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## 2. Index of Berthing Guidelines by Location Code

Code	Location	Date of Endorsement
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT- PC	<del>Cruise Ship Transiting</del> Central Harbour Transit – Passenger Ship (Conventional)	Amended-w.e.f. <del>04</del> Jan. 2018
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	Added-w.e.f. <del>04</del> Jan. 2018
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Edition – 07 Jan. 2016
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Edition – 07 Jan. 2016

**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Amended-w.e.f. <del>01-04</del> Jan. 2018
EURO-2	Euro-Asia berth 2	Amended-w.e.f. <del>01-04</del> Jan. 2018
EURO-3P	Euro-Asia berth 3P	Amended-w.e.f. <del>01-04</del> Jan. 2018
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC1-2	Kwai Chung berth 1-2	Edition – 07 Jan. 2016
KC3	Kwai Chung berth 3	Edition – 07 Jan. 2016
KC4	Kwai Chung berth 4	Edition – 07 Jan. 2016
KC5	Kwai Chung berth 5	Edition – 07 Jan. 2016
KC6	Kwai Chung berth 6	Edition – 07 Jan. 2016
KC6/O-F	Kwai Chung berth 6 outer-foul	Edition – 07 Jan. 2016
KC7	Kwai Chung berth 7	Edition – 07 Jan. 2016
KC7/O-F	Kwai Chung berth 7 outer-foul	Edition – 07 Jan. 2016
KC8, 9	Kwai Chung berth 8 & 9	Edition – 07 Jan. 2016
KC10C, 10E	Kwai Chung berth 10C & 10E	Edition – 07 Jan. 2016
KC10W	Kwai Chung berth 10W	Edition – 07 Jan. 2016
KC11	Kwai Chung berth 11	Edition – 07 Jan. 2016
KC12	Kwai Chung berth 12	Edition – 07 Jan. 2016
KC13-14	Kwai Chung berth 13-14	Edition – 07 Jan. 2016
KC15	Kwai Chung berth 15	Edition – 07 Jan. 2016
KC16-19	Kwai Chung berth 16-19	Edition – 07 Jan. 2016
KC20	Kwai Chung berth 20	Edition – 07 Jan. 2016
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
LOP	Lok On Pai oil berth	Edition – 07 Jan. 2016
MFT	Macau ferry terminal	Edition – 07 Jan. 2016
MWA	Ma Wan anchorage	Edition – 07 Jan. 2016
NLA	North Lamma anchorage	Edition – 07 Jan. 2016
NWLA	North West Lamma anchorage	Edition – 07 Jan. 2016
OTN	Ocean Terminal north berth	Edition – 07 Jan. 2016
OTN/O-F	Ocean Terminal north berth outer-foul	Edition – 07 Jan. 2016
OTS	Ocean Terminal south berth	Edition – 07 Jan. 2016
OTS/O-F	Ocean Terminal south berth outer-foul	Edition – 07 Jan. 2016
<b>PAFF-E</b>	<b>Permanent Aviation Fuel Facility East Berth</b>	<b>Amended-w.e.f. 01-04 Jan. 2018</b>
<b>PAFF-W</b>	<b>Permanent Aviation Fuel Facility West Berth</b>	<b>Added-w.e.f. 01-04 Jan. 2018</b>
PSSA-E	Pun Shan Shek anchorage east	Edition – 07 Jan. 2016
PSSA-W	Pun Shan Shek anchorage west	Edition – 07 Jan. 2016
RDGA	Reserved dangerous goods anchorage	Edition – 07 Jan. 2016
RTT-1	River Trade Terminal No.1 berth	Edition – 07 Jan. 2016
RTT-2	River Trade Terminal No.2 berth	Edition – 07 Jan. 2016
RTT-4	River Trade Terminal No.4 berth	Edition – 07 Jan. 2016
RTT-5	River Trade Terminal No.5 berth	Edition – 07 Jan. 2016
SEATRIAL	Sea trial, compass adjustment & equipment calibration	Edition – 07 Jan. 2016
SHACHAU	Sha Chau oil terminal (TSK)	Edition – 07 Jan. 2016
SHELL	Shell oil terminal main berth	Edition – 07 Jan. 2016
SHELL-1E	Shell No. 1 east & west berth	Edition – 07 Jan. 2016
SHELL-2E	Shell No. 2 & 3 east & west berth	Edition – 07 Jan. 2016
SHELL-LPG	Shell oil terminal LPG berth	Edition – 07 Jan. 2016
SINO-A	Sinopec T/Y main berth (A)	Edition – 07 Jan. 2016
SINO-B	Sinopec T/Y west berth (B)	Edition – 07 Jan. 2016
SINO-C	Sinopec T/Y east berth (C)	Edition – 07 Jan. 2016
SINO-CW	Sinopec Chai Wan berth	Edition – 07 Jan. 2016
SINO-3	Sinopec T/Y No. 3 berth	Edition – 07 Jan. 2016
SLA	Anchorage South of Lamma Island	Edition – 07 Jan. 2016
SSK-1	Sham Shui Kok Anchorage No. 1	Edition – 07 Jan. 2016
SSK-2	Sham Shui Kok Anchorage No. 2	Edition – 07 Jan. 2016
SSK-TD	Sham Shui Kok Trans-shipment Dock	Added – 16 Jan. 2017
SWSTL	Shiu Wing steel wharf (TSK)	Edition – 07 Jan. 2016

**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
THA	Tolo harbour anchorage	Edition – 07 Jan. 2016
TOW	Ship under tow	Edition – 07 Jan. 2016
TOW-BERTH	Ship under tow to/from berth	Edition – 07 Jan. 2016
TPGAS	Tolo harbour Town Gas wharf	Edition – 07 Jan. 2016
TSK-MHB	Tap Shek Kok Material Handling Berth	Edition – 07 Jan. 2016
TYD	Floating docks west of T/Y Island	Edition – 07 Jan. 2016
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	Edition – 07 Jan. 2016
URMPS-C/ URMA-C	Transit Mawan – <del>Passenger &amp;</del> Container ship	Amended-w.e.f. <del>01-04</del> Jan. 2018
URMPS-PC/ URMA-PC	Transit Mawan – Passenger Ship (Conventional)	Added-w.e.f. <del>01-04</del> Jan. 2018
URMPS-PH/ URMA-PH	Transit Mawan – Passenger Ship (Highly Maneuverable)	Added-w.e.f. <del>01-04</del> Jan. 2018
WA-1	Western anchorage No.1	Edition – 07 Jan. 2016
WA-2	Western anchorage No.2	Edition – 07 Jan. 2016
WA-3	Western anchorage No.3	Edition – 07 Jan. 2016
WQA	Western quarantine anchorage	Edition – 07 Jan. 2016
YMTA	Yau Ma Tei anchorage	Edition – 07 Jan. 2016
YUENFAT	Yuen Fat wharf No.2 berth	Edition – 07 Jan. 2016

**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.

<b>Name</b>	<b>HP</b>	<b>BP (tonnes)</b>	<b>Grade</b>	<b>Remarks</b>
<b><u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u></b>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<b><u>Kam Hung Tug (Tel.: 2619 6981-3)</u></b>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
<b>Kam Hung 88</b>	<b>1500</b>	<b>23</b>	<b>II</b>	
<b><u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u></b>				
H.K. United 20	2 x 850	20	II	
<b><u>Hong Kong Tug (Tel.:2612 6800)</u></b>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

<b><u>South China Tug (Tel.: 2548 5205)</u></b>				
Guangzhou	4000	53	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyeng	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<b><u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u></b>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai <b>Ming Man</b>	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

## Berthing Guidelines

## Chapter 7 BERTH /WHARF/TERMINAL INFORMATION

BERTH	Max. Draft(m)	Max. LOA(m)	Berth Direction	Berth Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	6.5	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	056/236	170	2816 8398 9125 3298
CMKEN-S	7.0	120	056/236	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2588 7654
CVX-5	3.2	80	035/215	80	2588 7654
CVX-6A	7.3	110	055/235	50	2588 7654
CVX-LPG	6.5	114	072/252	95	2588 7654
EMTY-E1	14.63	274	098/278-082/262	255	2902172 8273 2902179 8277
EMTY-E4	5.5	107	098/278-082/262	30	2902172 8273 2902172 8277
EMTY-W1	14.6	250	089/269	267	2902172 8132 2902172 8133
EMTY-W2	7.5	107	089/269	41	2902172 8132 2902172 8133
EURO-1	9.0	165	020/200	240	2436 8222 9603 9692
EURO-2	9.5	200	020/200	280	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/d 80m as per HUD			008/188	250	2431 2645
KC1-2	14.0	370	163/343	305	2115 3552
KC3	14.0	370	163/343	305	2489 4745
KC4	14.2	370	163/343	305	2619 7792
KC5	15.0	400	073/253	472	2115 3552
KC6	14.2	350	073/253	564	2619 7792
KC7	15.0	350	073/253	564	2619 7792
KC8	15.0	400	163/343	380	2619 7792
KC9	15.0	400	163/343	450	2619 7792
KC10	15.0	370	073/253	700	2619 7792
KC11	15.0	340	073/253	338	2991 8022
KC12	15.0	370	073/253	338	2991 8022
KC13	15.0	370	073/253	338	2276 8137 2276 8138
KC14	15.0	370	073/253	338	2276 8137 2276 8138
KC15	15.0	370	163/343	350	2619 3021
KC16	15.0	400	163/343	350	2619 3021
KC17-18	15.0	400	163/343	300	2920 2616 2920 2645
KC19	15.0	400	163/343	300	2920 2616 2920 2645
KC20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	6711 7920
KTCT-2	11.0	365	134/314	400	6711 7920
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF-E	15	280-230	135/315	505-264	2212 5720 2212 5721
PAFF-W	15	195	135/315	241	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	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
SSK-TD	5.0	70	040/220	50	2984 3200
SWSTL	10.3	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

**Berthing Guidelines**

**Chapter 9 TROPICAL CYCLONE (TYPHOON) PROCEDURE**

**When tropical cyclone warning signal No.1 is issued**

Pilot office will:-

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will require at least 5 hours notice and the danger of pilot boarding station is exposed to weather.
2. Give warning to vessels at TSK Power Station, TSK CCC, SWSTL and Lamma Power Station.
3. Give warning to all tankers at tanker berths.

**When tropical cyclone warning signal No.3 is issued**

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulkers at TSK PST & TSK CCC, SWSTL and Lamma PST should clear berth as soon as possible.
3. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If tropical cyclone warning signal No.8 is likely to be issued or the wind speed or wave height is likely to exceed the acceptable limit, Pilot office will, as far as practicable, give at least THREE hours warning to all shipping through MARDEP before pilotage service is suspended. Templates at appendix to this chapter should be used.

Tugs may be used for pilot transportation if pilot boats could not be operated in heavy sea.

All ships under repair at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Pilot office will avoid the acceptance of any order for ships in bound to buoy at night when tropical cyclone warning signal No.3 is issued unless the prevailing condition is favourable.

**Pilotage suspension**

~~Guideline for pilotage service may be suspended:—~~

- ◆ Sustained wind speed over 33 knots
- ◆ Wave height over 1.5 metres

**General guidelines for suspension of pilotage service:-**

- Sustained wind speed over 33 knots; and/or
- Wave height over 1.5 metres.

**General guidelines for resumption of pilotage service:-**

- When all cyclone warning is cancelled; and/or
- Subject to prevailing weather and sea conditions.

**Other useful information**

MARDEP VTC	Duty Controller	2233 7801-3
MARDEP VTC	(FAX)	2858 6646
Hong Kong Observatory	Dial-a-Weather service	1878200

**Berthing Guidelines**

Appendix I to Chapter 9 – template for suspension of pilotage service

**Headline: 領港服務將暫停**

G400 Headline: 領港服務將暫停

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於熱帶氣旋關係，領港服務將會由今日（     月  
日）上午／下午           時起暫停。請船東、船隻代理、船主及其他港口使用人士注  
意。

**Headline: Pilotage service to be suspended**

G400 Headline: Pilotage service to be suspended

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to the tropical cyclone, pilotage service will be suspended from           am/pm today (           ). Shipowners, agents, masters and other port users are advised to pay attention.

**Berthing Guidelines**

Appendix II to Chapter 9 – template for resumption of pilotage service

**Headline: 領港服務將恢復**

G400 Headline: 領港服務將恢復

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，領港服務將於今日(    月    日)  
上午／下午            時起局部恢復，並於稍後天氣好轉時全面恢復。

**Headline: Pilotage service to resume**

G400 Headline: Pilotage service to resume

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that pilotage service will partially resume from            am/pm today (            ) and will fully resume when weather conditions improve. Shipowners, agents, masters and other port users are advised to pay attention.

**Berthing Guidelines**

Appendix III to Chapter 9 – template for delay in resumption of pilotage service

**Headline:** 領港服務將延遲恢復

G400 Headline: 領港服務將延遲恢復

電台及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於天氣情況惡化，領港服務將延遲至今日( 月 日)上午／下午 時恢復。

**Headline: Resumption of pilotage service delayed**

G400 Headline: Resumption of pilotage service delayed

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to deteriorating weather conditions, resumption of pilotage service is delayed until am/pm today ( ). Shipowners, agents, masters and other port users are advised to pay attention.



~~ON TRIAL~~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 165m  
**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 165m  
**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.



## ON TRIAL

Location : **KC5****Kwai Chung berth 5***(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:**      Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:**      Ro-Ro vessel 2 tugs if adverse weather

020      **Berthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:**

021      **Unberthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

031      **Unberthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

051      **Unberthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**      D&N LW+1 to HW+1, thrusters not considered.

060      **Berthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

061      **Unberthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

## ON TRIAL

*Location : KC5**Kwai Chung berth 5**(Declared Depth at berth 15.5m)*

070      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.  
~~D>12.5m, 5 incl 1 GI escort if no  
bow thruster, 4 if one 5000HP tug is  
used.~~

**Remarks:** All quay cranes at KC1 with distance less than 150m from KC5 quayside must be boom up.  
Port side to.

071      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4

**Remarks:** All quay cranes at KC1 with distance less than 150m from KC5 quayside must be boom up.

**General Remark:**

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.



Location : **KC7**

**Kwai Chung berth 7**

*(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

020      **Berthing**      LOA: Max 230m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2  
**Remarks:**

021      **Unberthing**      LOA: Max 230m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2  
**Remarks:**

030      **Berthing**      LOA: Max 270m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** **Stern in 3 tugs**

031      **Unberthing**      LOA: Max 270m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2, 1 if bow & stern thrusters fitted.  
**Remarks:**

040      **Berthing**      LOA: Max 300m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** **Stern in 3 tugs**

041      **Unberthing**      LOA: Max 300m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 340m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no bow thruster  
**Remarks:** Starboard side to

051      **Unberthing**      LOA: Max 340m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     2, 1 if bow & stern thrusters fitted.  
                  D>12.5m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 350m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Starboard side to

061      **Unberthing**      LOA: Max 350m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**     3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

## ON TRIAL

Location : **KC8-9****Kwai Chung berth 8-9***(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

020      **Berthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:**

021      **Unberthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

031      **Unberthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

040      **Berthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

041      **Unberthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

051      **Unberthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>13.0m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.  
                  ~~D>13.0m, 5 incl 1 GI escort if no bow thruster, 4 if one 5000HP tug is used.~~  
**Remarks:**

061      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4  
**Remarks:**

**General Remark:**

Please see Chapters 2, 3 &amp; 4 on general requirements for Kwai Chung Terminals.

## ON TRIAL

Location : **KC13-14****Kwai Chung berth 13-14***(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

020      **Berthing**      LOA: Max 230m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2  
**Remarks:**

021      **Unberthing**      LOA: Max 230m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 270m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

031      **Unberthing**      LOA: Max 270m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

040      **Berthing**      LOA: Max 300m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

041      **Unberthing**      LOA: Max 300m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 340m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

051      **Unberthing**      LOA: Max 340m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>12.5m, 3, 1 if bow & stern thrusters fitted.  
**Remarks:**

ON TRIAL

Location : **KC13-14**

**Kwai Chung berth 13-14**

*(Declared Depth at berth 15.5m)*

060      **Berthing**    LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
              D>12.5m, D&N LW+1 to HW+2.  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no  
                  bow thruster.  
**Remarks:** Starboard side to

061      **Unberthing**    LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

070      **Berthing**    LOA: Max 400m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     D&N LW+1 to HW+2.  
**Tugs:**      4 incl 1 GI escort if no bow thruster.  
              ~~D>12.5m, 5 incl 1 GI escort if no~~  
              ~~bow thruster, 4 if one 5000HP tug is~~  
              ~~used.~~  
**Remarks:** Starboard side to

071      **Unberthing**    LOA: Max 400m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     D&N LW+1 to HW+2  
**Tugs:**      4  
**Remarks:**

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.

## ON TRIAL

Location: **KC16-19****Kwai Chung berth 16-19***(Declared Depth at berth 15.5 m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:**

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:**

020      **Berthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hr.  
**Tugs:**      2  
**Remarks:**

021      **Unberthing**      LOA: Max 230m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

031      **Unberthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

040      **Berthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

041      **Unberthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>13.0m, 4 incl 1 GI escort if no  
                  bow thruster.  
**Remarks:**

051      **Unberthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.  
                  ~~D>13.0m, 5 incl 1 GI escort if no~~  
                  ~~bow thruster, 4 if one 5000HP tug is~~  
                  ~~used.~~  
**Remarks:**

061      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4  
**Remarks:**

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

## ON TRIAL

Location : PAFF-E

Permanent Aviation Fuel Facility East Berth

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      D&N @ berth.  
                 LW+1 to HW+2 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      24 hrs  
**Tugs:**      2.  
**Remarks:**

020      **Berthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth.  
                 HW-1 to HW+2 & LW-1 to LW+ 3  
                 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

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

030      **Berthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Day light HW to HW+2 & Day light  
                 LW-1 to LW+2 @ Mawan.  
**Tugs:**      2. 1 escort @ Mawan to berth if  
                 D>10m or LOA>183m.  
**Remarks:** 2 pilots.  
                 Stem to tide for berthing.

031      **Unberthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Subject to Mawan transit tidal  
                 window.  
**Tugs:**      2. 1 escort to Mawan if D>10m or  
                 LOA >183m.  
**Remarks:** 2 pilots

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

041      **Unberthing**      LOA: Max 230m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Subject to Mawan transit tidal  
                 window.  
**Tugs:**      2 incl 1 escort to Mawan  
**Remarks:** 2 pilots

**General Remarks:**

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.
3. Tugs power refer to chapter 4, paragraph 7.
4. URMA will be used as contingency anchorage.
5. Subject to Ma Wan transit tidal window.

**ON TRIAL**Location : **PAFF-W****Permanent Aviation Fuel Facility West Berth**

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      D&N @ berth.  
                 LW+1 to HW+2 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      24 hrs  
**Tugs:**      2.  
**Remarks:**

020      **Berthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth.  
                 HW-1 to HW+2 & LW-1 to LW+ 3  
                 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

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

030      **Berthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Day light HW to HW+2 & Day light  
                 LW-1 to LW+2 @ Mawan.  
**Tugs:**      2. 1 escort @ Mawan to berth if  
                 D>10m or LOA>183m.  
**Remarks:** 2 pilots.  
                 Stem to tide for berthing.

031      **Unberthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Subject to Mawan transit tidal  
                 window.  
**Tugs:**      2. 1 escort to Mawan if D>10m or  
                 LOA >183m.  
**Remarks:** 2 pilots

040      **Berthing**      LOA: Max 195m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Day light HW to HW+2 @ Mawan.  
**Tugs:**      3 incl 1 escort from G.I. + 1 escort @  
                 Mawan to berth  
**Remarks:** 2 pilots.  
                 Starboard side to.

041      **Unberthing**      LOA: Max 195m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                 Subject to Mawan transit tidal  
                 window.  
**Tugs:**      2 incl 1 escort to Mawan  
**Remarks:** 2 pilots

**General Remarks:**

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Thrusters are not considered as substitute for tug.
3. Tugs power refer to chapter 4, paragraph 7.
4. URMA will be used as contingency anchorage.
5. Subject to Ma Wan transit tidal window.

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

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.

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 UR 2 buoy if D> 9m.  
To URMA: +1 @ URMA if D>10m.  
**Remarks:** 2 pilots

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 UR 2 buoy to Kellett buoy if D> 9m.  
From URMA: +1 @ URMA if D>10m.  
**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.  
**Remarks:** 2 pilots

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

**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 lightening 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. ~~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 northbound and 5 southbound operations.~~
8. Subject to Mawan transit tidal window.

ON TRIAL

Location : URMPS-C/URMA-C Transit Mawan – ~~Passenger &~~ Container ship

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 12.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:**  
**Remarks:**

021 **S. 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

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

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

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

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  $D \leq 13.5$ m. thrusters not considered if  $D > 13.5$ m).  
**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

**ON TRIAL**

Location : **URMPS-C/URMA-C**      **Transit Mawan – ~~Passenger~~ & Container ship**

060      **N. bound**      LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window. D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

061      **S. bound**      LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

070      **N. bound**      LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

071      **S. bound**      LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

080      **N. bound**      LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 16.0m, day light.  
**Tugs:** 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

081      **S. bound**      LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m 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 **otherwise 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 **otherwise 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 230m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:**  
**Remarks:**

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

020 **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

021 **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

030 **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

031 **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

040 **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

041 **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

**ON TRIAL**

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

**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.
5. Subject to Mawan transit tidal window.

**ON TRIAL**

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

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

**Tugs:**  
**Remarks:**

020 **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

030 **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

040 **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

011 **S. 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 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

031 **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

041 **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

**ON TRIAL**

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

**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) bow thrusters of total power  $\geq 8000\text{HP}$
  - (b) Equipped with azipods.
2. Vessels of LOA  $>310\text{m}$  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  $>310\text{m}$  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.
5. Subject to Mawan transit tidal window.

**Ma Wan Transit Tidal Window**

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in the web-site below:-

(<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

**(a) Bulker & Tanker (URMPS/URMA)**

*(All vessels other than passenger & container ship)*

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

**(b) Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	Day light transit only

**(c) Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

**(d) Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

(a) bow thrusters of total power ≥ 8000HP

(b) Equipped with azipods.

## ON TRIAL

Location: **CHT-PC** **Cruise Ship Transiting Central Harbour Transit – Passenger Ship (Conventional)**

010	<b>East Bound</b>	LOA: Max 230m	011	<b>West Bound</b>	LOA: Max 230m
<b>Draft:</b>	Max 9.0m (min 10% UKC)		<b>Draft:</b>	Max 9.0m (min 10% UKC)	
<b>Time:</b>	24 hrs		<b>Time:</b>	24 hrs	
<b>Tugs:</b>			<b>Tugs:</b>		
<b>Remarks:</b>			<b>Remarks:</b>		
020	<b>East Bound</b>	LOA: Max 270m	021	<b>West Bound</b>	LOA: Max 270m
<b>Draft:</b>	Max 9.0m (min 10% UKC)		<b>Draft:</b>	Max 9.0m (min 10% UKC)	
<b>Time:</b>	24 hrs		<b>Time:</b>	24 hrs	
<b>Tugs:</b>	1 escort		<b>Tugs:</b>	1 escort	
<b>Remarks:</b>			<b>Remarks:</b>		
030	<b>East Bound</b>	LOA: Max 290m	031	<b>West Bound</b>	LOA: Max 290m
<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)		<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)	
<b>Time:</b>	D&N LW-2 to HW		<b>Time:</b>	D&N HW+1 to LW+1	
<b>Tugs:</b>	2 escort		<b>Tugs:</b>	2 escort	
<b>Remarks:</b>	2 pilots. 1 <del>patrol</del> guard boat to clear the passage.		<b>Remarks:</b>	2 pilots. 1 <del>patrol</del> guard boat to clear the passage.	
040	<b>East Bound</b>	LOA: Max 345m	041	<b>West Bound</b>	LOA: Max 345m
<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)		<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)	
<b>Time:</b>	D&N LW-2 to HW		<b>Time:</b>	D&N HW+1 to LW+1	
<b>Tugs:</b>	2 escort		<b>Tugs:</b>	2 escort	
<b>Remarks:</b>	2 pilots. Removal of N1 & N2 buoys. 1 <del>patrol</del> guard boat to clear the passage.		<b>Remarks:</b>	2 pilots. Removal of N1 & N2 buoys. 1 <del>patrol</del> guard boat to clear the passage.	

**General Remarks:**

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
- ~~1~~2. This BGL is intended for **CRUISE-PASSENGER** SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- ~~2~~3. 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~~4. Subject to VTC prior approval & traffic condition.
- ~~4~~5. 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~~6. For LOA>270m, one ~~patrol~~ guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

**ON TRIAL**

Location: **CHT-PH Central Harbour Transit-Passenger Ship (Highly Maneuverable)**

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  
**Tugs:**  
**Remarks:**

020 **East Bound** LOA: Max 270m  
**Draft:** Max 9.0m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 1 escort  
**Remarks:**

021 **West Bound** LOA: Max 270m  
**Draft:** Max 9.0m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 1 escort  
**Remarks:**

030 **East Bound** LOA: Max 290m  
**Draft:** Max 9.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2 escort  
**Remarks:** 2 pilots.  
 1 guard boat to clear the passage.

031 **West Bound** LOA: Max 290m  
**Draft:** Max 9.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2 escort  
**Remarks:** 2 pilots.  
 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m  
**Draft:** Max 9.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2 escort  
**Remarks:** 2 pilots.  
 1 guard boat to clear the passage.

041 **West Bound** LOA: Max 345m  
**Draft:** Max 9.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2 escort  
**Remarks:** 2 pilots.  
 1 guard boat to clear the passage.

**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) Bow thrusters of total power  $\geq$  8000HP
  - (b) Equipped with azipods.
2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
3. 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.
4. Subject to VTC prior approval & traffic condition.
5. 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.
6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

**Chapter: 12****BERTHING GUIDELINES****\*\* INDEX \*\***

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	NLA	North Lamma anchorage
BUOY	Government mooring buoy	NWLA	North West Lamma anchorage
CCEMENT	China Cement Company (TSK)	OTN	Ocean Terminal north berth
CFT	China ferry terminal	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PC	<del>Cruise Ship Transiting</del> Central Harbour Transit – Passenger Ship (Conventional)	OTS	Ocean Terminal south berth
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS/O-F	Ocean Terminal south berth outer-foul
CLPTSK	China light power station (TSK)	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CMKEN-S	China Merchant Kennedy Town south berth	PSSA-E	Pun Shan Shek anchorage east
CVX	Chevron T/Y main berth	PSSA-W	Pun Shan Shek anchorage west
CVX-5	Chevron T/Y No. 5 berth	RDGA	Reserved dangerous goods anchorage
CVX-6A	Chevron T/Y No. 6A berth	RTT-1	River Trade Terminal No.1 berth
CVX-LPG	Chevron T/Y LPG berth	RTT-2	River Trade Terminal No.2 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-4	River Trade Terminal No.4 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-5	River Trade Terminal No.5 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHELL-1E	Shell No. 1 east & west berth
EURO-3P	Euro-Asia berth 3P	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-LPG	Shell oil terminal LPG berth
HKELECT(S)	Lamma power station south wharf	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1-2	Kwai Chung berth 1-2	SINO-C	Sinopec T/Y east berth (C)
KC3	Kwai Chung berth 3	SINO-CW	Sinopec Chai Wan berth
KC4	Kwai Chung berth 4	SINO-3	Sinopec T/Y No. 3 berth
KC5	Kwai Chung berth 5	SLA	Anchorage South of Lamma Island
KC6	Kwai Chung berth 6	SSK-1	Sham Shui Kok Anchorage No. 1
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-2	Sham Shui Kok Anchorage No. 2
KC7	Kwai Chung berth 7	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7/O-F	Kwai Chung berth 7 outer-foul	SWSTL	Shiu Wing steel wharf (TSK)
KC8, 9	Kwai Chung berth 8& 9	THA	Tolo harbour anchorage
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW	Ship under tow
KC10W	Kwai Chung berth 10W	TOW-BERTH	Ship under tow to/from berth
KC11	Kwai Chung berth 11	TPGAS	Tolo harbour Town Gas wharf
KC12	Kwai Chung berth 12	TSK-MHB	Tap Shek Kok Material Handling Berth
KC13-14	Kwai Chung berth 13-14	TYD	Floating docks west of T/Y Island
KC15	Kwai Chung berth 15	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC16-19	Kwai Chung berth 16-19	URMPS-C / URMA-C	Transit Mawan – <del>Passenger &amp;</del> Container ship
KC20	Kwai Chung berth 20	URMPS-PC/ URMA-PC	Transit Mawan – Passenger ship (Conventional)
KEL-1	Kellett Anchorage No. 1	URMPS-PH/ URMA-PH	Transit Mawan – Passenger ship (Highly Maneuverable)
KEL-2	Kellett Anchorage No. 2	WA-1	Western anchorage No.1
KEL-3	Kellett Anchorage No. 3	WA-2	Western anchorage No.2
KTCT-1	Kai Tak Cruise Terminal berth 1	WA-3	Western anchorage No.3
KTCT-2	Kai Tak Cruise Terminal berth 2	WQA	Western quarantine anchorage
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	YMTA	Yau Ma Tei anchorage
KYCA	Kau Yi Chau DG anchorage	YUENFAT	Yuen Fat wharf No.2 berth
LOP	Lok On Pai oil berth		
MFT	Macau ferry terminal		
MWA	Ma Wan anchorage		