PACWG Paper No. 2/2026

PILOTAGE ADVISORY COMMITTEE WORKING GROUP

Proposed Amendments to Some Locations in 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 of some locations in chapter 12 with updated information as follow: -

a. Location EMTY-E1 *(see **Annex I**)*
As advised by the Terminal Operator, the maximum LOA indicated in the BGL for EMTY-E1 is required to be revised from 274 m to 250 m. The Terminal explained that this change is in line with the initial design of the Terminal.

b. Location PAFF *(see **Annex II**)*
Owing to the increasing demand at the PAFF Terminal and the request by agents, the trial for night-time berthing and unberthing at the PAFF Terminal commenced in 2025, the arrangement has been found practicable based on feedback from our pilots. Additional guard boat(s) required for berthing/unberthing at night. It is proposed to amend the Berthing Guidelines for the PAFF Terminal to enhance operational efficiency.

c. Location KTCT *(see **Annex III**)*
Since the Berthing Guidelines for Kai Tak Cruise Terminal (KTCT) were last endorsed in 2016, over a thousand cruise ship calls have been successfully accommodated. In light of the operational experience gained by pilots, it is considered appropriate and supported by the Terminal to

formally relax the berthing windows to facilitate smoother terminal operations.

d. Locations URMPS-C *(see **Annex IV**)*
To address the operational need arising from Ultra Large Container Vessels departing from Shekou Terminal, which often have drafts exceeding 15.5 m, and to allow greater flexibility, it is necessary to extend the night transit Ma Wan for southbound container vessels with drafts over 15.5 m and up to 16.0 m.

e. Locations URMPS *(see **Annex V**)*
To align the maximum LOA indicated in the Berthing Guidelines for URMPS with that for URMA, it is suggested that the maximum LOA indicated in the Berthing Guidelines for URMPS be revised from 305 m to 310 m.

Presentation

4. This paper will be presented by Hong Kong Pilots Association.

Advice Sought

5. Advices and comments from members are sought for the proposed amendments in paragraph 2 above.

Marine Department
October 2026

Location : **EMTY-E1** **ExxonMobil T/Y east terminal berth 1**

010	**Berthing**	LOA: Max 120m	
Draft:	Max 8m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2 (grade II)		
Remarks:	Port 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:	24 hrs		
Tugs:	2		
Remarks:	Port 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:	24 hrs		
Tugs:	2. If D>10m 1 GI escort.		
Remarks:	Port 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 13m (min 10% UKC)		
Time:	D 10m 24hr. D>10m, D&N HW-1 to HW+1 & D&N LW to LW+1.		
Tugs:	3 incl 1 GI escort		
Remarks:	Day 1 pilot, Night 2 pilots. Berthing at LW to LW+1 : 2 pilots. Port side to.		

041	**Unberthing**	LOA: Max 220m	
Draft:	Max 13m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2		
Remarks:			

050	**Berthing**	LOA: Max 250m	
Draft:	Max 14m (min 10% UKC)		
Time:	D&N HW-1 to HW+1 & D&N LW to LW+1		
Tugs:	4 incl 1 GI escort. If D<13m 3 incl 1 GI escort.		
Remarks:	2 pilots. Port side to.		

051	**Unberthing**	LOA: Max 250m	
Draft:	Max 14m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2		
Remarks:			

~~060~~	~~**Berthing**~~	~~LOA: Max 274m~~	
~~**Draft:**~~	~~Max 14.63m (min 10% UKC)~~		
~~**Time:**~~	~~D&N HW to HW+1~~ ~~(Jun to Sept: HW-0.5)~~		
~~**Tugs:**~~	~~4 incl 1 GI escort~~		
~~**Remarks:**~~	~~2 pilots. Port side to.~~		

~~061~~	~~**Unberthing**~~	~~LOA: Max 274m~~	
~~**Draft:**~~	~~Max 14.63m (min 10% UKC)~~		
~~**Time:**~~	~~24 hrs~~		
~~**Tugs:**~~	~~3~~		
~~**Remarks:**~~			

General Remark:

Thrusters are not considered as substitute for tug.

Annex II

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. LW+1 to HW+2 @ Mawan.	**Time:**	24 hrs
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~~ D&N @ berth. HW-1 to HW+2 & LW-1 to LW+ 3 @ Mawan.	**Time:**	~~Day~~ D&N @ berth
Tugs:	2	**Tugs:**	2
Remarks:	Stem to tide for berthing; No swing around at night	**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~~ D&N @ berth. HW to HW+2 & LW-1 to LW+2 @ Mawan.	**Time:**	~~Day~~ D&N @ berth. Subject to Mawan transit tidal window.
Tugs:	2. 1 escort @ Mawan to berth if D>10m or LOA>183m.	**Tugs:**	2. 1 escort to Mawan if D>10m or LOA >183m.
Remarks:	2 pilots. Stem to tide for berthing; No swing around at night	**Remarks:**	2 pilots

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. Day light HW to HW+2 @ Mawan.	**Time:**	Day @ berth. Subject to Mawan transit tidal window.
Tugs:	3 incl 1 escort from G.I. + 1 escort @ Mawan to berth	**Tugs:**	2 incl 1 escort to Mawan
Remarks:	2 pilots. Starboard side to.	**Remarks:**	2 pilots

General Remarks:

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Additional guard boat(s) required for berthing/unberthing at night.
3. Thrusters are not considered as substitute for tug.
4. Tugs power refers to chapter 4, paragraph 7.
5. URMA will be used as contingency anchorage.
6. Subject to Ma Wan transit tidal window.

Annex II

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. LW+1 to HW+2 @ Mawan.	**Time:**	24 hrs
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~~ D&N @ berth. HW-1 to HW+2 & LW-1 to LW+ 3 @ Mawan.	**Time:**	~~Day~~ D&N @ berth
Tugs:	2	**Tugs:**	2
Remarks:	Stem to tide for berthing; No swing around or outerfoul at night	**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~~ D&N @ berth. HW to HW+2 & LW-1 to LW+2 @ Mawan.	**Time:**	~~Day~~ D&N @ berth. Subject to Mawan transit tidal window.
Tugs:	2. 1 escort @ Mawan to berth if D>10m or LOA>183m.	**Tugs:**	2. 1 escort to Mawan if D>10m or LOA >183m.
Remarks:	2 pilots. Stem to tide for berthing; No swing around or outerfoul at night	**Remarks:**	2 pilots

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. Day light HW to HW+2 @ Mawan.	**Time:**	Day @ berth. Subject to Mawan transit tidal window.
Tugs:	3 incl 1 escort from G.I. + 1 escort @ Mawan to berth	**Tugs:**	2 incl 1 escort to Mawan
Remarks:	2 pilots. Starboard side to.	**Remarks:**	2 pilots

General Remarks:

1. Mooring/guard boat employed by agents for mooring operations and traffic control.
2. Additional guard boat(s) required for berthing/unberthing at night.
3. Thrusters are not considered as substitute for tug.
4. Tugs power refers to chapter 4, paragraph 7.
5. URMA will be used as contingency anchorage.
6. Subject to Ma Wan transit tidal window.

Annex III

Location : **KTCT-1** **Kai Tak Cruise Terminal Berth 1**

(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)

010	**Berthing**	LOA: Max 130m	
Draft:	Max 8m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2		
Remarks:	.		

011	**Unberthing**	LOA: Max 130m	
Draft:	Max 8m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2		
Remarks:			

020	**Berthing**	LOA: Max 230m	
Draft:	Max 11m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2. If D>10m incl 1 TCS4 escort		
Remarks:			

021	**Unberthing**	LOA: Max 230m	
Draft:	Max 11m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2. If D>10m incl 1 escort		
Remarks:			

030	**Berthing**	LOA: Max 270m	
Draft:	Max 11m (min 10% UKC)		
Time:	~~Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.~~24 hrs		
Tugs:	3 incl 1 TCS4 escort		
Remarks:			

031	**Unberthing**	LOA: Max 270m	
Draft:	Max 11m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2 incl 1 escort		
Remarks:			

040	**Berthing**	LOA: Max 365m	
Draft:	Max 11m (min 10% UKC)		
Time:	~~Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.~~24 hrs		
Tugs:	3 incl 1 TCS4 escort		
Remarks:	2 pilots		

041	**Unberthing**	LOA: Max 365m	
Draft:	Max 11m (min 10% UKC)		
Time:	24 hrs		
Tugs:	2 incl 1 escort		
Remarks:	2 pilots		

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
1. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
2. Minimum fore and aft clearances are 40m.

Annex III

Location : **KTCT-2** **Kai Tak Cruise Terminal Berth 2**

(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)

010 **Berthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

011 **Unberthing** LOA: Max 130m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs: 2
Remarks:

020 **Berthing** LOA: Max 230m
Draft: Max 11m (min 10% UKC)
24 hr.
Tugs: 2. If D>10m incl 1 TCS4 escort
Remarks:

021 **Unberthing** LOA: Max 230m
Draft: Max 11m (min 10% UKC) **Time:**
Time: 24 hrs
Tugs: 2. If D>10m incl 1 escort
Remarks:

030 **Berthing** LOA: Max 270m
Draft: Max 11m (min 10% UKC)
~~Starboard side to: D&N HW to LW.~~
~~Port side to: D&N LW to HW.~~ 24hrs
Tugs: 3 incl 1 TCS4 escort
Remarks:

031 **Unberthing** LOA: Max 270m
Draft: Max 11m (min 10% UKC) **Time:**
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks:

040 **Berthing** LOA: Max 365m
Draft: Max 11m (min 10% UKC)
Time: ~~Starboard side to: D&N HW to LW.~~
~~Port side to: D&N LW to HW.~~ 24hrs
Tugs: 3 incl 1 TCS4 escort
Remarks: 2 pilots

041 **Unberthing** LOA: Max 365m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: 2 incl 1 escort
Remarks: 2 pilots

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
2. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
3. Outer-foul shall be applied if KTCT-1 berthed with vessel LOA > 230m, see KTCT-2/O-F.
4. Minimum fore and aft clearances are 40m.

Annex III

Location : **KTCT-2/O-F** **Kai Tak Cruise Terminal Berth 2 outer-foul**

(Declared Depth: 12.0m at Turning Basin / 13.0m at Berth)

010	**Berthing**	LOA: Max 130m	011	**Unberthing**	LOA: Max 130m
Draft:	Max 8m (min 10% UKC)		**Draft:**	Max 8m (min 10% UKC)	
Time:	24 hrs		**Time:**	24 hrs	
Tugs:	2		**Tugs:**	2	
Remarks:			**Remarks:**		

020	**Berthing**	LOA: Max 230m	021	**Unberthing**	LOA: Max 230m
Draft:	Max 11m (min 10% UKC)		**Draft:**	Max 11m (min 10% UKC)	
Time:	24 hrs		**Time:**	24 hrs	
Tugs:	2. If D>10m incl 1 TCS4 escort		**Tugs:**	2. If D>10m incl 1 escort	
Remarks:			**Remarks:**		

030	**Berthing**	LOA: Max 270m	031	**Unberthing**	LOA: Max 270m
Draft:	Max 11m (min 10% UKC)		**Draft:**	Max 11m (min 10% UKC)	
Time:	~~Starboard side to: D&N HW to LW. Port side to: D&N LW to HW.~~24hrs		**Time:**	24 hrs	
Tugs:	3 incl 1 TCS4 escort		**Tugs:**	2 incl 1 escort	
Remarks:			**Remarks:**		

040	**Berthing**	LOA: Max 300m	041	**Unberthing**	LOA: Max 300m
Draft:	Max 11m (min 10% UKC)		**Draft:**	Max 11m (min 10% UKC)	
Time:	~~Starboard side to: D&N HW to LW.~~24hrs		**Time:**	24 hrs	
Tugs:	3 incl 1 TCS4 escort		**Tugs:**	2 incl 1 escort	
Remarks:	2 pilots. Starboard side to.		**Remarks:**	2 pilots	

General Remarks:

1. For LOA > 270m, berthing/unberthing operations shall be postponed when wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 is hoisted whichever is applicable.
2. The BGL of Cruise Ship Transiting Central Harbour shall be applied for vessels crossing Central Harbour.
3. Outer-foul shall be applied if KTCT-1 berthed with vessel LOA > 230m.
4. Minimum fore and aft clearances are 40m.

Annex IV

ON-TRIAL

Location : **URMPS-C** **Transit Mawan – Container ship**

010 **N. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **S. bound** LOA: Max 200m
Draft: Max 10.0m (min. 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

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

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

030 **N. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

031 **S. bound** LOA: Max 250m
Draft: Max 13m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

040 **N. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort from Kellett buoy for Mawan Transit.
Remarks: 2 pilots

041 **S. bound** LOA: Max 280m
Draft: Max 13.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

050 **N. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort from Kellett buoy for Mawan Transit.
Remarks: 2 pilots

051 **S. bound** LOA: Max 310m
Draft: Max 14.5m (min. 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

Location : ***URMPS-C*** ***Transit Mawan – Container ship***

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

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

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

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

080	**N. bound**	LOA: Max 400m	
Draft:	Max 16.0m (min. 15% UKC)		
Time:	Subject to Mawan transit tidal window. D>15.5m to 16.0m, day light.		
Tugs:	1 from GI & 1 from Kellett buoy escort for Mawan Transit.		
Remarks:	2 pilots		

081	**S. bound**	LOA: Max 400m	
Draft:	Max 16.0m (min. 15% UKC)		
Time:	Subject to Mawan transit tidal window. ~~D>15.5m to 16.0m, day light.~~		
Tugs:	2 escort @ Mawan for Mawan Transit.		
Remarks:	2 pilots		

General Remarks:

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
   a. North bound : from Kellett buoy to NW Mawan Signal Mast except required 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. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.

Annex V

ON TRIAL

Location : **URMPS** **Transit Mawan**
(All vessels other than passenger & container ship)

010 **N. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
D>10m, subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

011 **S. bound** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: 24 hrs.
D>10m, subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan if D>10m.
Remarks:

020 **N. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: Day 1 pilot, Night 2 pilots.

021 **S. bound** LOA: Max 198m
Draft: Max 12.5m (min 15% UKC)
Time: Subject to Mawan transit tidal window.
Tugs: 1 escort @ Mawan for Mawan Transit.
Remarks: Day 1 pilot, Night 2 pilots.

030 **N. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal window. D>12.5m day light transit only.
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from Kellett buoy to TSK buoy if D> 9m.
Remarks: 2 pilots

031 **S. bound** LOA: Max 230m
Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal window. D>12.5m day light transit only.
Tugs: 1 escort @ Mawan for Mawan Transit; for night transit 1 escort from TSK buoy to Kellett buoy if D> 9m.
Remarks: 2 pilots.

040 **N. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit; from GI if D>10m.
Remarks: 2 pilots

041 **S. bound** LOA: Max 255m
Draft: Max 15m (min 15% UKC)
Time: Day light.
Subject to Mawan transit tidal window.
Tugs: Tug minimum 3600 HP each.
1 escort @ Mawan for Mawan Transit.
Remarks: 2 pilots

ON TRIAL

Location : ***URMPS*** ***Transit Mawan***
(All vessels other than passenger & container ship)

050	**N. bound**	LOA: Max 290m	
Draft:	Max 16.8m (min 15% UKC)		
Time:	Day light. Subject to Mawan transit tidal window.		
Tugs:	Tug minimum 3600 HP each. 1 escort from GI for Mawan Transit; +1 @ Mawan if D>14m.		
Remarks:	2 pilots		

051	**S. bound**	LOA: Max 290m	
Draft:	Max 16.8m (min 15% UKC)		
Time:	Day light. Subject to Mawan transit tidal window.		
Tugs:	Tug minimum 3600 HP each. 1 escort @ Mawan for Mawan Transit; 2 if D>14m.		
Remarks:	2 pilots		

060	**N. bound**	LOA: Max ~~305~~310m	
Draft:	Max 16.8m (min 15% UKC)		
Time:	Day light. Subject to Mawan transit tidal window.		
Tugs:	Tug minimum 4000hp each. 1 escort from GI for Mawan Transit; +1 @ Mawan if D>14m.		
Remarks:	2 pilots		

061	**S. bound**	LOA: Max ~~305~~310m	
Draft:	Max 16.8m (min 15% UKC)		
Time:	Day light. Subject to Mawan transit tidal window.		
Tugs:	Tug minimum 4000hp each. 1 escort @ Mawan for Mawan Transit; 2 if D>14m.		
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.