# Chapter 1

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# 2. Index of Berthing Guidelines by Location Code

Code	Location	<b>Date of Endorsement</b>
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	Cruise Ship Transiting Central Harbour	Edition – 07 Jan. 2016
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

Code	Location	Date of Endorsement
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 – Dec. 2017
EURO-2	Euro-Asia berth 2	Amended – Dec. 2017
EURO-3P	Euro-Asia berth 3P	Amended – Dec. 2017
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

Code	Location	Date of Endorsement
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
PAFF-E	Permanent Aviation Fuel Facility East Berth	Amended – Dec. 2017
PAFF-W	Permanent Aviation Fuel Facility West Berth	Added - Dec. 2017
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	Anchorages 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**

Code	Location	<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 – Passenger & Container ship	Amended – Dec. 2017
URMPS-PC/ URMA-PC	Transit Manwan – Passenger (Conventional)	Added – Dec. 2017
URMPS-PH/ URMA-PH	Transit Manwan – Passenger (Highly Maneuverable)	Added – Dec. 2017
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

# **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.

	HP	BP (tonnes)	Grade	Remarks			
Chung Hing Tug (Tel.: 2549 2072, 2549 0395)							
Chung Hing No.1 (忠興壹)	2 × 624	18	II				
Wallex 2 (華力二)	2 × 624	18	II				
Kam Hung Tug (Tel.: 2619 6981-		10	***				
Dong Tai	1280	19	II				
Kam Hung 18	1500	23	II				
Kam Hung 28	1280	19	II				
Kam Hung 38	1280	19	II				
Kam Hung 88	1500	23	II				
K-Power Marine Group Co. Ltd H.K. United 20	2 x 850	20	II				
		-					
<u>Hong Kong Tug</u> (Tel.:2612 6800)		-					
Hong Kong Tug (Tel.:2612 6800) Ap Chau	4000	54	I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom	3200	45.5	I				
Hong Kong Tug (Tel.:2612 6800) Ap Chau		_					
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom  Kau Lung  Lamma	3200	45.5 45.5 45.5	I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom  Kau Lung	3200 3200	45.5 45.5	I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom  Kau Lung  Lamma  Sha Chau  Sha Tin	3200 3200 3200	45.5 45.5 45.5 54 54	I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom  Kau Lung  Lamma  Sha Chau	3200 3200 3200 4000	45.5 45.5 45.5 54	I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau  Hung Hom  Kau Lung  Lamma  Sha Chau  Sha Tin	3200 3200 3200 4000 4000	45.5 45.5 45.5 54 54	I I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau Hung Hom Kau Lung Lamma Sha Chau Sha Tin Taikoo	3200 3200 3200 4000 4000 5000	45.5 45.5 45.5 54 54 74.5	I I I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau Hung Hom Kau Lung Lamma Sha Chau Sha Tin Taikoo Tai O	3200 3200 3200 4000 4000 5000 5000	45.5 45.5 45.5 54 74.5 71.8	I I I I I I I I I I I I I I I I I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau Hung Hom Kau Lung Lamma Sha Chau Sha Tin Taikoo Tai O Tap Mun	3200 3200 3200 4000 4000 5000 5000 3200	45.5 45.5 45.5 54 54 74.5 71.8 45.5	I I I I I I I I I I I I I I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau Hung Hom Kau Lung Lamma Sha Chau Sha Tin Taikoo Tai O Tap Mun Ting Kau	3200 3200 3200 4000 4000 5000 5000 3200 4000	45.5 45.5 45.5 54 74.5 71.8 45.5 54	I I I I I I I I I I I I I I I I I I I				
Hong Kong Tug (Tel.:2612 6800)  Ap Chau Hung Hom Kau Lung Lamma Sha Chau Sha Tin Taikoo Tai O Tap Mun Ting Kau Yuen Kok	3200 3200 3200 4000 4000 5000 5000 3200 4000 4000	45.5 45.5 45.5 54 54 74.5 71.8 45.5 54	I I I I I I I I I I I I I I I I I I I				

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	
Hai Ba	5000	62	I	
<u>ian Tug (</u> Tel.: 2497 06				
Hai An	4000	52	I	
			_	
Iai Fa	3200	42	I	
łai Hoi	5000	62	I	
1141 1101	3000	02	-	
	5000	62	I	
Hai Li			_	
Hai Li Hai <del>Ming</del> Man	5000	62	I	
Hai Li Hai <mark>Ming</mark> Man Hai Qi Hai Shan	5000 4000	62 52	I	
Hai Li Hai <del>Ming</del> Man Hai Qi	5000 4000 3200	62 52 42	I I I	
Hai Li Hai <mark>Ming</mark> Man Hai Qi Hai Shan Hai Tai	5000 4000 3200 6000	62 52 42 75	I I I I	
Hai Li Hai <mark>Ming</mark> Man Hai Qi Hai Shan Hai Tai Hai Tong	5000 4000 3200 6000 4000	62 52 42 75 52	I I I I	
Hai Li Hai <mark>Ming</mark> Man Hai Qi Hai Shan Hai Tai Hai Tong Hai You	5000 4000 3200 6000 4000 4000	62 52 42 75 52 52	I I I I I	
Hai Li Hai <del>Ming</del> Man Hai Qi Hai Shan	5000 4000 3200 6000 4000 4000 4000	62 52 42 75 52 52 52	I I I I I I	

# **Chapter 7 BERTH /WHARF/TERMINAL INFORMATION**

BERTH	Max. Draft(m)	Max. LOA(m)	<b>Berth Direction</b>	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 2588 7654
CVX-6A CVX-LPG	7.3 6.5	110 114	055/235 072/252	50 95	2588 7654 2588 7654
EMTY-E1	14.63	274	<del>098/278-</del> 082/262	255	2388 7034 2902172 8273 2902179 8277
EMTY-E4	5.5	107	<del>098/278-</del> 082/262	30	<del>290</del> 2172 8273 <del>290</del> 2172 8277
EMTY-W1	14.6	250	089/269	267	<del>290</del> 2172 8132 <del>290</del> 2172 8133
EMTY-W2	7.5	107	089/269	41	<del>290</del> 2172 8132 <del>290</del> 2172 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	170/350 008/188	290 250	2982 6270 2982 6274 9423 6670 2431 2645
HUDSW dist. from f/d 801 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 KC13	15.0 15.0	370 370	073/253 073/253	338 338	2991 8022 2276 8137     2276 8138
KC13 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	089/269 104/284	125	2618 0192 9369 2741 2547 4039
MFT OTN	5.0 8.5	120 270	078/258	220 340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF-E	15	<del>280-</del> 230	135/315	<del>505-</del> 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	120 245	163/343	152	2613 9127 2988 6161 2432 8704
SHELL SHELL-1E	14.5 6.5	100	150/330 008/188	226 80	2432 8704 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 TSK-MHB	11.0 8.0	228 120	120/300 038/218	300 140	2666 2106 9092 1684 2404 8402
YUENFAT	6.7	153	040/220	171	ZTUT 04UZ
	0.7	100	5 10/ <u>22</u> 0	1,1	

# 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

Annex IV

#### **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-1 Euro-Asia berth 1

010 Berthing LOA: Max 150m 011 Unberthing LOA: Max 150m

**Draft:** Max 7.3m (min 10% UKC) **Draft:** Max 7.3m (min 10% UKC)

**Time:** D&N LW+1 to HW+2 **Time:** 24 hrs

**Tugs:** 2 **Tugs:** 2

**Remarks:** Starboard side to **Remarks:** Starboard side to

020 **Berthing** LOA: Max 165m 021 **Unberthing** LOA: Max 165m **Draft:** Max 7.3m or 9.0m with pontoon **Draft:** Max 7.3m or 9.0m with pontoon

(min 10% UKC) (min 10% UKC)

Time: D&N LW+1 to HW+2 Time: D&N LW-2 to HW+2

**Tugs:** 2 **Tugs:** 2

**Remarks:** Starboard side to **Remarks:** Starboard side to

#### **General Remarks:**

1. No outer-fouling.

- 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. Thrusters are not considered as substitute for tug.

#### **ON TRIAL**

Location: EURO-2 Euro-Asia berth 2

010 **Berthing** LOA: Max 150m 011 **Unberthing** LOA: Max 150m

**Draft:** Max 8m (min 10% UKC) **Draft:** Max 8m (min 10% UKC)

**Time:** D&N LW+1 to HW+2 **Time:** 24 hrs **Tugs:** 2

**Remarks:** (1) Starboard side to **Remarks:** (1) Starboard side to

(2) See General Remarks 1-4 (2) See General Remarks 1-4

020 **Berthing** LOA: Max 165m 021 **Unberthing** LOA: Max 165m **Draft:** Max 8m or 9.5m with pontoon (min **Draft:** Max 8m or 9.5m with pontoon

10% UKC) (min 10% UKC)

 Time:
 D&N LW+1 to HW+2
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

Remarks: (1) Starboard side to Remarks: (1) Starboard side to

(2) See General Remarks 2-4 (2) See General Remarks 2-4

030 **Berthing** LOA: Max 200m 031 **Unberthing** LOA: Max 200m **Draft:** Max 8m or 9.5m with pontoon (min **Draft:** Max 8m or 9.5m with pontoon

**Draft:** Max 8m or 9.5m with pontoon (min 10% UKC)

Max (min 10% UKC)

10% UKC) (min 10% UKC)

Time: D&N LW+1 to LW+2 & HW to Time: D&N LW to LW+2 & HW to HW+1

HW+1

**Tugs:** 3 **Tugs:** 2

**Remarks:** (1) Starboard side to **Remarks:** (1) Starboard side to

(2) See General Remarks 2-4 (2) See General Remarks 2-4

- 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: EURO-3P Euro-Asia berth 3P

010 **Berthing** LOA: Max 150m 011 **Unberthing** LOA: Max 150m

**Draft:** Max 8.6m with pontoon **Draft:** Max 8.6m with pontoon

(min 10% UKC) (min 10% UKC)

**Time:** D&N LW+1 to HW+2 **Time:** 24 hrs **Tugs:** 2

Tugs: 2
Remarks: Tugs: 2
Remarks:

020 **Berthing** LOA: Max 165m 021 **Unberthing** LOA: Max 165m

**Draft:** Max 8.6m with pontoon **Draft:** Max 8.6m with pontoon

(min 10% UKC) (min 10% UKC)

Time: D&N LW+1 to HW+2 Time: 24 hrs
Tugs: 2
Remarks: 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 Annex VI

# **ON TRIAL**

Location: KC5 Kwai Chung berth 5

bow thruster.

**Remarks:** 

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. : Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 15.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
Remarks:		Remarks	:
040 <b>Draft: Time: Tugs:</b>	Berthing LOA: Max 300m Max 15.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs:	Unberthing LOA: Max 300m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
Remarks:		Remarks	:
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
Remarks:		Remarks	: D&N LW+1 to HW+1, thrusters not considered.
060 Draft: Time: Tugs:	Berthing LOA: Max 370m Max 15.0m + tide – 10% UKC 24 hrs 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	061 Draft: Time: Tugs:	Unberthing LOA: Max 370m Max 15.0m + tide – 10% UKC 24 hrs 3, 2 if bow & stern thrusters fitted.

**Remarks:** 

# **ON TRIAL**

Location: KC5 Kwai Chung berth 5

(Declared Depth at berth 15.5m)

Time:24 hrsTime:24 hrsTugs:4 incl 1 GI escort if no bow thruster.Tugs:4

D>12.5m, 5 incl 1 GI escort if nobow thruster, 4 if one 5000HP tug is

used

**Remarks:** All quay cranes at KC1 with distance **Remarks:** All quay cranes at KC1 with

less than 150m from KC5 quayside distance less than 150m from KC5

must be boom up. quayside must be boom up. Port side to.

# **General Remark:**

Location: KC6 Kwai Chung berth 6

(Declared Depth at berth 14.2m)

010	<b>Berthing</b> LOA: Max 130m	011	<b>Unberthing</b> LOA: Max 130m
Draft:	Max 14.2m + tide - 10% UKC	Draft:	Max 14.2m + tide – 10% UKC
Time:	24 hrs	Time:	24 hrs

Time: 24 hrs
Tugs: 1. 2 if D>8m.
Time: 24 hrs
Tugs: 1. 2 if no anchor down.

**Remarks:** Ro-Ro vessel 2 tugs if adverse **Remarks:** Ro-Ro vessel 2 tugs if adverse

weather weather

 020
 Berthing
 LOA: Max 230m
 021
 Unberthing
 LOA: Max 230m

 Draft:
 Max 14.2m + tide - 10% UKC
 Draft:
 Max 14.2m + tide - 10% UKC

 Time:
 24 hrs
 Time:
 24 hrs

 Time:
 24 hrs
 Time:
 24 Time

 030
 Berthing
 LOA: Max 270m
 031
 Unberthing
 LOA: Max 270m

 Draft:
 Max 14.2m + tide - 10% UKC
 Draft:
 Max 14.2m + tide - 10% UKC

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 2 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs Remarks:

040 **Berthing** LOA: Max 300m 041 **Unberthing** LOA: Max 300m **Draft:** Max 14.2m + tide - 10% UKC **Draft:** Max 14.2m + tide - 10% UKC

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs Remarks:

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>12.5m, 3, 2 if bow & stern

thrusters fitted.

Remarks: Port side to Remarks:

 060
 Berthing
 LOA: Max 350m
 061
 Unberthing
 LOA: Max 350m

 Draft:
 Max 14.2m + tide - 10% UKC
 Draft:
 Max 14.2m + tide - 10% UKC

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 3, 2 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>12.5m, 4 incl 1 GI escort if no

bow thruster.

**Remarks:** Port side to **Remarks:** 

### General Remark:

Location: KC7 Kwai Chung berth 7

(Declared Depth at berth 15.5m)

010	<b>Berthing</b> LOA: Max 130m	011	<b>Unberthing</b> LOA: Max 130	)m
Draft:	Max 15.0m + tide – 10% UKC	Draft:	Max 15.0m + tide – 10% UKC	
Time:	24 hrs	Time:	24 hrs	

 Time:
 24 hrs

 Tugs:
 1. 2 if D>8m.

 Tugs:
 1. 2 if no anchor down.

**Remarks:** Ro-Ro vessel 2 tugs if adverse **Remarks:** Ro-Ro vessel 2 tugs if adverse

weather weather

 020
 Berthing
 LOA: Max 230m
 021
 Unberthing
 LOA: Max 230m

 Draft:
 Max 15.0m + tide - 10% UKC
 Draft:
 Max 15.0m + tide - 10% UKC

 Time:
 24 hrs

 Time:
 24 hrs
 Time:
 24

 Tugs:
 2
 Tugs:
 2

 Remarks:
 Remarks:

030 **Berthing** LOA: Max 270m 031 **Unberthing** LOA: Max 270m **Draft:** Max 15.0m + tide - 10% UKC **Draft:** Max 15.0m + tide - 10% UKC

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 2 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs Remarks:

 040
 Berthing
 LOA: Max 300m
 041
 Unberthing
 LOA: Max 300m

 Draft:
 Max 15.0m + tide - 10% UKC
 Draft:
 Max 15.0m + tide - 10% UKC

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

1 if bow & stern thrusters fitted.

Remarks: Stern in 3 tugs Remarks:

**Time:** 24 hrs **Time:** 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 2, 1 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>12.5m, 3, 2 if bow & stern D>12.5m. 4 incl1 GI escort if no bow thrusters fitted.

thruster

**Remarks:** Starboard side to **Remarks:** 

060 **Berthing** LOA: Max 350m 061 **Unberthing** LOA: Max 350m **Draft:** Max 15.0m + tide – 10% UKC **Draft:** Max 15.0m + tide – 10% UKC

Time: 24 hrs Time: 24 hrs

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 3, 2 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>12.5m, 4 incl 1 GI escort if no

bow thruster.

**Remarks:** Starboard side to **Remarks:** 

#### **General Remark:**

**Berthing Guidelines** Annex VI

# **ON TRIAL**

Location: KC8-9 Kwai Chung berth 8-9

(Declared Depth at berth 15.5m)

0	Berthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 15.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
050 <b>Draft:</b>	<b>Berthing</b> LOA: Max 370m Max 15.0m + tide – 10% UKC	051 <b>Draft:</b>	Unberthing LOA: Max 370m Max 15.0m + tide – 10% UKC

Max 15.0m + tide – 10% UKC **Draft:** Draft: Max 15.0m + tide – 10% UKC Time: Time: 24 hrs 24 hrs **Tugs:** 3 incl 1 GI escort if no bow thruster. Tugs: 2, 1 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern D>13.0m, 4 incl 1 GI escort if no thrusters fitted.

#### **Remarks: Remarks:**

bow thruster.

060 **Berthing** LOA: Max 400m 061 Unberthing LOA: Max 400m Max 15.0m + tide - 10% UKC Max 15.0m + tide - 10% UKC **Draft: Draft:** 24 hrs Time: Time: 24 hrs

**Tugs:** 4 incl 1 GI escort if no bow thruster. **Tugs:** 4

D>13.0m, 5 incl 1 GI escort if no bow thruster, 4 if one 5000HP tug is used.

Remarks: Remarks:

#### **General Remark:**

# **ON TRIAL**

Location: KC13-14 Kwai Chung berth 13-14

**Remarks:** Stern in 3 tugs

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1, 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.0m + tide – 10% UKC 24 hrs 1, 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.0m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 15.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 15.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.0m + tide – 10% UKC 24 hrs 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)

**Time:** 24 hrs **Time:** 24 hrs

D>12.5m, D&N LW+1 to HW+2.

**Tugs:** 3 incl 1 GI escort if no bow thruster. **Tugs:** 3, 2 if bow & stern thrusters fitted.

2 if bow & stern thrusters fitted. D>12.5m, 4 incl 1 GI escort if no

bow thruster.

Remarks: Starboard side to Remarks:

**Time:** D&N LW+1 to HW+2. **Time:** D&N LW+1 to HW+2

**Tugs:** 4 incl 1 GI escort if no bow thruster. **Tugs:** 4

D>12.5m, 5 incl 1 GI escort if no bow thruster, 4 if one 5000HP tug is

used.

**Remarks:** Starboard side to **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	<b>Berthing</b> LOA: Max 13	30m 011	<b>Unberthing</b> LOA: Max 130m
Draft:	Max 15.0m + tide - 10% UK	CC <b>Draft:</b>	Max 15.0m + tide – 10% UKC
Time:	24 hrs	Time:	24 hrs
Tugs:	1, 2 if D>8m.	Tugs:	1, 2 if no anchor down.
Remarks	:	Remarl	ks:
020	<b>Berthing</b> LOA: Max 2.	30m 021	<b>Unberthing</b> LOA: Max 230m
<b>Draft:</b> Max $15.0m + tide - 10\%$ UKC		CC <b>Draft:</b>	Max 15.0m + tide – 10% UKC
Time:	24 hr.	Time:	24 hrs
Tugs:	2	Tugs:	2
Remarks		Remark	ks:
030	<b>Berthing</b> LOA: Max 2'	70m 031	<b>Unberthing</b> LOA: Max 270m
Draft:	Max 15.0m + tide – 10% UK		Max 15.0m + tide – 10% UKC

1 if bow & stern thrusters fitted.

Remarks: Remarks:

040 LOA: Max 340m 041 Unberthing **Berthing** LOA: Max 340m Draft: Max 15.0m + tide - 10% UKC **Draft:** Max 15.0m + tide - 10% UKC Time: 24 hrs Time: 24 hrs **Tugs:** 3 incl 1 GI escort if no bow thruster. Tugs: 2, 1 if bow & stern thrusters fitted. 1 if bow & stern thrusters fitted.

Remarks: Remarks:

050 Berthing LOA: Max 370m 051 **Unberthing** LOA: Max 370m Max 15.0m + tide - 10% UKC Max 15.0m + tide - 10% UKC Draft: **Draft:** Time: 24 hrs 24 hrs Time: 3 incl 1 GI escort if no bow thruster. 2, 1 if bow & stern thrusters fitted. **Tugs:** Tugs: 2 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern

D>13.0m, 4 incl 1 GI escort if no thrusters fitted. bow thruster.

Remarks: Remarks:

 060
 Berthing
 LOA: Max 400m
 061
 Unberthing
 LOA: Max 400m

 Draft:
 Max 15.0m + tide - 10% UKC
 Draft:
 Max 15.0m + tide - 10% UKC

 Time:
 24 hrs
 24 hrs

Tugs: 4 incl 1 GI escort if no bow thruster. Tugs: 4

D>13.0m, 5 incl 1 GI escort if nobow thruster, 4 if one 5000HP tug is

<del>used.</del>

Remarks: 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.

Berthing Guidelines Annex VII

#### **ON TRIAL**

Location: PAFF-E Permanent Aviation Fuel Facility East Berth

010 **Berthing** LOA: Max 120m 011 **Unberthing** LOA: Max 120m

**Draft:** Max 7m (min 15% UKC) **Draft:** Max 7m (min 15% UKC)

Time: D&N @ berth. Time: 24 hrs

LW+1 to HW+2 @ Mawan.

Tugs: 2 Tugs: 2. Remarks: Stem to tide for berthing Remarks:

020 **Berthing** LOA: Max 168m 021 **Unberthing** LOA: Max 168m

**Draft:** Max 10m (min 15% UKC) **Draft:** Max 10m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth

HW-1 to HW+2 & LW-1 to LW+3

@ Mawan.

Tugs: 2
Remarks: Stem to tide for berthing

Tugs: 2
Remarks: Remarks:

030 **Berthing** LOA: Max 186m 031 **Unberthing** LOA: Max 186m

**Draft:** Max 12m (min 15% UKC) **Draft:** Max 12m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth.

Day light HW to HW+2 & Day light Subject to Mawan transit tidal

LW-1 to LW+2 @ Mawan. window.

**Tugs:** 2. 1 escort @ Mawan to berth if **Tugs:** 2. 1 escort to Mawan if D>10m or

D>10m or LOA>183m. LOA >183m.

Remarks: 2 pilots. Remarks: 2 pilots

Stem to tide for berthing.

040 **Berthing** LOA: Max 230m 041 **Unberthing** LOA: Max 230m

**Draft:** Max 15m (min 15% UKC) **Draft:** Max 15m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth.

Day light HW to HW+2 @ Mawan. Subject to Mawan transit tidal

window.

**Tugs:** 3 incl 1 escort from G.I. + 1 escort @ **Tugs:** 2 incl 1 escort to Mawan

Mawan to berth

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

Starboard side to.

- 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 011 **Unberthing** LOA: Max 120m

**Draft:** Max 7m (min 15% UKC) **Draft:** Max 7m (min 15% UKC)

Time: D&N @ berth. Time: 24 hrs

LW+1 to HW+2 @ Mawan.

Tugs: 2 Tugs: 2. Remarks: Stem to tide for berthing Remarks:

020 **Berthing** LOA: Max 168m 021 **Unberthing** LOA: Max 168m

**Draft:** Max 10m (min 15% UKC) **Draft:** Max 10m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth

HW-1 to HW+2 & LW-1 to LW+3

@ Mawan.

Tugs: 2
Remarks: Stem to tide for berthing

Tugs: 2
Remarks: Remarks:

030 **Berthing** LOA: Max 186m 031 **Unberthing** LOA: Max 186m

**Draft:** Max 12m (min 15% UKC) **Draft:** Max 12m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth.

Day light HW to HW+2 & Day light Subject to Mawan transit tidal

LW-1 to LW+2 @ Mawan. window.

**Tugs:** 2. 1 escort @ Mawan to berth if **Tugs:** 2. 1 escort to Mawan if D>10m or

D>10m or LOA>183m. LOA >183m.

Remarks: 2 pilots. Remarks: 2 pilots

Stem to tide for berthing.

040 **Berthing** LOA: Max 195m 041 **Unberthing** LOA: Max 195m

**Draft:** Max 15m (min 15% UKC) **Draft:** Max 15m (min 15% UKC)

Time: Day @ berth. Time: Day @ berth.

Day light HW to HW+2 @ Mawan. Subject to Mawan transit tidal

window.

**Tugs:** 3 incl 1 escort from G.I. + 1 escort @ **Tugs:** 2 incl 1 escort to Mawan

Mawan to berth

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

Starboard side to.

- 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.

Location: URMPS/URMA Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m 011 **S. bound** LOA: Max 183m **Draft:** Max 12m (min 15% UKC) **Draft:** Max 12m (min 15% UKC)

**Time:** 24 hrs. **Time:** 24 hrs.

D>10m, subject to Mawan transit D>10m, subject to Mawan transit

tidal window. tidal window.

**Tugs:** 1 escort @ Mawan if D>10m. **Tugs:** 1 escort @ Mawan if D>10m.

Remarks: Remarks:

020 N. bound LOA: Max 198m 021 S. bound LOA: Max 198m Draft: Max 12.5m (min 15% UKC) Draft: Max 12.5m (min 15% UKC) Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window. window.

Tugs: 1 escort @ Mawan for Mawan

Tugs: 1 escort @ Mawan for Mawan

Transit. Transit.

To URMA: +1 @ URMA if D>10m. 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 031 S. bound LOA: Max 230m Draft: Max 13m (min 15% UKC) Draft: Max 13m (min 15% UKC) Time: Subject to Mawan transit tidal

window. D>12.5m day light transit window. D>12.5m day light transit

on

1 escort @ Mawan for Mawan
Transit; for night transit 1 escort from
Kellett buoy to UR 2 buoy if D> 9m.

Tugs:
1 escort @ Mawan for Mawan
Transit; for night transit 1 escort
from UR 2 buoy to Kellett buoy if

<u>To URMA</u>: +1 @ URMA if D>10m. D> 9m.

From URMA: +1 @ URMA if

D>10m.

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

Tugs:

040 **N. bound** LOA: Max 255m 041 **S. bound** LOA: Max 255m

**Draft:** Max 15m (min 15% UKC) **Draft:** Max 15m (min 15% UKC)

**Time:** Day light. Time: Day light.

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

**Tugs:** Tug minimum 3600 HP each. **Tugs:** Tug minimum 3600 HP each.

1 escort @ Mawan for Mawan
Transit: from GI if D>10m.
1 escort @ Mawan for Mawan
Transit.

To URMA: 1 escort for Mawan
Transit +1 @ URMA; 1 escort from
Transit; from URMA if D>10m.

Transit +1 @ URMA; 1 escort from Transit; from URMA if D>10m.

GI through to URMA if D>10m.

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

Location: URMPS/URMA Transit Mawan – Bulker & Tanker

(All vessels other than passenger & container ship)

 050
 N. bound
 LOA: Max 290m
 051
 S. bound
 LOA: Max 290m

 Draft:
 Max 16.8m (min 15% UKC)
 Draft:
 Max 16.8m (min 15% UKC)

**Time:** Day light. **Time:** Day light.

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

Tugs: Tug minimum 3600 HP each.
1 escort from GI for Mawan Transit:
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan

+1 @ Mawan if D>14m. Transit; 2 if D>14m.

<u>To URMA</u>: 1 escort from GI to <u>From URMA</u>: 1 escort from URMA for Mawan Transit; +1 @ Mawan if

D>14m. D>14m.

Remarks: 2 pilots Remarks: 2 pilots

060 **N. bound** LOA: Max 305m 061 **S. bound** LOA: Max 305m **Draft:** Max 16.8m (min 15% UKC) **Draft:** Max 16.8m (min 15% UKC)

**Time:** Day light. **Time:** Day light.

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

Tugs: Tug minimum 4000hp each. Tugs: Tug minimum 4000hp each.

1 escort from GI for Mawan Transit; 1 escort @ Mawan for Mawan

+1 @ Mawan if D>14m. Transit; 2 if D>14m.

<u>To URMA</u>: 1 escort from GI to <u>From URMA</u>: 1 escort from URMA for Mawan Transit; +1 @ Mawan if

D>14m. D>14m.

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

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

010	N. bound LOA: Max 200m	011	S. bound	LOA: Max 200m
Draft:	Max 10.0m (min. 15% UKC)	Draft:	Max 10.0m (mi	n. 15% UKC)
PER A		757.4	0.4.1	

Time: 24 hrs Time: 24 hrs

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

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

Tugs:

Tugs: Remarks: Remarks:

030 N. bound LOA: Max 250m 031 S. bound LOA: Max 250m **Draft:** Max 13m (min. 15% UKC) **Draft:** Max 13m (min. 15% UKC) Time: Time: Subject to Mawan transit tidal Subject to Mawan transit tidal

> window window

1 escort @ Mawan for Mawan Tugs: 1 escort @ Mawan for Mawan **Tugs:** 

Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

Remarks: 2 pilots Remarks: 2 pilots

040 N. bound LOA: Max 280m 041 S. bound LOA: Max 280m Draft: Max 13.5m (min. 15% UKC) **Draft:** Max 13.5m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window window

Tugs: 1 escort from Kellett buoy for Mawan **Tugs:** 1 escort @ Mawan for Mawan

Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

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

051 050 N. bound LOA: Max 310m S. bound LOA: Max 310m Draft: Max 14.5m (min. 15% UKC) **Draft:** Max 14.5m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

> window. window.

1 escort @ Mawan for Mawan Tugs: 1 escort from Kellett buoy for Mawan **Tugs:** 

Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and D≤13.5m. thrusters not URMA exempted for vessels with

considered if D>13.5m). thrusters).

Remarks: 2 pilots Remarks: 2 pilots

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

N. bound 060 LOA: Max 353m 061 S. bound LOA: Max 353m Draft: Draft: Max 15.5m (min. 15% UKC) Max 15.5m (min. 15% UKC) Time: Subject toMawan transit tidal Time: Subject to Mawan transit tidal

window. D>14.515.0m to 15.5m, day window. D>14.515.0m to 15.5m, day light.

1 escort from Kellett buoy for Mawan 1 escort @ Mawan for Mawan Tugs: **Tugs:** 

> Transit. Transit.

D>14.5m to 15.5m, 1 from GI & 1 D>14.5m to 15.5m, 2 escort @ from Kellett buoy escort for Mawan Mawan for Mawan Transit.

Transit.

Remarks: 2 pilots Remarks: 2 pilots

070 N. bound LOA: Max 370m 071 S. bound LOA: Max 370m Draft: Max 15.5m (min. 15% UKC) Draft: Max 15.5m (min. 15% UKC) Time: Time: Subject to Mawan transit tidal Subject to Mawan transit tidal

 $D > \frac{14.5}{15.0}$ m to 15.5m, day light. D>14.515.0m to 15.5m, day light. Tugs: 1 escort from Kellett buoy for Mawan **Tugs:** 1 escort @ Mawan for Mawan

Transit.

Transit. D>12.5m to 15.5m, 1 from GI & 1 D>12.5m to 15.5m, 2 escort @

from Kellett buoy escort for Mawan Mawan for Mawan Transit. Transit.

Remarks: 2 pilots Remarks: 2 pilots

080 N. bound LOA: Max 400m 081 S. bound LOA: Max 400m Draft: Max 16.0m (min. 15% UKC) Draft: Max 16.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window. window.

D>14.515.0m to 16.0m, day light. D>14.515.0m to 16.0m, day light. 2 escort @ Mawan for Mawan Tugs: 1 from GI & 1 from Kellett buoy Tugs:

escort for Mawan Transit.

2 pilots **Remarks:** 2 pilots

#### General Remarks:

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.
- 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.
- Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - North bound: from Kellett buoy to NW Mawan Signal Mast except required otherwise at a location earlier by pilot/Master.
  - 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.
- For LOA >340m 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 5. 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
- For LOA > 370m 400m, minimum power of each escort tug is 4000HP. 6.
- Subject to Mawan transit tidal window.

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

010	N. bound	LOA: Max 230m	011	S. bound	LOA: Max 230m
<b>Draft:</b>	Max 11.0m (mi	n. 15% UKC)	Draft:	Max 11.0m (r	nin. 15% UKC)
Time:	Subject to Maw	an transit tidal	Time:	Subject to Ma	wan transit tidal
	window			window	

Tugs: Tugs: Remarks: Remarks:

020	N. bound LOA: Max 270m	021	S. bound	LOA: Max 270m
<b>Draft:</b>	Max 11.0m (min. 15% UKC)	<b>Draft:</b>	Max 11.0m (	min. 15% UKC)
Time:	Subject to Mawan transit tidal	Time:	Subject to M	awan transit tidal
	window		window	

Tugs: 1 escort @ Mawan for Mawan

Tugs: 1 escort @ Mawan for Mawan

Transit.

Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

Remarks: 2 pilots Remarks: 2 pilots

S. bound 030 N. bound LOA: Max 290m 031 LOA: Max 290m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC) Time: Time: Subject to Mawan transit tidal Subject to Mawan transit tidal window window

Tugs: 1 escort from Kellett buoy for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit. Transit.

<u>To URMA</u>: +1 @ URMA (tug @ <u>From URMA</u>: +1 @ URMA (tug @ URMA exempted for vessels with

thrusters). thrusters). **Remarks:** 2 pilots **Remarks:** 2 pilots

040 N. bound LOA: Max 345m 041 S. bound LOA: Max 345m Draft: Max 11.0m (min. 15% UKC) Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window. window.

Tugs: 1 escort from Kellett buoy for Mawan Tugs: 1 escort @ Mawan for Mawan

Transit.

To URMA: +1 @ URMA (tug @

URMA exempted for vessels with thrusters). From URMA: +1 @ URMA (tug @ URMA exempted for vessels with

thrusters).

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

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

- 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.

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

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

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

020 N. bound LOA: Max 270m 021 LOA: Max 270m **Draft:** Max 11.0m (min. 15% UKC) Draft: Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal window window

Tugs: 1 escort @ Mawan for Mawan **Tugs:** 1 escort @ Mawan for Mawan

Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

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

030 N. bound LOA: Max 290m 031 S. bound LOA: Max 290m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC) Time: Time: Subject to Mawan transit tidal Subject to Mawan transit tidal

window window

1 escort @ Mawan for Mawan Tugs: 1 escort from Kellett buoy for Mawan **Tugs:** 

Transit. Transit.

To URMA: +1 @ URMA (tug @ From URMA: +1 @ URMA (tug @ URMA exempted for vessels with URMA exempted for vessels with

thrusters). thrusters).

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

040 LOA: Max 345m 041 S. bound LOA: Max 345m N. bound **Draft:** Max 11.0m (min. 15% UKC) Draft: Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window. window.

1 escort @ Mawan for Mawan **Tugs:** 1 escort from Kellett buoy for Mawan **Tugs:** 

Transit.

To URMA: +1 @ URMA (tug @ URMA exempted for vessels with From URMA: +1 @ URMA (tug @

thrusters). URMA exempted for vessels with

thrusters).

Remarks: 2 pilots Remarks: 2 pilots

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

- 1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) bow thrusters of total power  $\geq 8000HP$
  - (b) Equipped with azipods.
- 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.

### 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 T at Ma Wan		Other Restriction
		Against	With	
<220m	≤12.5m	>2.5	>1.5	
≤230m	>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		
	≤14.5m	>3.0	>2.0		
≤400m	>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  $\geq 8000HP$
- (b) Equipped with azipods.

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