

**PILOTAGE ADVISORY COMMITTEE WORKING GROUP**

Proposed Amendments to the Pilotage Order, Cap. 84C  
(Appropriate Experience of Applicant)

**Purpose**

The purpose of this paper is to seek members' advice and comments on the proposed legislative amendments to Table 1 and Table 3 of Schedule 1 to the Pilotage Order (Cap. 84C), in respect of the appropriate experience of apprentice pilots, to update the berths information.

**Background**

2. Pilotage Order, a subsidiary legislation of the Pilotage Ordinance (Cap. 84), stipulates the qualification and experience requirement of an applicant for a pilot's licence. Schedule 1 to the Order is related to the training requirements of an apprentice pilot and the last updating of it was carried out in 2013 (Gazette No. 2 of 2013) for amendments endorsed by the PAC in 2010 (PAC Paper 8/2010). (Annex I)

3. Since the last amendments endorsed in 2010, port environment and shipping activities have changed. It is necessary to amend some of the tasks in Schedule 1 to Cap.84C so as to keep in line with the shipping environment and for the apprentice to obtain the needed experience within a reasonable timeframe.

**The problems**

4. Some shipping activities have diminished in Hong Kong to such an extent that it is very difficult for apprentice pilots to fulfill the stipulated requirements. These activities are:-

- (a) Direction finder calibration;
- (b) Berthing of large vessel (> 3000GT requiring pilotage) at

Sinopec (formerly known as China Resources Company), east inner and west inner berths;

- (c) Berthing of vessel at Permanent Aviation Fuel Facility at night; and
- (d) Berthing of large vessel (> 168 m) at Shui Wing Steel Wharf.

5. There are other changes in berthing movements that call for consideration to be included as part of the experience requirement for apprentice pilots. The addendum will ensure apprentice pilots could gain the experiences needed for their future service. These berthing movements include:

- (a) Berthing of vessels at Ocean Terminal south inner berth;
- (b) Berthing of vessels at Kai Tak Cruise Terminal; and
- (c) Berthing of vessel at ASB Biodiesel Terminal in Junk Bay.

6. There are also changes on names of wharfs as follow:

- (a) China Resources Company becomes Sinopec;
- (b) Mobil and Esso becomes ExxonMobil; and
- (c) Caltex becomes Chevron.

## **Proposals**

7. In order to enable apprentice pilots to acquire adequate experience in handling vessels and berthing/un-berthing operations for new berths, it is necessary to update Schedule 1 to the Pilotage Order, Cap.84C and to enhance the training program for the apprentice pilots. A summary of proposed amendment and justifications received from pilots and the Department's comments is attached at annex II for members' reference.

8. When preparing the proposal below, it has been mindful that the requirement as a whole must be sufficient to equip apprentice pilots with necessary experience to enable them to provide pilotage services at professional standard. Alternatives should only be made with comparable requirement in knowledge and skill. As such, the total number of all occasions remains unchanged in this proposal with a broader scope of experience.

9. It is proposed that legislative amendments should be made to Schedule 1 as follows:

(a) Paragraph 1(d)

Insert “being piloted” between “on at least 2 occasions when a ship was” and “rounding Hong Kong Island;”

(b) Paragraph 1(f)

(i) amend “on at least 2 occasions” to read “on at least 4 occasions”

(ii) Insert “or” after “(i) compass adjustment;”;

(iii) Delete “(ii) direction finder calibration; and”

(iv) Re-number sub-item (iii) to sub-item (ii)

(c) Table 1 – Item 1, third column

At end of sentence before full-stop mark, insert “or a ship exceeding 200 metres at any of these berths”.

(d) Table 1 – Item 4, second column

(i) Replace “(Mobil)” with “(ExxonMobil West)”; *(Subject to operator’s confirmation)*

(ii) Replace “(Esso)” with “(ExxonMobil East)”; *(Subject to operator’s confirmation)*

(iii) Replace “(Caltex)” with “(Chevron)”;

(iv) Amend “(China Resources Company main berth)” to read “(Sinopec main berth)”;

(v) Amend “(China Resource Company, east inner berth, west inner berth and No. 3 berth)” to read “(Sinopec, east inner berth, west inner berth and No. 3 berth)”;

(vi) Amend “(Caltex LPG berth)” to read “(Chevron LPG berth)”;  
and

(vii) Split the group “(Sinopec, east inner berth, west inner berth and No. 3 berth) (Shell inner LPG berth) (Chevorn LPG berth)” into two new groups “(Sinopec, east inner berth, west inner berth and No. 3 berth)” and “(Shell inner LPG berth) (Chevron LPG berth)”.

- (e) Table 1 – Item 4, third column
  - (i) In relationship with new group “(Sinopec, east inner berth, west inner berth and No. 3 berth)” in second column, amend the number of occasions in third column to read “6 berthings and 6 unberthings of a ship of any length at any of these berths.”; and
  - (ii) In relationship to new group “(Shell inner LPG berth) (Chevorn LPG berth)” in second column, insert the number of occasions in third column to read “2 berthings and 2 unberthings of a ship of any length at each berth.”.
  
- (f) Table 1 – Item 7, second column  
Combine “China Cement Company Wharf” and “Shiu Wing Steel Wharf” into one group.
  
- (g) Table 1 – Item 7, third column
  - (i) In relationship with the new group “China Cement Company Wharf Shiu Wing Steel Wharf” in second column, amend the number of occasions in third column to read “5 berthings and 5 unberthings of a ship exceeding 168 metres in length at any of these berths.”; and
  - (ii) In relationship with “Permanent Aviation Fuel Facility” in second column, delete “(of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise)” in the third column.
  
- (h) Table 3 – item 1, second column  
Delete “-(Inner) (Outer)”
  
- (i) Table 3 – new items
  - (i) Insert new item 4 as follow,
    - (I) first column - insert new item number “4.”;
    - (II) second column - insert “Kowloon City, Kowloon, Kai Tak Cruise Terminal – , Berth No.1, Berth No.2” ; and
    - (III) third column – insert “1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at any of these berths.”.

- (ii) insert new item 5 as follow,
  - (I) first column – insert new item number “5.”;
  - (II) second column – insert “Junk Bay – ASB Biodiesel Terminal“; and
  - (III) third column – insert “1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length.”.

10. A summary representation of proposed amendments to schedule 1 is attached at annex III for members’ reference.

**Advice Sought**

11. Members are requested to offer their comments on the proposed legislative amendments.

**Pilotage Unit  
Marine Department  
April 2014**

Schedule 1 to Cap. 84C Pilotage Order

1. The applicant must have accompanied a licensed pilot-
  - (a) during the pilotage of a ship to or from an anchorage on at least 20 occasions, of which at least 10 must have commenced during the hours between sunset and sunrise;
  - (b) during the pilotage of ship to a mooring on at least 40 occasions, of which at least 20 must have commenced during the hours between sunset and sunrise;
  - (c) during the pilotage of a ship from a mooring on at least 25 occasions, of which at least 12 must have commenced during the hours between sunset and sunrise;
  - (d) on at least 2 occasions when a ship was rounding Hong Kong Island;
  - (e) during the pilotage of a container ship exceeding 250 metres in length through Ma Wan channel on at least 5 occasions, of which at least 2 must have commenced during the hours between sunset and sunrise;
  - (f) on at least 2 occasions when a ship was being piloted outside Victoria Harbour for the purposes of-
    - (i) compass adjustment;
    - (ii) direction finder calibration; and
    - (iii) speed trials or engine trials;
  - (g) on at least the number of occasions specified in the third column of the following Table 1 when a ship was being berthed, unberthed, docked or undocked at or from the wharves, berths or docks specified in the second column of that Table; and
  - (h) during the pilotage of a naval ship to or from an anchorage or a mooring on at least 4 occasions.

Table 1

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth- (Inner) (Outer) North Berth	4 berthings and 4 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at either or both of these berths, and 1 berthing and 1 unberthing of a ship of any length at South (Inner) when another ship of any length was occupying South (Outer).

2. Kwai Chung-  
 Container Terminal Wharf-  
 Berth No. 1  
 Berth No. 2  
 Berth No. 3  
 Berth No. 4  
 Berth No. 5  
 Berth No. 8  
 Berth No. 9  
 Berth No. 15  
 Berth No. 16  
 Berth No. 17  
 Berth No. 18  
 Berth No. 19  
 Berth No. 20
- 2 berthings and 2 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at each berth, and 1 berthing and 1 unberthing of a ship exceeding 275 metres in length at each berth.
- Berth No. 6  
 Berth No. 7  
 Berth No. 10  
 Berth No. 11  
 Berth No. 12  
 Berth No. 13  
 Berth No. 14
- 3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length at each berth when another ship of the same length or longer was occupying part of the berth.
3. (Repealed L.N. 283 of 1998)
4. Tsing Yi Island –  
 Petroleum Wharves-  
 (Mobil)  
 (Esso)  
 (Caltex)  
 (China Resources Company main berth)  
 (Shell main berth)
- 4 berthings and 3 unberthings of a ship of any length at each wharf.
- (China Resources Company, east inner berth, west inner berth and No. 3 berth)  
 (Shell inner LPG berth)  
 (Caltex LPG berth)
- 2 berthings and 2 unberthings of a ship of any length at each berth.

	H.K. United Dockyards Seawalls Wharf	1 berthing and 1 unberthing of a ship of any length.
	Euro-Asia Seawall Yiu Lian Seawall	1 berthing and 1 unberthing of a ship of any length at each berth.
	Floating Docks- (United) (Yiu Lian No. 1) (Yiu Lian No. 3)	} 2 dockings and 2 undockings of a ship of any length at one or more of these docks.
5.	(Repealed 2 of 2013 s. 12)	
6.	Lok On Pai	1 berthing and 1 unberthing of a ship of any length.
7.	Tap Shek Kok- Power Station Terminal Wharf	5 berthing and 5 unberthings of a ship exceeding 168 metres in length, with at least 2 of such berthings being starboard side alongside when direct inbound from Green Island.
	China Cement Company Wharf	3 berthings and 3 unberthings of a ship exceeding 168 metres in length.
	Permanent Aviation Fuel Facility	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth.
	Shiu Wing Steel Wharf	2 berthings and 2 unberthings of a ship exceeding 168 metres in length.
8.	Lamma Island- Po Lo Tsui- Power Station Terminal Wharf	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth.
9.	Hong Kong Island - Kennedy Town - China Merchant Wharf	1 berthing and 1 unberthing of a ship of any length.
10.	Tai Po - Town Gas Wharf	1 berthing and 1 unberthing of a ship of any length.



2. The applicant must have been an observer on a tug specified in the second column of the following Table 2 on at least the number of occasions specified in the third column of that Table when the tug was attending a ship and performing a towage berthing, unberthing, docking or undocking service.

**Table 2**

Item	Type of Tug	Number of Occasions
1.	Duck-peller/Z-peller type with engine power of 4000 hp or above.	5
2.	Duck-peller/Z-peller type with engine power of 2000 hp or above.	20
3.	Single screw conventional type with engine power less than 1000 hp.	5

3. The applicant must have been an observer on the wharves or berths specified in the second column of the following Table 3 on at least the number of occasions specified in the third column of that Table.

**Table 3**

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth- (Inner) (Outer) North Berth	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at both of these berths.
2.	Kwai Chung- Container Terminal Wharf- Berth No. 1 Berth No. 2 Berth No. 3 Berth No. 4 Berth No. 8 Berth No. 9 Berth No. 15 Berth No. 16 Berth No. 17 Berth No. 18 Berth No. 19 Berth No. 20	1 berthing of a ship of any length at each berth
	Berth No. 5 Berth No. 6 Berth No. 7 Berth No. 10 Berth No. 11 Berth No. 12 Berth No. 13 Berth No. 14	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at each berth.
3.	Tsing Yi Island- H.K. United Dockyards Seawalls Wharf Yiu Lian Seawalls Wharf	2 berthings and 2 unberthings of a ship of any length at each of these wharves.

4. The applicant must have been an observer on a mooring boat on at least 5 occasions when the boat was attending a ship being secured to a mooring.

5. The applicant must have been attached to the Marine Department for at least 2 weeks.

**Proposed justifications and comments on proposed amendments to Schedule 1 to Cap. 84C**

<b>Part</b>	<b>REQUIRED EXPERIENCE</b>	<b>Number of Occasions (existing req.)</b>	<b>Proposed Substitution/Deletion</b>	<b>Justification from HKPA</b>
1d	HONG KONG ISLAND	At least 2 occasions when a ship was rounding Hong Kong Island	At least 2 occasions from Harbour to S Lamma Anchorage or from Port Island to Tolo Harbour, if the existing requirement cannot be met.	Serve the purpose of training on navigation skill

Comments:-

Partly agreed.

In the current practice, passage from (a) eastern harbour area to Lamma anchorage via south of Hong Kong Island, (b) Western Harbour to south Lamma anchorage, and (c) from Tolo to south Lamma anchorage are regarded as “rounding Hong Kong Island”. It is reckoned that the aim was to equip apprentice pilots with navigational skill for long passage.

The addition of “being piloted” is suggested to keep consistency in wording used in other paragraphs.

Proposed amendment to legislation :-

(d) on at least 2 occasions when a ship was *being piloted* rounding Hong Kong Island;

Part	REQUIRED EXPERIENCE	Number of Occasions (existing req.)	Proposed Substitution/Deletion	Justification from HKPA
1f(i)	COMPASS	At least 2 occasions when a ship was being piloted outside Victoria Harbour for the purposes of- (i) compass adjustment	Combined with engine/speed trials and be replaced by Sea Trial on 1 occasion	Availability of latest navigational aids significantly reduced the number of such occasions
1f(ii)	Direction/Finder	At least 2 occasions when a ship was being piloted outside Victoria Harbour for the purposes of- (ii) direction finder calibration	Delete	Obsoleted devise.
1f(iii)	ENGINE/Speed Trials	At least 2 occasions when a ship was being piloted outside Victoria Harbour for the purposes of- (iii) speed trials or engine trials	Combined with compass adjustment and be replaced by Sea Trial on 1 occasion	The purpose of this requirement is to gain experience in navigation. Sea trial serves the same purpose.
	i.e. All the above 3 1 f items to be replaced by: Sea Trial		1 occasion of Sea Trial	

Comments:-

Partly agreed.

It is agreed that the calibration of DF is no longer required, therefore should be deleted. For the part of compass adjustment and speed or engine trials, although the number of service requirement for the industry is declining, it is important to maintain a good level of professional ability in providing all-round pilotage service. These requirements should be kept but flexibility in substitution by each other should be allowed.

Proposed amendment to legislation:-

- (f) on at least ~~2~~ 4 occasions when a ship was being piloted outside Victoria Harbour for the purposes of-
- (i) compass adjustment; *or*
  - ~~(ii) direction finder calibration; and~~
  - ~~(iii) (ii) speed trials or engine trials;~~

<b>Part</b>	<b>REQUIRED EXPERIENCE</b>	<b>Number of Occasions (existing req.)</b>	<b>Proposed Substitution/Deletion</b>	<b>Justification from HKPA</b>
1g(1)	OCEAN TERMINAL SOUTH INNER (OUTER FOUL)	1 berthing and 1 unberthing of a ship of any length at South (Inner) when another ship of any length was occupying South (Outer).	1 berthing and 1 unberthing of a ship exceeding 200 metres at any Ocean Terminal berth., if the existing requirement cannot be met.	A ship of over 200m demands similar skills to move to the inner part of the berth.

Comment :-

Agreed.

Proposed amendment to legislation:-

*Table 1*

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth- (Inner) (Outer) North Berth	4 berthings and 4 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at either or both of these berths, and 1 berthing and 1 unberthing of a ship of any length at South (Inner) when another ship of any length was occupying South (Outer) <i>or a ship exceeding 200 metres at any of these berths.</i>

Part	REQUIRED EXPERIENCE	Number of Occasions (existing req.)	Proposed Substitution/Deletion	Justification from HKPA
1g(4)	CHINA RESOURCES CO. EAST INNER	2 berthings and 2 unberthings of a ship of any length at each berth.	Combined Sino B, C & 3 to 6 berthings & 6 unberthings. At least 1 berthing & 1 unberthing to B, C, or #3 if any of these operations taking place during training period.	HKPA will specify in their internal requirement if opportunity arises during the training period berthing and unberthing in Sino B, C & 3 should be fulfilled.
	CHINA RESOURCES CO. WEST INNER	2 berthings and 2 unberthings of a ship of any length at each berth.		
	CHINA RESOURCES CO. NO. 3 BERTH	2 berthings and 2 unberthings of a ship of any length at each berth.		

Comment:-

Agreed.

Proposed amendment to legislation:-

*Table 1*

Item	Wharf/Berth/Dock	Number of Occasions
4.	( <del>China Resources Company</del> Sinopec, east inner berth, west inner berth and No. 3 berth)	<del>2 6</del> berthings and <del>2 6</del> unberthings of a ship of any length at <del>each any of these</del> berths.
	(Shell inner LPG berth) (Chevron LPG berth)	2 berthings and 2 unberthings of a ship of any length at each berth.

<b>Part</b>	<b>REQUIRED EXPERIENCE</b>	<b>Number of Occasions (existing req.)</b>	<b>Proposed Substitution/Deletion</b>	<b>Justification from HKPA</b>
1g(7)	PERMANENT AVIATION FUEL FACILITY	3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth.	Substitute night by day i.e. no need to specify day or night	Due to safety concern, night operation rarely arises. HKPA will specify in their internal requirement if night operation is available during the training period, apprentice would be required to gain such experience.

Comment:-

Agreed.

Proposed amendment to legislation:-

*Table 1*

Item	Wharf/Berth/Dock	Number of Occasions
4.	Permanent Aviation Fuel Facility	3 berthings and 3 unberthings ( <del>of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise</del> ) of a ship of any length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth.

<b>Part</b>	<b>REQUIRED EXPERIENCE</b>	<b>Number of Occasions (existing req.)</b>	<b>Proposed Substitution/Deletion</b>	<b>Justification from HKPA</b>
	SHIU WING STEEL WHARF	2 berthings and 2 unberthings of a ship exceeding 168 metres in length.	Substitute by berthing and unberthing to China Cement Wharf	China Cement Wharf situates right next to Shiu Wing Steel Wharf and with similar physical and tidal conditions.

Comment:-

Agreed. By combining the two wharves into one group with the total number of occasions remained unchanged would allow the apprentices to acquire the necessary experience.

Proposed amendment to legislation:-

*Table 1*

Item	Wharf/Berth/Dock	Number of Occasions
4.	China Cement Company Wharf <i>Shiu Wing Steel Wharf</i>	<del>2</del> 5 berthings and <del>2</del> 5 unberthings of a ship exceeding 168 metres in length <i>at any of these berths.</i>



Part	REQUIRED EXPERIENCE	Number of Occasions (existing req.)	Proposed Substitution/Deletion	Justification from HKPA
3(1)	OCEAN TERMINAL SOUTH INNER	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at both of these berths.	Delete	Reclamation of the West Kowloon District makes tidal pattern of Ocean Terminal no different from other terminals. Hence these can be deleted.

Comment:-

Partly agreed. While agreeing that the tidal pattern in different berths at Ocean Terminal is similar and the number of occasions in these berths need not to be excessive, it is important for the apprentices to have sufficient experience in terms of berthing and unberthing in different tidal condition. There were new berths came into service with significant tidal pattern. It is therefore considered that the number of occasions for Ocean Terminal berths could be reduced to make room for gaining experience in new berths.

Proposed amendment to legislation:-

Table 3

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth- <del>Inner</del> <del>Outer</del> North Berth	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at both of these berths.
4.	<i>Kowloon City, Kowloon Kai Tak Cruise Terminal – Berth No.1 Berth No.2</i>	<i>1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at any of these berths.</i>
5.	<i>Junk Bay – ASB Biodiesel Terminal</i>	<i>1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length.</i>

**Proposed amendments to Schedule 1 to Cap. 84C Pilotage Order**

**Paragraph 1**

(proposed amendments marked in *red*)

1. The applicant must have accompanied a licensed pilot-
  - (a) during the pilotage of a ship to or from an anchorage on at least 20 occasions, of which at least 10 must have commenced during the hours between sunset and sunrise;
  - (b) during the pilotage of ship to a mooring on at least 40 occasions, of which at least 20 must have commenced during the hours between sunset and sunrise;
  - (c) during the pilotage of a ship from a mooring on at least 25 occasions, of which at least 12 must have commenced during the hours between sunset and sunrise;
  - (d) on at least 2 occasions when a ship was *being piloted* rounding Hong Kong Island;
  - (e) during the pilotage of a container ship exceeding 250 metres in length through Ma Wan channel on at least 5 occasions, of which at least 2 must have commenced during the hours between sunset and sunrise;
  - (f) on at least ~~2~~ 4 occasions when a ship was being piloted outside Victoria Harbour for the purposes of-
    - (i) compass adjustment; *or*
    - ~~(ii) direction finder calibration; and~~
    - ~~(iii)~~ (ii) speed trials or engine trials;
  - (g) on at least the number of occasions specified in the third column of the following Table 1 when a ship was being berthed, unberthed, docked or undocked at or from the wharves, berths or docks specified in the second column of that Table; and
  - (h) during the pilotage of a naval ship to or from an anchorage or a mooring on at least 4 occasions.

**TABLE 1**

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon-Ocean Terminal Wharf-South Berth-(Inner) (Outer) North Berth	4 berthings and 4 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at either or both of these berths, and 1 berthing and 1 unberthing of a ship of any length at South (Inner) when another ship of any length was occupying South (Outer) <i>or a ship exceeding 200 metres at any of these berths.</i>

2. Kwai Chung-  
 Container Terminal Wharf-  
 Berth No. 1  
 Berth No. 2  
 Berth No. 3  
 Berth No. 4  
 Berth No. 5  
 Berth No. 8  
 Berth No. 9  
 Berth No. 15  
 Berth No. 16  
 Berth No. 17  
 Berth No. 18  
 Berth No. 19  
 Berth No. 20
- 2 berthings and 2 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship of any length at each berth, and 1 berthing and 1 unberthing of a ship exceeding 275 metres in length at each berth.
- Berth No. 6  
 Berth No. 7  
 Berth No. 10  
 Berth No. 11  
 Berth No. 12  
 Berth No. 13  
 Berth No. 14
- 3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length at each berth when another ship of the same length or longer was occupying part of the berth.
3. (Repealed L.N. 283 of 1998)
4. Tsing Yi Island –  
 Petroleum Wharves-  
~~(Mobil) (ExxonMobil, West)~~  
~~(Esso) (ExxonMobil, East )~~  
~~(Caltex) (Chevron)~~  
~~(China Resources Company~~  
 Sinopec main berth)  
 (Shell main berth)
- 4 berthings and 3 unberthings of a ship of any length at each wharf.
- ~~(China Resources Company~~  
 Sinopec, east inner berth, west  
 inner berth and No. 3 berth)
- ~~2 6~~ berthings and ~~2 6~~ unberthings of a ship of any length at ~~each~~ any of these berths.
- (Shell inner LPG berth)  
~~(Caltex Chevron~~ LPG berth)
- ~~2~~ berthings and ~~2~~ unberthings of a ship of any length at each berth.
- H.K. United Dockyards  
 Seawalls Wharf
- 1 berthing and 1 unberthing of a ship of any length.
- Euro-Asia Seawall  
 Yiu Lian Seawall
- 1 berthing and 1 unberthing of a ship of any length at each berth.
- Floating Docks-  
 (United)  
 (Yiu Lian No. 1)  
 (Yiu Lian No. 3)
- 2 dockings and 2 undockings of a ship of any length at one or more of these docks.
5. (Repealed 2 of 2013 s. 12)
6. Lok On Pai
- 1 berthing and 1 unberthing of a ship of any length.

- |     |  |   |
|-----|--|---|
| 7.  | Tap Shek Kok-<br>Power Station Terminal Wharf                | 5 berthing and 5 unberthings of a ship exceeding 168 metres in length, with at least 2 of such berthings being starboard side alongside when direct inbound from Green Island.  |
|     | China Cement Company Wharf<br><i>Shiu Wing Steel Wharf</i>   | } <del>3</del> 5 berthings and <del>3</del> 5 unberthings of a ship exceeding 168 metres in length <i>at any of these berths.</i>   |
|     | Permanent Aviation Fuel Facility                             | 3 berthings and 3 unberthings ( <del>of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise</del> ) of a ship of any length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth.     |
|     | <del>Shiu Wing Steel Wharf</del>                             | <del>2 berthings and 2 unberthings of a ship exceeding 168 metres in length.</del>  |
| 8.  | Lamma Island-<br>Po Lo Tsui-<br>Power Station Terminal Wharf | 3 berthings and 3 unberthings (of which 1 berthing and 1 unberthing must have commenced during the hours between sunset and sunrise) of a ship exceeding 168 metres in length; and 1 berthing and 1 unberthing of a ship exceeding 168 metres in length when another ship of the same length or longer was occupying part of the berth. |
| 9.  | Hong Kong Island -<br>Kennedy Town -<br>China Merchant Wharf | 1 berthing and 1 unberthing of a ship of any length.  |
| 10. | Tai Po -<br>Town Gas Wharf                                   | 1 berthing and 1 unberthing of a ship of any length.  |

**Paragraph 2**

– No change

**Paragraph 3**

(proposed amendments marked in *red*)

3. The applicant must have been an observer on the wharves or berths specified in the second column of the following Table 3 on at least the number of occasions specified in the third column of that Table.

**TABLE 3**

Item	Wharf/Berth/Dock	Number of Occasions
1.	Tsim Sha Tsui, Kowloon- Ocean Terminal Wharf- South Berth- <del>(Inner)</del> <del>(Outer)</del> North Berth	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at both of these berths.
2.	Kwai Chung- Container Terminal Wharf- Berth No. 1 Berth No. 2 Berth No. 3 Berth No. 4 Berth No. 8 Berth No. 9 Berth No. 15 Berth No. 16 Berth No. 17 Berth No. 18 Berth No. 19 Berth No. 20  Berth No. 5 Berth No. 6 Berth No. 7 Berth No. 10 Berth No. 11 Berth No. 12 Berth No. 13 Berth No. 14	1 berthing of a ship of any length at each berth
3.	Tsing Yi Island- H.K. United Dockyards Seawalls Wharf Yiu Lian Seawalls Wharf	2 berthings and 2 unberthings of a ship of any length at each of these wharves.
4.	Kowloon City, Kowloon Kai Tak Cruise Terminal – Berth No.1 Berth No.2	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length at any of these berths.
5.	Junk Bay – ASB Biodiesel Terminal	1 berthing at flood tide and 1 berthing at ebb tide of a ship of any length.

**Paragraph 4**

– No change

**Paragraph 5**

– No change