

## PILOTAGE ADVISORY COMMITTEE WORKING GROUP

### Proposed Amendments to the Berthing Guidelines

#### **Purpose**

The purpose of this paper is to seek members' advice and comments 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, it is proposed to amend the BGL with updated information 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 trial for location “EURO-1”, “EURO-2” and “Euro-3P” was completed. In order to avoid the confused tide at 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 should 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 vessels of LOA >350m that “*at least one of the attending tugs should be of 5000HP or more*” as laid down in paragraph 2 of chapter 4 and those described in the tugs requirement specified for vessels of LOA “MAX 400m” in the specific guidelines for these berths, 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” should be deleted.

b. KC6 and KC7

The approach channel to berths KC6 and KC7 is 300m 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 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**.

(v) Ma Wan Transit –

In order to enhance operational efficiency, reviews were conducted with simulated scenarios using the simulation system in Marine Department (MD) Training Centre. The HKPA has also conducted a simulation on Ma Wan transit and Central Harbour Transit by passenger ships under consultancy service. MD and HKPA concurred that restrictions on trial in the existing BGL for bulker/tanker are still valid. There are rooms for adjustment in the BGLs for container and passengers ships. It is 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 guidelines 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 for night transit. While the maximum permissible draft for day transit is 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. Added 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 summarizing the restrictions are added under paragraph 17 in Chapter 2 as shown in *Annex IX*.

(vi) Index Page –

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

**Implementation**

3. In order to allow time for the necessary administrative works including revamping the interactive webpage of “Ma Wan Transit Tidal Window” to accommodate the amendments, subject to endorsement by the PAC, proposed amendments should come into effects at 0001 hours on 1 January 2018.

**Advice Sought**

4. This paper will be circulated to members for comments.

Pilotage Unit  
Port Control Division  
Marine Department  
November 2017