

PILOTAGE ADVISORY COMMITTEE WORKING GROUP

Proposed Amendments to the Berthing Guidelines

Purpose

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

Proposed Amendments

2. It was proposed to amend the BGL with updated information as follow:-
 - A. Chapter 3 – amend paragraph 4 in respect of the “depth at berth” and “Max. Sailing or Arrival Draft at KC Basin” for Kwai Chung berths as shown in *Annex I*.
 - B. Chapter 4 – adding a requirement for 6,000HP tug and one 5000HP tug for vessel with LOA>370m & Draft>14.0m; and two 5000HP tugs for vessels with >350m in paragraph 2 as shown in *Annex II*.
 - C. Chapter 12 –
 - (i) **Chevron T/Y main berth (CVX)** – extend the Maximum LOA from 235m to 250m with displacement not exceeding 110,000 MT; and

- (ii) **Kwai Chung berths** –
 - (a) draft increased subsequent to the deepening of the basin;
 - (b) tidal windows adjusted; and
 - (c) number and power of tugs adjusted for handling heavily laden ships.

As shown in *Annex III*.

3. Hong Kong Pilots Association Limited has provided a brief summary on the background and rationale for their proposed changes related to Kwai Chung berths. The brief is attached at *Annex IV* for reference.

Presentation

4. Hong Kong Pilots Association will present this paper and illustrate the proposed changes for members' comments.

Pilotage Unit
Port Control Division
Marine Department
May 2022

Chapter 3

BERTHING REMARKS

Fore and Aft Clearance

1. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. Good liaison should be maintained among all concerned parties for vessels required to ‘wedge-in’ and ‘wedge-out’ to ensure ample and safe fore-and-aft clearances are achieved. The following table shall be used to determine the clearances required for Kwai Chung Terminals:

Vessel’s LOA	Minimum Clearance at Each End
>370m	35 metres
> 300m to ≤370m	25 metres
> 200m to ≤300m	20 metres
≤ 200	15 metres

Note 1 : A mooring rope serving as back spring is needed to be in place on the appropriate bollard of the berth before the vessel is closing in and reaches a position which is about half ship breadth from the outer-side of the vessels secured at the adjacent berths. Under adverse weather conditions, such as when wind speed is above 21 knots, additional tug(s) may be called for with the consent of the Master.

Note 2 : At the western most of KC5, KC6, KC7, KC10 and KC14, the southern most of KC4 and KC9, the northern most of KC8 and any other berth with one end open, a minimum clearance of 5 metres less than those specified in the above table would be acceptable at the end adjacent to the berth occupied by other ships, but in no circumstances should a clearance be less than 15 metres.

Note 3 : When a vessel is required to berth alongside in a reverse direction to its approach (i.e. stern in approach), such as the cases like portside alongside to KC1, KC2, KC3, KC4, KC7, KC11, KC12, KC13 & KC14 and starboard side alongside to KC6 & KC10 & KC15-20, an additional 5m clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres for LOA ≤370m, or 35 metres for LOA >370m.

4	Note : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for $LOA \leq 370m$, or 35 metres for $LOA > 370m$.
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5	Note : Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible. For vessels of $LOA > 370m$, 35 metres are required.
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2. Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s). Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11. For vessels of $LOA > 370m$, 35 metres are required.

Depth of Berths

3. The depths of berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels.

4. Declared Depths at Kwai Chung Berths: (~~KC basin maintained depth-15.0m~~)

Berth No.	Depth at berth*	Max. Sailing or Arrival Draft at KC Basin
KC 1, 2 ,3	14.0m	14.0m + HoT – 10% UKC
KC 2 , 5	15.5m	15.0 15.5m + HoT – 10% UKC
KC 4 & 6	14.2m	14.2m + HoT – 10% UKC
KC 7	15.5m	15.0 15.5m + HoT – 10% UKC
KC 8 & 9	15.5 16.0m	15.0 16.0m + HoT – 10% UKC
KC 10 -14	15.5m	15.0 15.5m + HoT – 10% UKC
KC 15 – 20 16	15.5m	15.0 15.5m + HoT – 10% UKC
KC 17 – 19	16.5m	16.5m + HoT – 10% UKC
KC 20	15.5m	15.5m + HoT – 10% UKC

*Remarks:

(a) Depth at berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.

(b) Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to HKPA in ample time for consideration as required.

- i. Water density used for calculating the declared draft;
- ii. Draft at water density SG 1.017;
- iii. TPC (tonnes per centimetre);
- iv. Estimated GM at sailing;
- v. Squat Table; and
- vi. Heeling Table.

Chapter 4 GUIDELINES ON TUG REQUIREMENTS

Tugs Used for Port Operations – General Requirements

1. Tugs used for port operations should meet the following requirements :
 - (a) Locally licensed and properly manned;
 - (b) Fitted with VHF radio;
 - (c) Fitted with AIS transponder;
 - (d) Fitted with twin screw/propulsion preferably with azimuth propellers;
 - (e) With adequate power and bollard pull; and
 - (f) Tug master be able to communicate with pilot(s) effectively.

(New tug for listing must meet with these general requirements. Existing tugs with single screw will be allowed to remain on list in chapter 5 but will not be used for berthing and unberthing.)

Grades of Tug

2. Tugs mentioned in these guidelines are categorized in two grades, i.e. grade II of lesser power (with at least 1248 HP) and grade I of higher power (with at least 2600 HP). The table below illustrates the general application of tugs currently listed in the BGL for container vessels. For tug requirements concerning bulker and tanker vessels, see paragraph 7 below and relevant BGL for the specific berth.

Grade	Power (HP)	Bollard Pull (BP)	General Application For Container Vessels
I	≥6,000	≥78	LOA>370m & Draft>14.0m ¹
	≥5,000	≥62	LOA > 350m ²
	≥4,000	≥52	LOA>300m or Draft >12.5m
	≥3,600	≥50	LOA>300m or Draft>12.5m
	≥3,200	≥42	LOA≤300m and Draft≤12.5m
	≥3,000	≥38	LOA≤300m and Draft≤12.5m
	≥2,600	≥35	LOA≤200m
II	≥1,200	≥18	Not applicable

Note¹ at least one of the attending tugs should be of ~~5000HP~~ 6000HP or more & one tug of 5000HP or more;.

Note² at least one of the attending tugs should be of 5000HP or more; at least two if Draft >14.0m.

Tugs Information

3. A list of tugs suitable for port operations is at Chapter 5 for reference. New tugs for listing shall meet with the specifications above. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see Chapter 11 for contact information) for enquiry on listing their tugs in Chapter 5 for reference.

Number and Grades of Tugs Required

4. The number of tugs deployed and the working parameters required are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to further enhance the safety is encouraged.

5. The grade of tug required in these guidelines will be Grade I unless specified otherwise.

6. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug. The requirement on the number of tugs under this BGL shall remain unchanged.

7. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together (Tug 2,600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3,600 HP each. Detailed requirements of tug are contained in each relevant BGL.

Transverse Thruster(s)

8. Transverse thruster(s) in good working condition may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalent to one tug. Transverse thruster(s) shall meet with conditions stipulated below,

- (a) It is in good working condition, such that the control button can be adjusted to full power operating position.
- (b) It can run continuously for not less than 30 minutes.
- (c) It must be totally immersed in water.
- (d) It must not be interrupted by the operation of the main engine or other auxiliary engine.
- (e) The thruster power required for different length overall are as follow:-

Vessel's Length Overall	Actual minimum Horse Power	Actual minimum Kilo Watts
≤130m	600	447
>130 to ≤170m	800	597
>170m to ≤200m	1000	746
>200m to ≤230m	1500	1119
>230m to ≤270m	2000	1491
>270m to ≤300m	2500	1864
>300m to ≤340m	3000	2237
>340m to ≤370m	3500	2610
>370m to ≤400m	4000	2983

- (f) Master should consider pilot's recommendation to use tug even the above conditions are met, especially in adverse weather or confined maneuvering area.
- (g) Depending on circumstances, thrusters may not be considered as substitute for tug for berthing and/or unberthing.

Azipod

9. Vessel equipped with azipods may be accepted to substitute for one tug.

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	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)
KC 2	Kwai Chung berth 2	SINO-CW	Sinopec Chai Wan berth
KC3	Kwai Chung berth 3	SINO-3	Sinopec T/Y No. 3 berth
KC4	Kwai Chung berth 4	SLA	Anchorage South of Lamma Island
KC5	Kwai Chung berth 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC6	Kwai Chung berth 6	SSK-2	Sham Shui Kok Anchorage No. 2
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7	Kwai Chung berth 7	SWSTL	Shiu Wing steel wharf (TSK)
KC7/O-F	Kwai Chung berth 7 outer-foul	THA	Tolo harbour anchorage
KC8, 9	Kwai Chung berth 8& 9	TOW	Ship under tow
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW-BERTH	Ship under tow to/from berth
KC10W	Kwai Chung berth 10W	TPGAS	Tolo harbour Town Gas wharf
KC11	Kwai Chung berth 11	TSK-MHB	Tap Shek Kok Material Handling Berth
KC12	Kwai Chung berth 12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C / URMA-C	Transit Mawan – Container ship
KC16	Kwai Chung berth 16	URMPS-PC/ URMA-PC	Transit Mawan – Passenger ship (Conventional)
KC16 17-19	Kwai Chung berth 16 17-19	URMPS-PH/	Transit Mawan – Passenger ship (Highly
KC20	Kwai Chung berth 20		
KEL-1	Kellett Anchorage No. 1		

KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
KTCT-1	Kai Tak Cruise Terminal berth 1
KTCT-2	Kai Tak Cruise Terminal berth 2
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MWA	Ma Wan anchorage

URMA-PH	Maneuverable)
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YUENFAT	Yuen Fat wharf No.2 berth

Location : CVX

Chevron T/Y main berth

010 **Berthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+3
Tugs: 2 (grade II)
Remarks: Starboard side to

011 **Unberthing** LOA: Max 120m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2 (grade II)
Remarks:

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

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

030 **Berthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 2. If D>10m 1 GI escort.
Remarks: Starboard side to

031 **Unberthing** LOA: Max 184m
Draft: Max 12m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: Day 1 pilot, Night 2 pilots.
Berthing at LW+2 : 2 pilots.
Starboard side to.

041 **Unberthing** LOA: Max 220m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

050 **Berthing** LOA: Max ~~235~~ 250m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW to HW+1 & D&N LW+2
Tugs: 3 incl 1 GI escort
Remarks: 2 pilots.
Starboard side to.

051 **Unberthing** LOA: Max ~~235~~
250m
Draft: Max 12.6m (min 10% UKC)
Time: D&N HW-1 to HW+2 & D&N LW
to LW+2
Tugs: 2
Remarks:

General Remark:

1. Thrusters are not considered as substitute for tug.
2. Not exceeding displacement of 110,000 MT due to the design limitation of terminal.

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug \geq 5000HP.
3. If berth KC5 is occupied, fore-and-aft clearance from KC1 corner of not less than 25m plus the beam of vessel at berth KC5 is required.

Location : **KC1-2****Kwai Chung berth 1-2***(Declared Depth at berth ~~14.0-15.5m~~)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~14.0~~ 15.5m + 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 ~~14.0~~ 15.5m + 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 ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~14.0~~ 15.5m + 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 ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~14.0~~ 15.5m + 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 ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 15.5m + 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: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + 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: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~14.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2 if Starboard side to

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:

Tugs: 2.
1 if bow & stern thrusters fitted.
D>13.0m or **Starboard side to**, 3, 2
if bow & stern thrusters fitted.
D>14.0m, 4

Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Declared depth of 15.5m is applicable to berth KC2 and 143m northward from the north end of berth KC2 (from Bollard No.549 to Bollard No.1934). The quayside of berth KC1 and KC2 are painted in orange to indicate the berth with depth of not less than 15.5m.
3. LOA>350m, at least one tug $\geq 5000\text{HP}$.
4. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.

Location : **KC3****Kwai Chung berth 3***(Declared Depth at berth 14.0m)*

010 Berthing LOA: Max 130m
Draft: Max 14.0m + 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 14.0m + 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 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 Unberthing LOA: Max 230m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 Berthing LOA: Max 270m
Draft: Max 14.0m + 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 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 Berthing LOA: Max 340m
Draft: Max 14.0m + 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 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 Berthing LOA: Max 360m
Draft: Max 14.0m + 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: GT >130000, LOA: Max 370m refers.

051 Unberthing LOA: Max 360m
Draft: Max 14.0m + 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: GT >130000, LOA: Max 370m refers.

~~050~~ **060 Berthing** LOA: Max 370m
Draft: Max 14.0m + 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~~ **061 Unberthing** LOA: Max 370m
Draft: Max 14.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m or **Starboard side to**, 3, 2 if bow & stern thrusters fitted.
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug \geq 5000HP.

Location : **KC4****Kwai Chung berth 4***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m
Draft: Max 14.2m + 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 14.2m + 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 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 14.2m + 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 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max 14.2m + 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 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2.
 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 14.2m + 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: GT >130000, LOA: Max 370m
 refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 14.2m + 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: GT >130000, LOA: Max 370m
 refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-2 to HW+2

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2 if
 Starboard side to

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:

Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m or **Starboard side to**, 3, 2
if bow & stern thrusters fitted.
D>14.0m, 4

Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. **LOA>350m, at least one tug \geq 5000HP.**

~~ON TRIAL~~

Location : KC5

Kwai Chung berth 5

(Declared Depth at berth 15.5m)

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N HW-1 to LW+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:

Tugs: 3, 2 if bow & stern thrusters fitted.
D>14.0m, 4

Remarks:

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

070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N LW+1 to LW+3 &~~
 ~~HW-2 to HW+2~~
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: All quay cranes at KC1 with distance
 less than 150m from KC5 quayside
 must be boom up. ~~210m southward~~
 ~~from KC1 corner is not occupied.~~
 Port side to.

071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 ~~D>14.0m, D&N HW-1 to LW+2~~
Tugs: 4
Remarks: All quay cranes at KC1 with
 distance less than 150m from KC5
 quayside must be boom up. ~~210m~~
 ~~southward from KC1 corner is not~~
 ~~occupied.~~

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug \geq 5000HP.
3. LOA>350m & D>14.0m, at least two tugs \geq 5000HP.
4. LOA>370m & D>14.0m, at least one tug \geq 6000HP & one tug \geq 5000HP.
5. Max draft is limited to 14.5m if vessel enters into the zone of 30m westward from east end of berth KC5. The quay side is painted in orange to indicate the zone with depth of less than 15m.
6. If berth KC1 is occupied, fore-and-aft clearance from KC5 corner of not less than 25m plus the beam of vessel at berth KC1 is required.

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: Port side to

Tugs: 3, 2 if bow & stern thrusters fitted.

Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>295m berthing KC6, quay cranes at berth KC7W are required to be boom up.

Berthing Guidelines

Proposed May 2022

Location : **KC6/O-F**

Kwai Chung berth 6 outer-foul

(Declared Depth at berth 14.2m)

010 **Berthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 **Unberthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 **Unberthing** LOA: Max 250m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be
clear **and quay cranes must be boom
up.**

031 **Unberthing** LOA: Max 290m
Draft: Max 14.2m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + 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, **thrusters not considered**
 GT >90000, LOA: Max 340m refers

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: **GT >90000, LOA: Max 340m refers**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 & HW-2 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

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2

061 **Unberthing** LOA: Max 350m
Draft: Max ~~15.0~~ 15.5m + 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

Tugs: 3, 2 if bow & stern thrusters fitted.

Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>295m berthing KC7, quay cranes at berth KC6W are required to be boom up.

Berthing Guidelines

Proposed May 2022

Location : **KC7/O-F**

Kwai Chung berth 7 outer-foul

(Declared Depth at berth 15.5m)

010 **Berthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered if stern in

011 **Unberthing** LOA: Max 200m
Draft: Max 10.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 250m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

021 **Unberthing** LOA: Max 250m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3
Remarks: No stern in.
Full length of opposite berth must be clear **and quay cranes must be boom up.**

031 **Unberthing** LOA: Max 290m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Thrusters not considered

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 ~~15.5~~ 16.0m)

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.0m + 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 ~~15.0~~ 16.0m + 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 ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.0m + 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 ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.0m + 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 ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.0m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2
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: GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.0m + 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: GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2

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:

~~060~~ 070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-2 to HW+1

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

Tugs: ~~2~~ 3, + 2 if bow & stern thrusters
fitted.
~~D>13.0m, 3, 2 if bow & stern-~~
~~thrusters fitted.~~

Remarks:

~~061~~ 071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.0m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to HW+2

Tugs: 4
Remarks:

General Remark:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>350m, at least one tug \geq 5000HP.
3. LOA>350m & D>14.0m, at least two tugs \geq 5000HP.
4. LOA>370m & D>14.0m, at least one tug \geq 6000HP & one tug \geq 5000HP.

Location : **KC10C,10E****Kwai Chung berth 10C & 10E***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + 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
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: **GT >90000, LOA: Max 340m refers.**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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: Port side to**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 TRIALLocation : **KC10W****Kwai Chung berth 10W***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + 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
~~GT >90000, LOA: Max 340m refers.~~

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: ~~GT >90000, LOA: Max 340m refers.~~

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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:

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1~~
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.

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
~~D>14.0m, D&N LW+1 to HW+2~~
Tugs: 3, 2 if bow & stern thrusters fitted.
~~D>14.0m, 4~~

Remarks: Port side to

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.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.

Location : **KC 11****Kwai Chung berth 11***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + 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.
 ~~GT >90000, LOA: Max 340m refers.~~

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: ~~GT >90000, LOA: Max 340m refers.~~

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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: Starboard side to**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.

Berthing Guidelines*Proposed May 2022*Location : **KC12****Kwai Chung berth 12***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + 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.
 GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hr
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks: **GT >90000, LOA: Max 340m refers.**

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Starboard side to

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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:

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1
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.

061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4

Remarks: Starboard side to

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.
3. LOA>350m, at least one tug ≥ 5000 HP.
4. LOA>350m & D>14.0m, at least two tugs ≥ 5000 HP.
5. LOA>360m berthing, quay cranes at berth KC10W(150m eastward from berth KC9/10 corner) and berth KC13 are required to be boom up.
6. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

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

060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to HW+2
Tugs: 3, 2 if bow & stern thrusters fitted.
 D>14.0m, 4
Remarks:

070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: D&N LW+1 to HW+2.
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks: Starboard side to

071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + 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.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.
6. LOA>390m berthing KC13, quay cranes at berth KC10W(100m eastward from berth KC9/10 corner) and berth KC14 are required to be boom up.
7. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

Location: **KC15****Kwai Chung berth 15***(Declared Depth at berth 15.5m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 183m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Port side to if LOA>200m

021 **Unberthing** LOA: Max 183m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: Port side to

031 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

040 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to

041 **Unberthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 3 incl 1 GI escort if no bow thruster.
 1 if bow & stern thrusters fitted.
Remarks: Port side to.

051 **Unberthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

060 **Berthing** LOA: Max 360m
Draft: Max 15.5m + 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: Port side to
 GT >130000, LOA: Max 370m
 refers.

061 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + 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: GT >130000, LOA: Max 370m
 refers.

~~060~~ 070 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+2
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: Port side to

General Remarks:

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: Swing around minimum 2 tugs.
3. LOA>350m, at least one tug \geq 5000HP.
4. LOA>350m & D>14.0m, at least two tugs \geq 5000HP.

~~061~~ 071 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+2
Tugs: ~~2~~ 3, ~~1~~ 2 if bow & stern thrusters
fitted.
D>13.0m, 3, 2 if bow & stern
thrusters fitted.
D>14.0m, 4

Remarks:

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

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1
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: GT >130000, LOA: Max 370m
 refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
 D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m
 refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1

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:

~~060~~ 070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1

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

Remarks:

Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m or Port side to, 3, 2 if bow
& stern thrusters fitted.
D>14.0m, 4

Remarks:

~~061~~ 071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1

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.
3. LOA>350m, at least one tug $\geq 5000\text{HP}$.
4. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.
5. LOA>370m & D>14.0m, at least one tug $\geq 6000\text{HP}$ & one tug $\geq 5000\text{HP}$.

ON TRIAL

Location: **KC~~16~~ 17-19****Kwai Chung berth ~~16~~ 17-19***(Declared Depth at berth ~~15.5~~ 16.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if D>8m.
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, 2 if no anchor down.
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hr.
Tugs: 2
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 16.5m + 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 ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 340m
Draft: Max ~~15.0~~ 16.5m + 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 ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

050 **Berthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1
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: GT >130000, LOA: Max 370m
 refers.

051 **Unberthing** LOA: Max 360m
Draft: Max 16.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
 D>13.0m, 3, 2 if bow & stern
 thrusters fitted.
 D>14.0m, 4
Remarks: GT >130000, LOA: Max 370m
 refers.

~~050~~ 060 **Berthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1

~~051~~ 061 **Unberthing** LOA: Max 370m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
 D>14.0m, D&N LW+1 to LW+3 &
 HW-1 to HW+1

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:

Tugs: 2, 1 if bow & stern thrusters fitted.
D>13.0m or Port side to, 3, 2 if bow
& stern thrusters fitted.
D>14.0m, 4

Remarks:

~~060~~ 070 **Berthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
Tugs: 4 incl 1 GI escort if no bow thruster.
Remarks:

~~061~~ 071 **Unberthing** LOA: Max 400m
Draft: Max ~~15.0~~ 16.5m + tide – 10% UKC
Time: 24 hrs
D>14.0m, D&N LW+1 to LW+3 &
HW-1 to HW+1
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.
3. LOA>350m, at least one tug $\geq 5000\text{HP}$.
4. LOA>350m & D>14.0m, at least two tugs $\geq 5000\text{HP}$.
5. LOA>370m & D>14.0m, at least one tug $\geq 6000\text{HP}$ & one tug $\geq 5000\text{HP}$.

Berthing Guidelines*Proposed May 2022*Location: **KC20****Kwai Chung berth 20***(Declared Depth at Berth 15.5 m)*

010 **Berthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, if D>8m 2
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 1, if no anchor down 2
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks: .

021 **Unberthing** LOA: Max 230m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max ~~15.0~~ 15.5m + 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 ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
Remarks:

040 **Berthing** LOA: Max 310m
Draft: Max ~~15.0~~ 15.5m + 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 310m
Draft: Max ~~15.0~~ 15.5m + tide – 10% UKC
Time: 24 hrs
Tugs: 2, 1 if bow & stern thrusters fitted.
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.

**Brief Summary on Proposed Amendments of Berthing Guidelines
For Kwai Tsing Container Terminals**

1. Background

1.1 Port of Hong Kong is one of the major shipping hubs both globally and in the Asia-Pacific region. The calling of containerships, in particular mega or even giant containerships having an overall length of 360 metres and a moulded breadth of 55 metres or even more, are frequent in nowadays.

1.2 However, as most ports in the world are having limitations on their depth of waters, length of these giants therefore did not extend much but rather their breadth, and monsters of having similar length but wider breadth has gradually become common. This has largely increased their Gross Tonnage (GT). Because of their effective windage area, breadth and draft, the handling of these ships would be different in particular in terms of their pilotage requirements.

1.3 In the meantime, to cope with the deep draft of the mega containerships, depth of water of the Kwai Tsing Container Basin has completed its dredging operation in 2021, and the depth of water for berths in the Basin has now reached between 14.0m and 16.5m.

2. Major changes and their effects on ship movement

2.1 To reflect the above-mentioned changes, for clarification as well as guidance purposes, the Berthing Guidelines for the Hong Kong Port is recommended for changes as follows:

a) Chapter 3 – Berthing Remarks

(Para. 4, “Declared Depths at Kwai Chung Berths”)

Updates are made to the “Depth at berth” and the “Max. Sailing or Arrival Draft at KC Basin”.

b) Chapter 4 – Guidelines on Tug Requirements

(Para. 2, “Grades of Tug”)

Grade I tugs are to include tugs of at least 6,000 HP and/or 78 BP, to handle giant containerships of more than 370m length and draft of more than 14m.

c) Chapter 12 - Berthing guidelines: by location code

(Those pages on “Kwai Chung Berths 1 – 20”)

Deeper draft is allowed where appropriate, and more powerful and number of tugs is recommended to be used, including the relaxation of tidal windows.

2.2 The above updates provide a clear guidance for the containership masters and agents, especially those mega ones, for their ships berthing/unberthing operations in the Kwai Tsing Container Basin, including recommendations on the allowable tidal window and the use of tugs.

3. Rationale and considerations for the proposed changes

3.1 As suggested in Paragraph 1 above, GT of the giant containerships having their breadth extended without changing its length, are substantially increased. For an instance, a 300m containership in the past were generally in the range of 50,000 – 60,000 GT, but now it would reach 95,000 GT, of which certain such giants are of more than 130,000 GT.

3.2 In nowadays, merely extending one metre length of a 399m LOA giant containership but 2.5m of its breadth, will substantially increase its GT and container carrying capacity in thousands of Tons and TEUs. Given the extra-large size of such vessels and sluggish handling, for navigation safety, effective and efficient manoeuvring and berthing operations, relevant amendments is recommended to be made in the Berthing Guidelines.

3.3 It would also be useful, as well as playing a leading role, to introduce GT into the Berthing Guidelines to reflect a ship’s actual tonnage, in particular the heavy weight giant ship, to alert both port users of the Hong Kong Port and the pilots providing pilotage service to these ships.

3.4 Table showing the relationships between ship's LOA, breadth and GT

Ship name	LOA	Breadth	GT
CMA CGM MAUPASSANT	299.2m	40m	73,779 Ton
CMA CGM CARL ANTONIE	299.9m	49m	95,256 Ton
Difference	+ 0.7m	+ 9.0m	+ 21,477 Ton
CMA CGM NEVADA	366.0m	48.23	140, 259 Ton
CMA CGM LAPEROUSE	365.5m	51.2m	154,169 Ton
Difference	+ 0.5m	+ 2.97m	+ 13,910 Ton
CMA CGM JACQUES SAADE	399.9m	61.3m	236,583 Ton
MSC VIVIANA	399.98m	58.6m	187,587 Ton
Difference	+ 0.08m	-2.7m	-48,996 Ton