

PILOTAGE ADVISORY COMMITTEE

**Proposed Amendments to the Berthing Guidelines
On Miscellaneous Items**

Purpose

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

Proposed Amendments

2. A PAC Working Group meeting was held on 29 July 2024 and agreed to update the BGL with the following changes:-
 - a. Chapter 5 – Tugs Information –
 - i. to rearrange the list in order of 'Grade', 'HP' and 'Name'. 'BP' of some tugs are updated;
 - ii. to delete tugs "Ap Chau", "Sha Chau", "Nanning", "Shunde", "Yiu Lian 26", "Hai Fa", "Hai Qi" and "You Da" from the list; and
 - iii. to add "LNG Sentinel I, 8050HP, 106.1BP, Grade I", "Sentinel II, 8050HP, 103.3BP, Grade I", "SCT Shekou, 6000HP, 81.85BP, Grade I" to the list.

Details as shown in **Annex I**.

- b. Chapter 10 – Miscellaneous
To add the pilot boarding station at south of Cheung Chau Island to the list and revise the table by adopting the format used in Schedule 2 of the Pilotage Ordinance Cap.84 as shown in **Annex II**.
- c. Chapter 12 – Berthing Guidelines by Location Code
 - i. Location – EURO-2 - Euro-Asia berth 2
Hong Kong Pilots Association (HKPA) and the berth operator, Euro-Asia Terminal (EAT), has completed trial-run and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m as shown in **Annex III**.
 - ii. Location – EURO-3P - Euro-Asia berth 3P
HKPA and EAT are conducting trial-run at this berth and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m on trial as shown in **Annex IV**.
 - iii. Location SCCA and SLA – South Cheung Chau anchorage and Anchorages south of Lamma Island
In the PAC meeting held on 17 May 2023, it was agreed that there would be no specific requirement of tug for SCCA and requirement for SLA should be reviewed. Noting that it is stated in Chapter 4 of the Complete Berthing Guidelines for Port of Hong Kong that, subject to the prevailing circumstance and working parameters, pilot has the discretion in tug requirement to maintain safety margin. It is therefore proposed to remove the cumbersome presentation on tug’s requirement and remark from the BGL for SLA as shown in **Annex V**. Similarly, it is also proposed to remove the redundant remark on requirement of tug in BGL for SSK-1 and SSK-2 as shown in **Annex VI**.
3. At the same PAC Working Group meeting held on 29 July 2024, it was agreed to conduct a review with an aim to removing the requirement of tug from all Anchorages in the BGL. The review was completed in November 2024, and highlighted that there is generally no requirement of tug for vessels plying for an anchorage in other ports in Asia, including Qing Dao, Shanghai, Guangdong, Shenzhen and Singapore. Information indicated that only one specific anchorage in Singapore, designated for Very Large Crude Carriers (VLCCs), has outlined the tug requirement (see **Annex VII**). Hence, it is proposed to update the BGL

by removing the requirement of tug from all anchorages in the BGL as shown in **Annex VIII**.

4. Subject to the final endorsement from the PAC and Pilotage Authority, contents in chapter 1 would also be updated as appropriate.

Presentation

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

Advice Sought

6. Members are invited to comment and endorse the proposed amendments.

Marine Department
November 2024

Chapter 5**TUGS INFORMATION**

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

Name	HP	BP (tonnes)	Grade	Remarks
<u>Bowill Shipping Ltd. (Tel.:2300 1950, 3840 2918)</u>				
Ark	2 x 1600	41.1	II	
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
Dong Tai	1280	19	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 88	1500	23	II	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug – Hongkong Salvage & Towage Services Ltd. (Tel.:2612 6800)</u>				
Hung Hom	3200	45.5 42.0	I	
Kau Lung	3200	45.5 42.0	I	
Lamma	3200	45.5 42.5	I	
Tap Mun	3200	45.5 43.6	I	
Sha Tin	4000	54 54.3	I	
Ting Kau	4000	54 54.3	I	
Yuen Kok	4000	54 54.5	I	
Ap Chau	4000	54	I	
Sha Chau	4000	54	I	
Tai O	5000	71.8	I	
Taikoo	5000	74.5	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8 71.1	I	
Mai Po	6500	85.7	I	

Berthing Guidelines

Sung Kong	6500	83.0	I	
LNG Sentinel I	8050	106.1	I	
LNG Sentinel II	8050	103.3	I	
Tsing Yuk	2 x 600	18.7	II	
South China Tug (Tel.: 2548 5205)				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
SCT Shekou	6000	81.85	I	
Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)				
Yiu Lian 26	2600	35	I	
Hai Fa	3200	42	I	
Hai Qi	3200	42	I	
You Da	3200	42	I	
Hai An	4000	52	I	
Hai Da	4000	52	I	
Hai Man	4000	52	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Hai Ba	5000	62	I	
Hai Li	5000	62	I	
Hai Hoi	5000	62	I	
Hai Shan	6000	75	I	
Hai Kun	7000	88	I	
Hai Peng	7000	88	I	

Chapter 10**MISCELLANEOUS****Width of Fairways**

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

Naval Anchorages

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

Pilot Boarding Stations

The updated location and information of pilot boarding stations specified as such in Schedule 2 of Pilotage Ordinance (Cap. 84).

Other Useful Locations

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

Berthing Guidelines*Proposed Nov. 2024*Location : **EURO-2****Euro-Asia berth 2**

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

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

020 **Berthing** LOA: Max ~~165~~ 175m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

021 **Unberthing** LOA: Max ~~165~~ 175m
Draft: Max 8m or 9.5m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks: (1) Starboard side to
 (2) See General Remarks 2-4

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

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

General Remarks:

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

Berthing Guidelines*Proposed Nov. 2024***ON TRIAL**Location : **EURO-3P****Euro-Asia berth 3P**

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

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

020 **Berthing** LOA: Max ~~165~~ 175m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: D&N LW+1 to HW+2
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max ~~165~~ 175m
Draft: Max 8.6m with pontoon
 (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

General Remarks:

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

Berthing Guidelines

Proposed Nov. 2024

Location : **SLA**

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: **+**
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: **+**
Remarks:

General remarks:

~~The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.~~

Berthing Guidelines

Proposed Nov. 2024

Location : **SSK-1**

Sham Shui Kok Anchorage No.1

010 **To anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

Location : **SSK-2**

Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

Review of Requirement on Tug for Anchorages
Bench-marking with other Ports

Purpose

The review is to study the requirement on tug for vessels plying for anchorages in other ports.

Background

2. It is noted that, in many cases in the berthing guidelines (“BGL”), tug is required for anchorages.

3. The notes of PAC meeting 17 May 2023 record that “Any specific requirement for any vessel should be made in the Berthing Guideline of that particular berth for that specific type of vessel.”. A proposal to amend the BGL with an aim to removing the requirement of tug from all anchorages in the BGL¹ was discussed in the PAC Working Group meeting held on 29 July 2024. It was agreed that a review on the requirement of other ports should be conducted.

The Review

4. The review by bench-marking with the neighbouring ports was completed in November 2024, it highlighted that there is generally no requirement of tug for vessels plying for an anchorage in these neighbouring ports, including Qing Dao, Shanghai, Guangdong, Shenzhen and Singapore. Information indicated that only one specific anchorage in Singapore, namely Sudong Special Purpose Anchorage, designated for Very Large Crude Carriers (VLCCs), has outlined the tug requirement as listed below:

¹ See paragraph 2d. of PACWG Paper No. 2/2024.

Port	Requirement on Tug for Anchorages
Qing Dao	Nil
Shanghai	Nil
Guangdong	Nil (ships carrying DG may require escort)
Shenzhen	Nil
Singapore (Sudong Special Purpose Anchorage)	(in unfavorable tide condition) VLCC with draft >12.0m to 16.5m – 1 tug (25t-45t BP) VLCC with draft >16.5m – 1 tug (at least 45t BP)

Proposal

5. In view of the above, it is proposed to update the BGL by removing the requirement of tug from all anchorages in the BGL as shown in *Annex VIII* to the PAC paper.

Marine Department
November 2024

Proposed Amendments to Anchorages**Summary of Proposed Amendments**

Location Code	Location	Max Draft	Max LOA	TUG's Requirement on Draft	TUG's Requirement on Length	Proposed Amendments
JBDGA	Junk Bay DG Anchorage	11.0m	183m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
KEL-1	Kellett Anchorage No.1	11.0m	300m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
KEL-2	Kellett Anchorage No.2	6.5m	150m			N/A
KEL-3	Kellett Anchorage No.3	9.5m	180m			N/A
KYCA	Kau Yi Chau DG Anchorage	7.0m	120m			N/A
MWA	Ma Wan Anchorage	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
NLA	North Lamma Anchorage	12.9m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
NWLA	North West Lamma Anchorage	7.5m	300m		1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-E	Pun Shan Shek Anchorage East	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-W	Pun Shan Shek Anchorage West	11.0m	195m	1 if D>8.2m	1 if LOA>138m	to remove requirement of tug for going to/from the anchorage
RDGA	Reserved DG Anchorage	12.6m	195m	1 if D>10m	1 if LOA>150m	to remove requirement of tug for going to/from the anchorage
SCCA	South Cheung Chau Anchorage	16.0m	400m			N/A
SLA	Anchorage South of Lamma Island	18.0m	400m			N/A see Annex V

SSK-1	Sham Shui Kok Anchorage No.1	8.0m	180m			N/A see Annex VI
SSK-2	Sham Shui Kok Anchorage No.2	9.0m	180m			N/A see Annex VI
THA	Tolo Harbour Anchorage	11.0m	180m	1 if D>9.15m	1 if LOA>168m	to remove requirement of tug for going to/from the anchorage
WA-1	Western Anchorage No.1	7.5m	120m			N/A
WA-2	Western Anchorage No.2	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WA-3	Western Anchorage No.3	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WQA	Western Quarantine Anchorage	10.7m	180m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
YMTA	Yau Ma Tei Anchorage	5.5m	100m			N/A
URMA	Urmston Road Anchorage	16.8m	400m			New, no requirement for tug

URMPS URMA	Transit Ma Wan - Bulker & Tanker	16.8m	305m	Multiple levels of requirements. Please refer to BGL.		As these berthing guidelines are combined for Ma Wan transit and Urmston Road Anchorage, it is suggested to remove the content about Urmston Road Anchorage and has an individual berthing guidelines for URMA.
URMPS-C URMA-C	Transit Ma Wan - Container Ship	16.0m	400m			
URMA-PC URMA-PC	Transit Ma Wan- Passenger Ship (Conventional)	11.0m	345m			
URMA-PH URMA-PH	Transit Ma Wan - Passenger Ship (Highly Maneuverable)	11.0m	345m			

CCEMENT	Chian Cement Company (TSK)					to remove requirement of tug for URMA from these BGL for berths.
CLPTSK	Chiana Light Power Station (TSK)					
SWSTL	Shui Wing Steel Wharf (TSK)					

Location : **JBDGA** **Junk Bay DG anchorage**

010 **To anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

Location : **KEL-1**

Kellett Anchorage No.1

010 **To anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m or LOA>230m~~
Remarks:

011 **From anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m or LOA>230m~~
Remarks:

Location : **KEL-2**

Kellett Anchorage No.2

010 **To anchorage** LOA: Max 150m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max 6.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **KEL-3**

Kellett Anchorage No.3

010 **To anchorage** LOA: Max 180m

Draft: Max 9.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

011 **From anchorage** LOA: Max 180m

Draft: Max 9.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **KYCA**

Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : MWA

Ma Wan anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : NLA

North Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : **NWLA** **North West Lamma anchorage**

010	To anchorage	LOA: Max 230m	011	From anchorage	LOA: Max 230m
Draft:	Max 7.5m (min 10% UKC)		Draft:	Max 7.5m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		
020	To anchorage	LOA: Max 300m	021	From anchorage	LOA: Max 300m
Draft:	Max 7.5m (min 10% UKC)		Draft:	Max 7.5m (min 10% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:	⚡		Tugs:	⚡	
Remarks:			Remarks:		

Location : PSSA-E

Pun Shan Shek anchorage east

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks: ~~Reserved naval anchorage~~

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks: ~~Reserved naval anchorage~~

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks: ~~Reserved naval anchorage~~

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks: ~~Reserved naval anchorage~~

General Remarks:

This anchorage is commonly used for naval vessels.

Location : PSSA-W

Pun Shan Shek anchorage west

010	To anchorage	LOA: Max 195m	011	From anchorage	LOA: Max 195m
Draft:	Max 11m (min 10% UKC)		Draft:	Max 11m (min 10% UKC)	
Time:	If D>8.2m or L>138m day only		Time:	24 hrs	
Tugs:	1 if D>8.2m or L>138m		Tugs:	1 if D>8.2m or L>138m	
Remarks:	Reserved naval anchorage		Remarks:	Reserved naval anchorage	

General Remarks:

This anchorage is commonly used for naval vessels.

Location : **RDGA**

Reserved dangerous goods anchorage

010 **To anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **To anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: **±**
Remarks:

021 **From anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: **± if D > 10m**
Remarks:

Location : **SCCA** **South Cheung Chau anchorage**

010 **To anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General Remarks:

Location : SLA

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: 1
Remarks:

General remarks:

~~The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.~~

(Please also see paragraph 2(c)iii and Annex V of the paper.)

Location: **SSK-1** **Sham Shui Kok Anchorage No.1**

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
Draft:	Max 8.0m (Min 15% UKC)		Draft:	Max 8.0m (Min 15% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		

General Remark:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

(Please also see paragraph 2(c)iii and Annex VI of the paper.)

Location: **SSK-2** **Sham Shui Kok Anchorage No.2**

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
Draft:	Max 9.0m (Min 15% UKC)		Draft:	Max 9.0m (Min 15% UKC)	
Time:	24 hrs		Time:	24 hrs	
Tugs:			Tugs:		
Remarks:			Remarks:		

General Remark:

~~Tug may be required if unfavorable condition prevailing and pilot deemed necessary.~~

(Please also see paragraph 2(c)iii and Annex VI of the paper.)

Location : **THA****Tolo harbour anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

011 **From anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

020 **To anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort from~~
~~Chik Chau~~
Remarks: Not for dead ship.
Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

021 **From anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort to~~
~~Chik Chau~~
Remarks: Vessel from Tolo harbour to TSK or
vice versa must change pilot at Ngan
Chau.

Location : **WA-1**

Western anchorage No.1

010 **To anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **WA-2**

Western anchorage No.2

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : **WA-3**

Western anchorage No.3

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Berthing Guidelines

Berthing Guidelines

Location : **WQA** **Western Quarantine anchorage**Location : **WQA** **Western Quarantine anchorage**

010	To anchorage	LOA: Max 180m	011	From anchorage	LOA: Max 180m
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Draft: Max 10.7m (min 10% UKC) **Draft:** Max 10.7m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: ~~1 if $D > 10m$~~ **Tugs:** ~~1 if $D > 10m$~~

Remarks: If $D > 10.7\text{m}$ anchor to WA.
If $L > 180\text{m}$ anchor to WA.

011 **From anchorage** LOA: Max 180m

Draft: Max 10.7m (min 10% UKC)

Time: 24 hrs

Tugs: ~~1 if D>10m~~

Remarks:

Location : **YMTA**

Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

ON TRIALLocation : **URMA****Urmston Road Anchorage
(All ship types)**

010 To anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

011 From anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

General Remarks:

1. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
4. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMA, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

ON TRIAL

Location : ~~URMPS/URMA~~**Transit Mawan – Bulker & Tanker**
(All vessels other than passenger & container ship)

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

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

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

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

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

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

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

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

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

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

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

ON TRIAL

Location : ~~URMPS/URMA~~

Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

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

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

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

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

General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :
@URMPS, URMA, NC & WITHIN HARBOUR:
 - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
 - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to 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 $D \leq 13.5m$. thrusters not considered if $D > 13.5m$).~~

Remarks: 2 pilots

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

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

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

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

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

Remarks: 2 pilots

Location : ~~URMPS-C/URMA-C~~

Transit Mawan – Container ship

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

Remarks: 2 pilots

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

Remarks: 2 pilots

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

Remarks : 2 pilots

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

Remarks: 2 pilots

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

Remarks: 2 pilots

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

Remarks: 2 pilots**General Remarks:**

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

ON TRIAL

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

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

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

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

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

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

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

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

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

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

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

Remarks: 2 pilots

Remarks: 2 pilots

General Remarks:

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/~~URMA-PH~~, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.

3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

ON TRIAL

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

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

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

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

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

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

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

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

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

050 **N. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
~~To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

051 **S. bound** LOA: Max 345m
Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
~~From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).~~
Remarks: 2 pilots

General Remarks:

- Highly maneuverable passenger ships should meet the following requirements:
 - bow thrusters of total power $\geq 8000\text{HP}$
 - Equipped with azipods.
- Vessels of LOA $>310\text{m}$ are not permitted to anchor within the area between Ma Wan West and URMPS.
- In case of special circumstances and conditions, when vessel of LOA $>310\text{m}$ is required to anchor

within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

Location : CCEMENT

China Cement Company (TSK)

010 **Berthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:** Stem to tide for berthing011 **Unberthing** LOA: Max 168m**Draft:** Max 10m (min 15% UKC)**Time:** Day @ berth**Tugs:** 2**Remarks:**020 **Berthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.**Tugs:** 2. 1 escort @ Mawan if Draft>10m.**Remarks:** 2 pilots. Stem to tide for berthing.
D>10m Starboard side to.021 **Unberthing** LOA: Max 183m**Draft:** Max 12m (min 15% UKC)**Time:** Day @ berth.D>10m, subject to Mawan transit
tidal window.**Tugs:** 2. 1 escort @ Mawan if D>10m.**Remarks:** 2 pilots.030 **Berthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+3 @
Mawan.**Tugs:** 3 incl 1 escort @ Mawan.~~From URMA: 3 incl 1 escort from
URMA to berth.~~**Remarks:** 2 pilots. Starboard side to.031 **Unberthing** LOA: Max 230m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Subject to Mawan transit tidal
window.

D>12.5m, day light transit only.

Tugs: 2 incl 1 escort @ Mawan.~~To URMA: 2 incl 1 escort from
berth to URMA.~~**Remarks:** 2 pilots040 **Berthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.Day light HW+1 to HW+1.5 @
Mawan.**Tugs:** 4 incl 1 escort from GI + 1 @
Mawan.D≤12m, 3 incl 1 escort from GI + 1
@ Mawan.~~From URMA: 4 incl 1 escort URMA
to berth. —D≤12m, 3 incl 1 escort
from URMA to berth.—~~**Remarks:** 2 pilots. Starboard side to.041 **Unberthing** LOA: Max 240m**Draft:** Max 15m (min 15% UKC)**Time:** Day @ berth.D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.D≤12.5m, subject to Mawan transit
tidal window, day light transit only.**Tugs:** 2 incl 1 escort @ Mawan~~To URMA: 2 incl 1 escort from
berth to URMA.~~**Remarks:** 2 pilots**General Remark:**~~Subject to Ma Wan transit tidal window.~~

ON TRIAL

Location : CLPTSK

China light power station (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

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

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

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

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

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
 D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
Remarks: 2 pilots

040 **Berthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 @ Mawan.
 1st Jun – 15th Oct : Day light HW+0.5
 @ Mawan.
Tugs: 4 tugs incl 1 escort from GI & 1 @
 Mawan to berth.
 ~~From URMA: 4 tugs incl 1 escort-~~
 ~~from URMA to berth.~~
Remarks: 2 pilots. Starboard side to.

041 **Unberthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA.~~
 ~~D>14m, 3 incl 2 escort from berth to~~
 ~~URMA.~~
Remarks: 2 pilots.

ON TRIAL

Location : *CLPTSK**China light power station (TSK)*

050 **Berthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 HW+1 @ Mawan.
 1st Jun – 15th Oct : Day HW+0.5
 @ Mawan.

Tugs: 4 tugs minimum 4,000hp each,
 incl 1 escort from GI & 1 @ Mawan
 to berth (~~see General Remarks~~).
 ~~From URMA: 4 tugs, minimum~~
 ~~4,000hp each incl 1 escort from~~
 ~~URMA to berth.~~

Remarks: 2 pilots. Starboard side to.

051 **Unberthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan.
 D>14m, 3 incl 2 escort @ Mawan–
 (~~see General Remarks~~).
 ~~To URMA: 2 incl 1 escort from~~
 ~~berth to URMA. D>14m, 3 incl 2~~
 ~~escort from berth to URMA.~~

Remarks: 2 pilots

General Remarks:

- ~~1. Subject to Ma Wan transit tidal window.~~
- ~~2. During the initial implementation of the trials For LOA Max 305m, provision of one more escort tug from the above mentioned stipulated number of tugs during Mawan transit is recommended. This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 berthing/unberthing operations.~~

Location : SWSTL

Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

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

020 **Berthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window. D>10m Day light transit
 only.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 & Day
 light LW-1 to LW+1.5 @ Mawan.
Tugs: 3 incl 1 ~~escort~~ @ Mawan ~~eseort~~.
 ~~From URMA: 3 incl 1 escort from-~~
 ~~URMA to berth.~~
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window, Day light transit only
Tugs: 2 incl 1 ~~escort~~ @ Mawan ~~eseort~~.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA-~~
Remarks: 2 pilots.

General Remark:~~Subject to Ma Wan transit tidal window.~~