

PILOTAGE ADVISORY COMMITTEE
Proposed Amendments to the Berthing Guidelines

Purpose

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

Proposed Amendments

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

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

A. Chapter 1 –

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

B. Chapter 5 –

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

C. Chapter 7 –

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

D. Chapter 9 –

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

Details are shown in **Annex IV**.

E. Chapter 12 –

- (i) EURO Berths –

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

- (ii) KC berths –

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

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

- b. KC6 and KC7

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

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

(iii) PAFF berths –

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

(vi) Ma Wan Transit –

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

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

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

(v) Central Harbour Transit –

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

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

(vi) Index Page –

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

Implementation

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

Presentation

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

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¹ <http://www.hydro.gov.hk/>

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