any of these berths.
	Berth No. 8 Berth No. 9	2 berthings of a ship of any length at any of these berths.
	Berth No. 15 Berth No. 16	2 berthings of a ship of any length at any of these berths.
	Berth No. 17 Berth No. 18	2 berthings of a ship of any length at any of these berths.
	Berth No. 19 Berth No. 20	1 berthings of a ship of any length at each of these berths.
	Berth No. 5 Berth No. 6 Berth No. 7 Berth No. 10 Berth No. 11 Berth No. 12 Berth No. 13 Berth No. 14	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at each berth.
3.	Tsing Yi Island- H.K. United Dockyards Seawalls Wharf <i>[ceased operation]</i> Yiu Lian Seawalls Wharf	2 berthings and 2 unberthings of a ship of any length at each of these wharves.

Paragraph 4

4. The applicant must have been an observer on a mooring boat on at least 5 occasions when the boat was

attending a ship being secured to a mooring buoy or to an oil jetty.

Paragraph 5

~~5.—The applicant must have been attached to the Marine Department for at least 2 weeks.~~

Summary Table on Number of Occasions

Existing			Proposed		
Experience Required (accompany a licensed pilot)		Occasions	Experience Required (accompany a licensed pilot)		Occasions
Anchorage	To/from	20	Anchorage; Mooring; Naval Ship (To/from anchorage/mooring)	To	45
Mooring	To	40		From	44
Mooring	From	25			
Naval Ship	To /from Anchorage/Mooring	4			
Sub-total		89	Sub-total		89
Rounding Hong Kong Island		2	Rounding Hong Kong Island		11
Transiting Ma Wan Channel	Container ship exceeding 250 metres in length	5	Transiting Ma Wan Channel	Container ship exceeding 250 metres in length or a bulker or tanker ship exceeding 180 metres in length	
Compass Adjustment		4	Compass Adjustment		
Speed Trials or engine Trials			Speed Trials or engine Trials		
Sub-total		11	Sub-total		11
Ocean Terminal	Berthing/Unberthing	10	Ocean Terminal	Berthing/Unberthing	10
Sub-total		10	Sub-total		10
Kwai Chung Container Terminal (Any length of ship)	Berthing/Unberthing	52	Kwai Chung Container Terminal (Any length of ship)	Berthing/Unberthing	54
Kwai Chung Container Terminal (LOA >275m)	Berthing/Unberthing	26	Kwai Chung Container Terminal (LOA>275m)	Berthing/Unberthing	24
Kwai Chung Container Terminal (LOA>168m)	Foul Berthing/Unberthing	42	Kwai Chung Container Terminal (LOA>168m)	Foul Berthing/Unberthing	42
Sub-total		120	Sub-total		120
ExxonMobil, West	Berthing/Unberthing	7	ExxonMobil, West	Berthing/Unberthing	7
ExxonMobil, East	Berthing/Unberthing	7	ExxonMobil, East	Berthing/Unberthing	7
Chevron	Berthing/Unberthing	7	Chevron	Berthing/Unberthing	7
Sinopec main berth	Berthing/Unberthing	7	Sinopec main berth	Berthing/Unberthing	7
Shell main berth	Berthing/Unberthing	7	Shell main berth	Berthing/Unberthing	7

Sub-total		35	Sub-total		35
Sinopec, east inner berth	Berthing/Unberthing	12	Sinopec, east inner berth	Berthing/Unberthing	28
Sinopec, west inner berth			Sinopec, west inner berth		
Sinopec, No. 3 berth			Sinopec, No. 3 berth		
Shell inner LPG berth	Berthing/Unberthing	4	Shell inner LPG berth		
Chevron LPG berth	Berthing/Unberthing	4	Chevron LPG berth		
Euro-Asia Seawall	Berthing/Unberthing	2	Euro-Asia Seawall		
Yiu Lian Seawall	Berthing/Unberthing	2	Yiu Lian Seawall		
Kennedy Town - China Merchant Wharf	Berthing/Unberthing	2	Kennedy Town - China Merchant Wharf		
Junk Bay – ASB Biodiesel Terminal	Berthing	2	Junk Bay – ASB Biodiesel Terminal		
H.K. United Dockyards Seawalls Wharf	Berthing/Unberthing	2	H.K. United Dockyards Seawalls Wharf	Operation ceased	0
Sub-total		30	Sub-total		28
Floating Docks - (United)	Docking/Undocking	4	Floating Docks - (United)	Facility demobilized	0
Floating Docks - Yiu Lian No. 1			Floating Docks - Yiu Lian No. 1		
Floating Docks - Yiu Lian No. 3			Floating Docks - Yiu Lian No. 3	Docking/Undocking	4
Sub-total		4	Sub-total		4
Tap Shek Kok – Power Station Terminal Wharf (LOA>168m)	Berthing/Unberthing	10	Tap Shek Kok – Power Station Terminal Wharf (LOA>168m)	Berthing/Unberthing	18
Lamma Island - Po Lo Tsui Power Station Terminal Wharf (LOA>168m)	Berthing/Unberthing	8	Lamma Island - Po Lo Tsui Power Station Terminal Wharf (LOA>168m)		
Tap Shek Kok – China Cement Company Wharf (LOA>168m)	Berthing/Unberhing	10	Tap Shek Kok – China Cement Company Wharf (LOA>168m)	Berthing/Unberthing	10
Tap Shek Kok - Shiu Wing Steel Wharf (LOA>168m)			Tap Shek Kok - Shiu Wing Steel Wharf (LOA>168m)		
Tap Shek Kok - Permanent Aviation Fuel Facility	Berthing/Unberthing	8	Tap Shek Kok - Permanent Aviation Fuel Facility	Berthing/Unberthing	10
Lok On Pai	Berthing/Unberthing	2	Lok On Pai		
Sub-total		38	Sub-total		38
Tai Po Town Gas Wharf	Berthing/Unberthing	2	Tai Po Town Gas Wharf	Berthing/Unberthing	2
Sub-total		2	Sub-total		2

Kai Tak Cruise Terminal	Berthing	2	Kai Tak Cruise Terminal	Berthing	2
Sub-total		2	Sub-total		2
(Berthing/Unberthing) Total		341	(Berthing/Unberthing) Total		339
Experience Required (as an observer)		Occasions	Experience Required (as an observer)		Occasions
Harbour tug of 4000hp or above D/Z-Peller		5	Harbour tug of 6000hp or above		5
Harbour tug of 2000hp or above D/Z-Peller		20	Harbour tug of 5000hp or above		5
Harbour tug of less than 1000hp Single screw		5	Harbour tug of 4000hp or above		20
Sub-total		30	Sub-total		30
Ocean Terminal Wharf	Berthing	4	Ocean Terminal Wharf	Berthing	4
Kwai Chung Container Terminal	Berthing	28	Kwai Chung Container Terminal	Berthing	28
H.K. United Dockyards Seawalls Wharf	Berthing/Unberthing	4	H.K. United Dockyards Seawalls Wharf	Operation ceased	0
Yiu Lian Seawalls Wharf	Berthing/Unberthing	4	Yiu Lian Seawalls Wharf	Berthing/Unberthing	4
Securing to mooring buoy		5	Securing to a mooring buoy or to an oil jetty		5
Sub-total		45	Sub-total		41
(As Observer) Total		75	(As Observer) Total		71
Attached to Marine Department		14 days	Attached to Marine Department		0 days