# Chapter: 12

# BERTHING GUIDELINES

## \*\* INDEX \*\*

Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CHT-PC	Central Harbour Transit – Passenger Ship
	(Conventional)
CHT-PC-TW	Central Harbour Transit – Passenger Ship
	(Conventional) (Trial Window)
CHT-PH	Central Harbour Transit – Passenger Ship
	(Highly Maneuverable)
CHT-PH-TW	Central Harbour Transit – Passenger Ship
	(Highly Maneuverable)(Trial Window)
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CVX	Chevron T/Y main berth
CVX-5	Chevron T/Y No. 5 berth
CVX-6A	Chevron T/Y No. 6A berth
CVX-LPG	Chevron T/Y LPG berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1
EMTY-E4	ExxonMobil T/Y east terminal berth 4
EMTY-W1	ExxonMobil T/Y west terminal berth 1
EMTY-W2	ExxonMobil T/Y west terminal berth 2
EURO-1	Euro-Asia berth 1
EURO-2	Euro-Asia berth 2
EURO-3P	Euro-Asia berth 3P
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
HKOLNG(E)	Hong Kong Offshore LNG Terminal east berth
HKOLNG(W)	Hong Kong Offshore LNG Terminal west berth
JBDGA	Junk Bay DG anchorage
KC1	Kwai Chung berth 1
KC2	Kwai Chung berth 2
KC3	Kwai Chung berth 3
KC4	Kwai Chung berth 4
KC5	Kwai Chung berth 5
KC6	Kwai Chung berth 6
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7	Kwai Chung berth 7
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8, 9	Kwai Chung berth 8& 9
KC10C, 10E	Kwai Chung berth 10C & 10E
KC10W	Kwai Chung berth 10W
KC11	Kwai Chung berth 11
KC12	Kwai Chung berth 12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16	Kwai Chung berth 16
KC17-19 KC20	Kwai Chung berth 17-19
	Kwai Chung berth 20

Code	Locations
KEL-1	Kellett Anchorage No. 1
KEL-2	Kellett Anchorage No. 2
KEL-3	Kellett Anchorage No. 3
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
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTN/O-F	Ocean Terminal north berth outer-foul
OTS OTN	Ocean Terminal North berth
OTS/O-F	Ocean Terminal south berth outer-foul
PAFF-E	
PAFF-E PAFF-W	Permanent Aviation Fuel Facility East Berth Permanent Aviation Fuel Facility West Berth
	,
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
RTT-4	River Trade Terminal No.4 berth
RTT-5	River Trade Terminal No.5 berth
SCCA	South Cheung Chau anchorage
SEATRIAL	Sea trial, compass adjustment & equipment calibration
SHELL	Shell oil terminal main berth
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SINO-A	Sinopec T/Y main berth (A)
SINO-B	Sinopec T/Y west berth (B)
SINO-C	Sinopec T/Y east berth (C)
SINO-CW	Sinopec Chai Wan berth
SINO-3	Sinopec T/Y No. 3 berth
SLA	Anchorages South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No. 1
SSK-2 SSK-TD	Sham Shui Kok Anchorage No. 2
	Sham Shui Kok Trans-shipment Dock
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW DEDTIL	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TSK-MHB	Tap Shek Kok Material Handling Berth
TYD	Floating docks west of T/Y Island

Code	Locations
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels
	other than passenger & container ship)
URMPS-C	Transit Mawan – Container ship
/URMA-C	
URMPS-PC/	Transit Mawan – Passenger ship
URMA-PC	(Conventional)
URMPS-PH/	Transit Mawan – Passenger ship (Highly
URMA-PH	Maneuverable)

Code	Locations
WA-2	Western anchorage No.2
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: ASB-JB ASB Biodiesel Terminal (Junk Bay)

010 **Berthing** LOA: Max 85m 011 **Unberthing** LOA: Max 85m

**Draft:** Max 6m (min 10% UKC) **Draft:** Max 6m (min 10% UKC)

Time:Day lightTime:Day lightTugs:2 (Grade II)Tugs:2 (Grade II)

Remarks: Remarks:

## **General Remark:**

Location: **BUOY** Government mooring buoy

010 **Berthing** LOA: Max 183m 011 **Unberthing** LOA: Max 183m **Draft:** Subject to the depth underneath **Draft:** Subject to the depth underneath

individual buoy (min 10% UKC) individual buoy (min 10% UKC)

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

Tugs: See General Remarks Tugs: See General Remarks

Remarks: Remarks:

## **General Remarks:**

1. Additional tugs may be required if adverse weather or high waves prevail.

- 2. Mooring and/or unmooring operations may be suspended if the pilots consider such operations to be dangerous.
- 3. If mooring and/or unmooring operations are suspended, every effort will be made to unmoor departing vessels before services are suspended.
- 4. Additional requirements:

For all buoys if:

D>9.15m 1 tug at the buoy.

D>9.7m HW slack only.

D>10m 1 tug escort at the GI.

L>183m 1 tug at the buoy.

Location: CCEMENT **China Cement Company (TSK)** 

010 **Berthing** LOA: Max 168m 011 Unberthing LOA: Max 168m

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

Day @ berth Day @ berth Time: Time:

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

020 **Berthing** LOA: Max 183m 021 **Unberthing** LOA: Max 183m

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

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

D>10m, subject to Mawan transit D>10m, Day light HW+1 to HW+3

2

& Day light LW-1 to LW+1.5 @ tidal window. Mawan.

**Tugs:** 2. 1 escort @ Mawan if Draft>10m. Tugs: 2. 1 escort @ Mawan if D>10m.

**Remarks:** 2 pilots. Stem to tide for berthing. Remarks: 2 pilots. D>10m Starboard side to.

030 **Berthing** LOA: Max 230m 031 Unberthing LOA: Max 230m

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

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

> Day light HW+1 to HW+3 @ Subject to Mawan transit tidal

Mawan. window.

D>12.5m, day light transit only. 2 incl 1 escort @ Mawan. **Tugs:** 3 incl 1 escort @ Mawan.

Tugs: From URMA: 3 incl 1 escort from To URMA: 2 incl 1 escort from

URMA to berth. berth to URMA.

Remarks: 2 pilots. Starboard side to. Remarks: 2 pilots

040 LOA: Max 240m 041 **Unberthing** LOA: Max 240m **Berthing** Max 15m (min 15% UKC) Max 15m (min 15% UKC) **Draft: Draft:** 

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

Day light HW+1 to HW+1.5 @ D>12.5m, Day light HW to HW+2 & Day light LW+1 to LW+3 @ Mawan.

Mawan.

D≤12.5m, subject to Mawan transit tidal window, day light transit only.

4 incl 1 escort from GI + 1 @ 2 incl 1 escort @ Mawan **Tugs:** Tugs:

To URMA: 2 incl 1 escort from Mawan. D $\leq$ 12m, 3 incl 1 escort from GI + 1 berth to URMA.

@ Mawan.

From URMA: 4 incl 1 escort URMA

to berth. D≤12m, 3 incl 1 escort

from URMA to berth.

**Remarks:** 2 pilots. Starboard side to. Remarks: 2 pilots

## General Remark:

Subject to Ma Wan transit tidal window.

Location : CFT China ferry terminal

010 **Berthing** LOA: Max 153m 011 **Unberthing** LOA: Max 153m

**Draft:** Max 6.5m (min 10% UKC) **Draft:** Max 6.5m (min 10% UKC)

**Time:** 0700 - 2400 hrs **Time:** 0700 - 2400 hrs

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

**Remarks:** No outer-foul for No.3 berth **Remarks:** No outer-foul for No.3 berth

Location: CHT-PC Central Harbour Transit – Passenger Ship (Conventional)

010 East Bound LOA: Max 230m 011 West Bound LOA: Max 230m

**Draft:** Max 9.0m (min 10% UKC) **Draft:** Max 9.0m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

020 East Bound LOA: Max 270m 021 West Bound LOA: Max 270m

**Draft:** Max 9.0m (min 10% UKC) **Draft:** Max 9.0m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:1 escortTugs:1 escort

Remarks: Remarks:

030 East Bound LOA: Max 290m 031 West Bound LOA: Max 290m

 Draft:
 Max 9.5m (min 10% UKC)
 Draft:
 Max 9.5m (min 10% UKC)

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

Tugs:2 escortTugs:2 escortRemarks:2 pilots.Remarks:2 pilots.

1 guard boat to clear the passage. 1 guard boat to clear the passage.

040 East Bound LOA: Max 345m 041 West Bound LOA: Max 345m

 Draft:
 Max 9.5m (min 10% UKC)
 Draft:
 Max 9.5m (min 10% UKC)

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

Tugs:2 escortTugs:2 escortRemarks:2 pilots.Remarks:2 pilots.

Removal of N1 & N2 buoys.

Removal of N1 & N2 buoys.

guard boat to clear the passage.

Removal of N1 & N2 buoys.

guard boat to clear the passage.

- 1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
- This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 3. The operation of this BGL shall be postponed when:
  - (a) Visibility is less than 1 mile.
  - (b) 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.
- 4. Subject to VTC prior approval & traffic condition.
- 5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
  - (a) East Bound: From GI to LYM.
  - (b) West Bound: From TCS4 to GI.
- 6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

## For trial window between 1900 and 2200 hours

Location: CHT-PC-TW Central Harbour Transit – Passenger Ship (Conventional) (Trial Window)

010	East Bound LOA: Max 230m	011	West Bound LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 and 2200 hours	Time:	between 1900 and 2200 hours
Tr	1	ATC.	1

Tugs: 1 escort Tugs: 1 escort

Remarks: Remarks:

020 East Bound LOA: Max 270m 021 LOA: Max 270m West Bound Max 9.0m (min 10% UKC) **Draft:** Max 9.0m (min 10% UKC) **Draft:** between 1900 and 2200 hours between 1900 and 2200 hours Time: Time: **Tugs:** 1 escort **Tugs:** 1 escort

Remarks: Remarks:

030 **East Bound** LOA: Max 290m 031 **West Bound** LOA: Max 290m **Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

Time: between 1900 and 2200 hours & Time: between 1900 and 2200 hours &

LW-2 to HW HW+1 to LW+1

Tugs:2 escortTugs:2 escortRemarks:2 pilotsRemarks:2 pilots

1 guard boat to clear the passage 1 guard boat to clear the passage

- 1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
- 2. This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating conventional passenger ships up to LOA 290m plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
  - (a) Strict adherence to (3) below; and
  - (b) Sailing schedule being publicized in the agreed manner and listed on KTCT website at https://www.kaitakcruiseterminal.com.hk/schedule/.
- 3. The operation of this BGL shall be postponed when:
  - (a) Visibility is less than 1 n.mile;
  - (b) Wind force in the harbour area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No.3 or above is hoisted, whichever is applicable;
  - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
  - (d) Major marine work is being conducted within the relevant fairways.
- 4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
  - (a) via Western Fairway: between berth and GI,
  - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
- 5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
- 6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal
- 7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

Location: CHT-PH Central Harbour Transit – Passenger Ship (Highly Maneuverable)

010 East Bound LOA: Max 230m 011 West Bound LOA: Max 230m

**Draft:** Max 9.0m (min 10% UKC) **Draft:** Max 9.0m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

020 East Bound LOA: Max 270m 021 West Bound LOA: Max 270m

**Draft:** Max 9.0m (min 10% UKC) **Draft:** Max 9.0m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:1 escortTugs:1 escort

Remarks: Remarks:

030 East Bound LOA: Max 290m 031 West Bound LOA: Max 290m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2 escortTugs:2 escortRemarks:2 pilots.Remarks:2 pilots.

1 guard boat to clear the passage. 1 guard boat to clear the passage.

040 **East Bound** LOA: Max 345m 041 **West Bound** LOA: Max 345m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2 escortTugs:2 escortRemarks:2 pilots.Remarks:2 pilots.

1 guard boat to clear the passage. 1 guard boat to clear the passage.

- 1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) Bow thrusters of total power  $\geq 8000HP$
  - (b) Equipped with azipods.
- 2. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 3. The operation of this BGL shall be postponed when:
  - (a) Visibility is less than 1 mile.
  - (b) 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.
- 4. Subject to VTC prior approval & traffic condition.
- 5. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the waters:
  - (a) East Bound: From GI to LYM.
  - (b) West Bound: From TCS4 to GI.
- 6. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

## For trial window between 1900 and 2200 hours

Location: CHT-PH-TW **Central Harbour Transit – Passenger Ship** (Highly Maneuverable)(Trial Window)

010	East Bound LOA: Max 230m	011	West Bound LOA: Max 230m
Draft:	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 and 2200 hours	Time:	between 1900 and 2200 hours
Tugg	1 escort	Tugg	1 escort

1 ugs:

**Remarks: Remarks:** 

020	East Bound LOA: Max 270m	021	West Bound LOA: Max 270m
<b>Draft:</b>	Max 9.0m (min 10% UKC)	Draft:	Max 9.0m (min 10% UKC)
Time:	between 1900 and 2200 hours	Time:	between 1900 and 2200 hours
Tuge	1 eccort	Tuge	1 eccort

Tugs:

**Remarks:** Remarks:

030	East Bound LOA: Max 290m	031	West Bound LOA: Max 290m
Draft:	Max 9.5m (min 10% UKC)	<b>Draft:</b>	Max 9.5m (min 10% UKC)
Time:	between 1900 and 2200 hours	Time:	between 1900 and 2200 hours
Tugs:	2 escort	Tugs:	2 escort

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

1 guard boat to clear the passage. 1 guard boat to clear the passage.

040	East Bound LOA: Max 345m	041	West Bound LOA: Max 345m
Draft:	Max 9.5m (min 10% UKC)	Draft:	Max 9.5m (min 10% UKC)
Time:	between 1900 and 2200 hours	Time:	between 1900 and 2200 hours
Tugs:	2 escort	Tugs:	2 escort

Remarks: 2 pilots. Remarks: 2 pilots.

1 guard boat to clear the passage. 1 guard boat to clear the passage.

- Highly maneuverable passenger ships should meet the following requirements:
  - (a) Bow thrusters of total power  $\geq 8000HP$
  - (b) Equipped with azipods.
- This BGL is set for the trial scheme from 4 March 2024 to 3 March 2026 for participating highly maneuverable passenger ships plying to/from KTCT. VTC prior approval is not required for vessels participating in the trial scheme subject to:
  - (a) Strict adherence to (3) below; and
  - (b) Sailing schedule being publicized in the agreed manner and listed on the KTCT website at https://www.kaitakcruiseterminal.com.hk/schedule/.
- The operation of this BGL shall be postponed when:
  - (a) Visibility is less than 1 n.mile;
  - (b) 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;
  - (c) Major event at sea is being held in the harbour as promulgated by Marine Department Notice; or
  - (d) Major marine work is being conducted within the relevant fairways.

- 4. Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for the passage:
  - (a) via Western Fairway: between berth and GI,
  - (b) via Ma Wan Fairway: between berth and Tsing Ma Bridge.
- 5. For LOA>270m, one guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.
- 6. This BGL is intended for PASSENGER SHIP transiting Central Harbour via Northern Fairway and Central Fairway. For berthing/unberthing requirements please refer to separate BGL of the related terminal.
- 7. No head-on/overtaking actions are allowed by cruise ships to any other vessels during Central Harbour Transit (for Northern Fairway, only limited to the portion between buoys Northern 1 and 4).

Location: **CLPTSK** China light power station (TSK)

010 011 **Berthing** LOA: Max 168m Unberthing LOA: Max 168m

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

Day @ berth Time: Time: Day @ berth

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

**Berthing** 020 LOA: Max 183m 021 Unberthing LOA: Max 183m

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

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

D>10m Day light HW+1 to HW+3 & D>10m, subject to Mawan transit

Day light LW-1 to LW+1.5 @ tidal window.

Mawan.

Tugs:

Stem to tide for berthing.

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

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

030 **Berthing** LOA: Max 230m 031 **Unberthing** LOA: Max 230m

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

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

Day light HW+1 to HW+3 @ Subject to Mawan transit tidal

Mawan. window.

D>12.5m, day light transit only.

2 incl 1 escort @ Mawan. 3 incl 1 escort @ Mawan. Tugs: From URMA: 3 incl 1 escort from

To URMA: 2 incl 1 escort from berth to URMA.

URMA to berth.

Remarks: 2 pilots. Starboard side to. **Remarks:** 2 pilots

040 **Berthing** LOA: Max 280m 041 Unberthing LOA: Max 280m **Draft:** Max 16.8m (min 15% UKC) **Draft:** Max 16.8m (min 15% UKC)

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

Day light HW+1 @ Mawan. D>12.5m, Day light HW to HW+2 1st Jun – 15th Oct : Day light HW+0.5 & Day light LW+1 to LW+3 @

@ Mawan. Mawan.

D<12.5m, subject to Mawan transit

tidal window, Day light transit only. **Tugs:** 2 incl 1 escort @ Mawan.

4 tugs incl 1 escort from GI & 1 @ **Tugs:** Mawan to berth.

D>14m, 3 incl 2 escort @ Mawan. From URMA: 4 tugs incl 1 escort To URMA: 2 incl 1 escort from

from URMA to berth. berth to URMA.

D>14m. 3 incl 2 escort from berth to

URMA.

Remarks: 2 pilots. **Remarks:** 2 pilots. Starboard side to.

Location: CLPTSK China light power station (TSK)

050 **Berthing** LOA: Max 305m 051 **Unberthing** LOA: Max 305m Max 16.8m (min 15% UKC) Max 16.8m (min 15% UKC) **Draft: Draft:** 

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

HW+1 @ Mawan. D>12.5m, Day light HW to HW+2

1st Jun – 15th Oct : Day HW+0.5 & Day light LW+1 to LW+3 @

@ Mawan. Mawan.

D≤12.5m, subject to Mawan transit tidal window, Day light transit only.

**Tugs:** 4 tugs minimum 4,000hp each, **Tugs:** 2 incl 1 escort @ Mawan.

> incl 1 escort from GI & 1 @ Mawan D>14m, 3 incl 2 escort @ Mawan to berth (see General Remarks).

(see General Remarks).

To URMA: 2 incl 1 escort from berth to URMA. D>14m, 3 incl 2 escort from berth to URMA.

Remarks: 2 pilots **Remarks:** 2 pilots. Starboard side to.

## **General Remarks:**

Subject to Ma Wan transit tidal window.

URMA to berth.

From URMA: 4 tugs, minimum

4,000hp each incl 1 escort from

2. During the initial implementation of the trials For LOA Max 305m, provision of one more escort tug from the above-mentioned stipulated number of tugs during Mawan transit is recommended. This tug arrangement should be kept until such trails are satisfactory and under control of the working pilots, it will be evaluated at every 5 berthing/unberthing operations.

Location: CMKEN-N China Merchant Kennedy Town north berth

010 **Berthing** LOA: Max 110m 011 **Unberthing** LOA: Max 110m

**Draft:** Max 7m (min 10% UKC) **Draft:** Max 7m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

Remarks: Remarks:

020 **Berthing** LOA: Max 130m 021 **Unberthing** LOA: Max 130m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: 1 (grade I) + 1 (grade II) Tugs: 1 (grade I) + 1 (grade II)

Remarks: Remarks:

030 **Berthing** LOA: Max 156m 031 **Unberthing** LOA: Max 156m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

 Remarks:
 Remarks:

**Berthing Guidelines** Edition - 07 Jan. 2016

Location: CMKEN-S China Merchant Kennedy Town south berth

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

**Draft:** Max 7m (min 10% UKC) **Draft:** Max 7m (min 10% UKC)

Time: Day light Time: Day light

Tugs: 2 (grade I) or 3 (grade II) Tugs: 2 (grade I) or 3 (grade II)

Remarks: Preferably port side to Remarks:

Location: CVX Chevron T/Y main berth

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

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

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

to LW+3

Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Starboard side to Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

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

LW+1 to LW+2

Tugs: 2 Remarks: Starboard side to Remarks: 2

030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m

**Draft:** Max 12m (min 10% UKC) **Draft:** Max 12m (min 10% UKC)

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

 Tugs:
 2. If D>10m 1 GI escort.
 Tugs:
 2

Remarks: Starboard side to Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

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

Tugs:3 incl 1 GI escortTugs:2Remarks:Day 1 pilot, Night 2 pilots.Remarks:

Berthing at LW+2: 2 pilots.

Starboard side to.

 050
 Berthing
 LOA: Max 250m
 051
 Unberthing
 LOA: Max 250m

 Draft:
 Max 12.6m (min 10% UKC)
 Draft:
 Max 12.6m (min 10% UKC)

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

to LW+2

Tugs: 3 incl 1 GI escort Tugs: 2
Remarks: 2 pilots. Remarks:

Starboard side to.

## 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.

Location: CVX-5 Chevron T/Y No.5 berth

010 **Berthing** LOA: Max 80m 011 **Unberthing** LOA: Max 80m **Draft:** Max 5.2m (min 10% UKC) **Draft:** Max 5.2m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1 (grade II)
 Tugs:
 1 (grade II)

**Remarks:** Max LOA 65m if no pontoon. **Remarks:** Max LOA 65m if no pontoon.

Max draft 3.2m if no pontoon. Max draft 3.2m if no pontoon.

## **General Remark:**

Location: CVX-6A Chevron T/Y No.6A berth

010 **Berthing** LOA: Max 80m 011 **Unberthing** LOA: Max 80m **Draft:** Max 7.3m (min 10% UKC) **Draft:** Max 7.3m (min 10% UKC)

**Time:** Day any time & **Time:** 24 hrs

Night LW to LW+3

Tugs: 1 (grade II) Tugs: 1 (grade II)

Remarks: Starboard side to. Remarks:

Port anchor to be used.

020 **Berthing** LOA: Max 110m 021 **Unberthing** LOA: Max 110m

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

**Time:** Day any time & **Time:** 24 hrs

Night LW to LW+3

Tugs: 2 (grade II) Tugs: 1 (grade II)

**Remarks:** Starboard side to. **Remarks:** 2 (grade II) if no anchor down.

Port anchor to be used.

## **General Remark:**

Location: CVX-LPG Chevron T/Y LPG berth

 010
 Berthing
 LOA: Max 80m
 011
 Unberthing
 LOA: Max 80m

 Draft:
 Max 6.5m (min 10% UKC)
 Draft:
 Max 6.5m (min 10% UKC)

Time: D&N LW+1 to LW+3 Time: 24 hrs

Tugs: 1 (grade II) Tugs: 1 (grade II) tug for unberthing on

flood tide.

2 (grade II) tugs on ebb tide.

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

Bow not to pass 6.5m sign board.

020 **Berthing** LOA: Max 114m 021 **Unberthing** LOA: Max 114m

**Draft:** Max 6.5m (min 10% UKC) **Draft:** Max 6.5m (min 10% UKC)

**Time:** D&N LW+1 to LW+3 **Time:** 24 hrs

**Tugs:** 2. **Tugs:** 2 (grade II) tugs for unberthing on

flood tide.

2 (grade I) tugs on ebb tide.

Remarks: Starboard side to. Remarks:

Bow not to pass 6.5m sign board.

## **General Remark:**

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

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

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

Time:24 hrsTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)

Remarks: Port side to Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Port side toRemarks:

030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m

**Draft:** Max 12m (min 10% UKC) **Draft:** Max 12m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2. If D>10m 1 GI escort.Tugs:2Remarks:Port side toRemarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

**Draft:** Max 13m (min 10% UKC) **Draft:** Max 13m (min 10% UKC)

Time:  $D \le 10 \text{m} 24 \text{hr}$ . Time: 24 hrs

D>10m, D&N HW-1 to HW+1 &

D&N LW to LW+1.

**Tugs:** 3 incl 1 GI escort **Tugs:** 2 **Remarks:** Day 1 pilot, Night 2 pilots. **Remarks:** 

Berthing at LW to LW+1: 2 pilots.

Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m

**Draft:** Max 14m (min 10% UKC) **Draft:** Max 14m (min 10% UKC)

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

to LW+1

**Tugs:** 4 incl 1 GI escort. **Tugs:** 2

If D<13m 3 incl 1 GI escort.

**Remarks:** 2 pilots. Port side to. **Remarks:** 

060 **Berthing** LOA: Max 274m 061 **Unberthing** LOA: Max 274m **Draft:** Max 14.63m (min 10% UKC) **Draft:** Max 14.63m (min 10% UKC)

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

(Jun to Sept: HW-0.5)

Tugs:4 incl 1 GI escortTugs:3Remarks:2 pilots. Port side to.Remarks:

#### General Remark:

Location: EMTY-E4 ExxonMobil T/Y east terminal berth 4

010 Berthing LOA: Max 107m 011 **Unberthing** LOA: Max 107m

**Draft:** Max 5.5m (min 10% UKC) **Draft:** Max 5.5m (min 10% UKC)

Time:Day lightTime:24 hrsTugs:2 (Grade II)Tugs:2 (Grade II)

Remarks: Port side to Remarks:

## **General Remark:**

Location: EMTY-W1 ExxonMobil T/Y west terminal berth 1

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

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

Time:24 hrsTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)

Remarks: Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

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

to LW+1

Tugs:2Tugs:2Remarks:Port side toRemarks:

030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m

**Draft:** Max 12m (min 10% UKC) **Draft:** Max 12m (min 10% UKC)

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

LW+1

Tugs:2. If D>10m 1 GI escort.Tugs:2Remarks:Port side to.Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

**Draft:** Max 13m (min 10% UKC) **Draft:** Max 13m (min 10% UKC)

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

LW+1

Tugs: 3 incl 1 GI escort

Tugs: 2

**Remarks:** Day 1 pilot, Night 2 pilots. **Remarks:** 

Berthing at LW to LW+1: 2 pilots. Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m **Draft:** Max 14.6m (min 10% UKC) **Draft:** Max 14.6m (min 10% UKC)

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

LW+1

**Tugs:** 4 incl 1 GI escort. **Tugs:** 2

If D<13m 3 incl 1 GI escort.

Remarks: 2 pilots. Remarks:

Port side to.

#### **General Remark:**

Location: EMTY-W2 ExxonMobil T/Y west terminal berth 2

010 Berthing LOA: Max 107m 011 Unberthing LOA: Max 107m

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

Time: Day light Time: 24 hrs

Tugs: 2 (grade II) or 2 short (grade I) Tugs: 2 (grade II) or 2 short (grade I)

Remarks: Port side to Remarks:

## **General Remark:**

Location: EURO-1 Euro-Asia berth 1

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

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

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

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

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

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

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

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

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

## **General Remarks:**

Time:

1. No outer-fouling.

- 2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
- 3. All coaster and barge traffic within terminal area should be under terminal's control.
- 4. Thrusters are not considered as substitute for tug.

Location: EURO-2 Euro-Asia berth 2

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

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

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

 Tugs:
 2
 Tugs:
 2

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

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

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

10% UKC) (min 10% UKC)

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

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

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

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

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

10% UKC) (min 10% UKC)

**Time:** D&N LW+1 to LW+2 & HW to  $\qquad$  Time: D&N LW to LW+2 & HW to HW+1

HW+1

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

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

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

#### **General Remarks:**

1. Port side to permissible for outer end only.

- 2. Entrance and dock inshore side should be clear of obstructions. No coasters and barges should be anchored outside and south of the terminal.
- 3. All coaster and barge traffic within terminal area should be under terminal's control.
- 4. Minimum 2 tugs for berthing / unberthing. If 3 tugs are stipulated, thruster meeting conditions required in the guidelines may be accepted to substitute one tug.

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

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

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

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

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

 Tugs:
 2
 Tugs:
 2

 Remarks:
 Remarks:

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

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

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

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

 Tugs:
 2
 Tugs:
 2

Remarks: Remarks:

#### **General Remarks:**

1. Berth must be with pontoon.

- 2. Thrusters are not considered as substitute for tug.
- 3. Mooring / guard boat employed by agents for mooring operations and traffic control.
- 4. A minimum of 25 meters fore and aft clearance should be allowed during berthing and unberthing operations.
- 5. No coasters and barges should be allowed to anchor in the approaching channel of the terminal.
- 6. All coaster and barge traffic within terminal area should be under terminal's control.

Location: HKELECT(N) Lamma power station north wharf

(Declared Depth of Channel & Berth 15.5m)

 010
 Berthing
 LOA: Max 172m
 011
 Unberthing
 LOA: Max 172m

 Draft:
 Max 10.0m (min 15% UKC)
 Draft:
 Max 10.0m (min 15% UKC)

Time: 24 hrs Time: 24 hrs
Tugs: 2
Remarks: Starboard side to.

Remarks:

 020
 Berthing
 LOA: Max 198m
 021
 Unberthing
 LOA: Max 198m

 Draft:
 Max 11.5m (min 15% UKC)
 Draft:
 Max 11.5m (min 15% UKC)

**Time:** HW-1.5 to LW+1.5. **Time:** 24 hrs Outerfoul:HW-1.5 to HW+1.

**Tugs:** 3 incl 2 escort **Tugs:** 2. If D>9m, 3.

**Remarks:** Starboard side to. **Remarks:** Night D>8.5m 2 pilots

Day 1 pilot, Night 2 pilots.

 030
 Berthing
 LOA: Max 250m
 031
 Unberthing
 LOA: Max 250m

 Draft:
 Max 14.6m (min 15% UKC)
 Draft:
 Max 14.6m (min 15% UKC)

**Time:** HW-1.5 to LW+1. **Time:** 24 hrs

Outerfoul:HW-1.5 to HW+1. **Tugs:** 4 incl 2 escort **Tugs:** 3. If D>10m,

Tugs: 4 incl 2 escort Tugs: 3. If D>10m, 4. Remarks: Starboard side to. Remarks: Day 1 pilot, Night 2 pilots.

Day 1 pilot, Night 2 pilots.

040 **Berthing** LOA: Max 262m 041 **Unberthing** LOA: Max 262m **Draft:** Max 14.6m (min 15% UKC) **Draft:** Max 14.6m (min 15% UKC)

Time: Day HW-1 to HW+1 & LW-1 to Time: 24 hrs

LW+1.

Outerfoul: Day HW-0.5 to HW+0.5.

**Tugs:** 4 incl 2 escort **Tugs:** 3. If D>10m, 4.

**Remarks:** 2 pilots. Starboard side to. **Remarks:** 2 pilots

Not exceeding 100,000 DWT.

#### General Remark:

Location: **HKELECT(S)** Lamma power station south wharf

(Declared Depth of Channel & Berth 15.5m)

 010
 Berthing
 LOA: Max 172m
 011
 Unberthing
 LOA: Max 172m

 Draft:
 Max 10.0m (min 15% UKC)
 Draft:
 Max 10.0m (min 15% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

Remarks: Starboard side to Remarks:

020 **Berthing** LOA: Max 198m 021 **Unberthing** LOA: Max 198m Proft. May 11.5m (min 15% LVC)

**Draft:** Max 11.5m (min 15% UKC) **Draft:** Max 11.5m (min 15% UKC)

**Time:** HW-1.5 to LW+1.5 **Time:** 24 hrs **Tugs:** 3 incl 2 escort **Tugs:** 2. If D>9m, 3.

**Remarks:** Starboard side to. **Remarks:** Night D>8.5m 2 pilots

Day 1 pilot, Night 2 pilots.

030 **Berthing** LOA: Max 250m 031 **Unberthing** LOA: Max 250m

**Draft:** Max 14.6m (min 15% UKC) **Draft:** Max 14.6m (min 15% UKC)

Time: HW-1.5 to LW+1 Time: 24 hrs

**Tugs:** 4 incl 2 escort **Tugs:** 3. If D>10m 4.

**Remarks:** Starboard side to. **Remarks:** Day 1 pilot, Night 2 pilots.

Day 1 pilot, Night 2 pilots.

040 **Berthing** LOA: Max 262m 041 **Unberthing** LOA: Max 262m

**Draft:** Max 14.6m (min 15% UKC) **Draft:** Max 14.6m (min 15% UKC)

Time: Day HW-1 to HW+1& LW-1 to Time: 24 hrs

LW+1

**Tugs:** 4 incl 2 escort **Tugs:** 3. If D>10m, 4.

**Remarks:** 2 pilots. Starboard side to. **Remarks:** 2 pilots

Not exceeding 100,000 DWT.

#### General Remark:

Berthing Guidelines w.e.f. 09 Jan. 2023

# ON TRIAL (for 12 months)

Location: HKOLNG(E) Hong Kong Offshore LNG Terminal east berth

(Declared Depth: 15.5 m)

 010
 Berthing
 LOA: Max 350m
 011
 Unberthing
 LOA: Max 350m

 Draft:
 Max. 12.5m (min 15% UKC)
 Draft:
 Max. 12.5m (min 15% UKC)

Time:Day HW-2 to HW+1Time:DayTugs:4Tugs:4Remarks:2 pilotsRemarks:1 pilot

Starboard side to.

#### **General Remarks:**

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.

- 2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
- 3. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.

Berthing Guidelines w.e.f. 09 Jan. 2023

## **ON TRIAL (for 12 months)**

Location: **HKOLNG(W)** Hong Kong Offshore LNG Terminal west berth

(Declared Depth: 15.5 m)

 010
 Berthing
 LOA: Max 350m
 011
 Unberthing
 LOA: Max 350m

 Draft:
 Max. 12.5m (min 15% UKC)
 Draft:
 Max. 12.5m (min 15% UKC)

Time:Day HW-2 to HW+1Time:DayTugs:4Tugs:4Remarks:2 pilotsRemarks:1 pilot

Port side to.

## **General Remarks:**

1. Berthing/unberthing operations shall be postponed when wind force in the area is greater than 20 knots from any direction, and/or strong monsoon signal is hoisted.

- 2. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
- 3. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.

Location: JBDGA Junk Bay DG anchorage

010 **To anchorage** LOA: Max 183m 011 **From anchorage** LOA: Max 183m

**Draft:** Max 11m (min 10% UKC) **Draft:** Max 11m (min 10% UKC)

 Time:
 24 hrs
 24 hrs

 Tugs:
 1 if D>10m
 Tugs:
 1 if D>10m

Remarks: Remarks:

Location: KC1 Kwai Chung berth 1

(Declared Depth at berth 14.0m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 14.0m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 14.0m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 14.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 14.0m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 14.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max 14.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Berthing LOA: Max 360m Max 14.0m + tide – 10% UKC 24 hrs 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. Starboard side to GT >130000, LOA: Max 370m refers.	051 Draft: Time: Tugs:	Unberthing LOA: Max 360m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted. GT >130000, LOA: Max 370m refers.
060 Draft: Time: Tugs:	Berthing LOA: Max 370m Max 14.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster.	061 <b>Draft: Time: Tugs:</b>	Unberthing LOA: Max 370m Max 14.0m + tide – 10% UKC 24 hrs 3, 2 if bow & stern thrusters fitted.

## **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.

bow thruster.

Remarks: Starboard side to

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

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.

**Remarks:** 

Location: KC2 Kwai Chung berth 2

(Declared Depth at berth 15.5m)

010	Berthing	LOA: Max 130m	011	Unberthing	LOA: Max 130m
Draft:	Max $15.5m + 1$	tide – 10% UKC	Draft:	Max 15.5m + t	ide – 10% UKC
Time:	24 hrs		Time:	24 hrs	
Tugs:	1. 2 if D>8m.		Tugs:	1. 2 if no ancho	or down.
Remarks:		2 tugs if adverse	Remarks:		tugs if adverse
	weather.			weather.	
020	Berthing	LOA: Max 230m	021	Unberthing	LOA: Max 230m
Droft	May 15.5m	fide 10% UKC	Droft	May 15.5m + t	ide 10% UKC

**Draft:** Max 15.5m + tide - 10% UKC**Draft:** Max 15.5m + tide – 10% UKC Time: 24 hrs Time: 24 hrs Tugs: 2 Tugs: 2 **Remarks:** Remarks:

030 **Berthing** LOA: Max 270m 031 Unberthing LOA: Max 270m **Draft:** Max 15.5m + tide - 10% UKC **Draft:** Max 15.5m + tide - 10% UKC Time: 24 hrs 24 hrs Time: 2 incl 1 GI escort if no bow thruster.

**Tugs:** Tugs: 1 if bow & stern thrusters fitted. 1 if bow & stern thrusters fitted.

**Remarks:** Remarks:

040 **Berthing** LOA: Max 340m 041 Unberthing LOA: Max 340m Max 15.5m + tide - 10% UKC Max 15.5m + tide - 10% UKC **Draft: Draft:** Time: 24 hrs Time: 24 hrs 3 incl 1 GI escort if no bow thruster. **Tugs:** Tugs:

1 if bow & stern thrusters fitted. 1 if bow & stern thrusters fitted.

**Remarks:** Remarks:

050 **Berthing** LOA: Max 360m 051 Unberthing LOA: Max 360m Max 15.5m + tide - 10% UKCDraft: Draft: Max 15.5m + tide - 10% UKC24 hrs Time: 24 hrs Time: **Tugs:** 3 incl 1 GI escort if no bow thruster. Tugs: 2 if bow & stern thrusters fitted. 1 if bow & stern thrusters fitted.

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

**Remarks:** GT >130000, LOA: Max 370m **Remarks:** GT >130000, LOA: Max 370m refers. refers.

060 061 **Berthing** LOA: Max 370m Unberthing LOA: Max 370m **Draft:** Max 15.5m + tide - 10% UKC Max 15.5m + tide - 10% UKC **Draft:** 

Time: 24 hrs 24 hrs Time:

D>14.0m, D&N LW+1 to LW+3 & D>14.0m, D&N LW+1 to HW+2 if

HW-2 to HW+2 Starboard side to

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

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

if bow & stern thrusters fitted. bow thruster.

D>14.0m, 4

**Remarks:** Remarks:

#### **General Remark:**

**Tugs:** 

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 less than 15.5m.
- 3. LOA>350m, at least one tug  $\geq$ 5000HP.
- 4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.

Location: KC3 Kwai Chung berth 3

(Declared Depth at berth 14.0m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 14.0m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 14.0m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 14.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 14.0m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 14.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
Remarks:		Remarks:	
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max 14.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 360m Max 14.0m + tide – 10% UKC 24 hrs 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. GT >130000, LOA: Max 370m refers.	051 Draft: Time: Tugs:	Unberthing LOA: Max 360m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted.  GT >130000, LOA: Max 370m refers.
060 Draft: Time: Tugs:	Berthing LOA: Max 370m Max 14.0m + tide – 10% UKC 24 hrs 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	061 Draft: Time: Tugs:	Unberthing LOA: Max 370m Max 14.0m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted. D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.

## **General Remark:**

**Remarks:** 

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

Remarks:

bow thruster.

Location: KC4 Kwai Chung berth 4

(Declared Depth at berth 14.2m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 14.2m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 14.2m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 14.2m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 14.2m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 14.2m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 14.2m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max 14.2m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max 14.2m + tide – 10% UKC 24 hrs 2. 1 if bow & stern thrusters fitted.
050 Draft: Time: Tugs:	Berthing LOA: Max 360m Max 14.2m + tide – 10% UKC 24 hrs 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. GT >130000, LOA: Max 370m refers.	051 Draft: Time: Tugs:	Unberthing LOA: Max 360m Max 14.2m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted. GT >130000, LOA: Max 370m refers.
060 Draft: Time: Tugs:	Berthing LOA: Max 370m Max 14.2m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2 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	061 Draft: Time: Tugs:	Unberthing LOA: Max 370m Max 14.2m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to HW+2 if Starboard side to 2, 1 if bow & stern thrusters fitted. D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.

bow thruster.

## **General Remark:**

**Remarks:** 

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

D>14.0m, 4

**Remarks:** 

**Remarks:** 

Location: KC5 Kwai Chung berth 5

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
Remarks		Remarks	:
040 Draft: Time: Tugs:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs:	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.		Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. D&N LW+1 to HW+1, thrusters not
			considered.
060 <b>Draft:</b> <b>Time:</b>	Berthing LOA: Max 370m Max 15.5m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2	061 <b>Draft:</b> <b>Time:</b>	<b>Unberthing</b> LOA: Max 370m Max 15.5m + tide – 10% UKC 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.	Tugs:	3, 2 if bow & stern thrusters fitted. D>14.0m, 4

Location: KC5 Kwai Chung berth 5

(Declared Depth at berth 15.5m)

070 **Berthing** LOA: Max 400m 071 **Unberthing** LOA: Max 400m Max 15.5m + tide - 10% UKC**Draft:** Max 15.5m + tide - 10% UKC **Draft:** Time: 24 hrs Time: 24 hrs

D>14.0m, D&N LW+1 to LW+3 & D>14.0m, D&N HW-1 to LW+2

HW-2 to HW+2 4 incl 1 GI escort if no bow thruster. **Tugs:** 

**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.

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

4

distance less than 150m from KC5 quayside must be boom up. 210m southward from KC1 corner is not

occupied.

#### General Remark:

**Tugs:** 

- 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.
- LOA>370m & D>14.0m, at least one tug  $\geq$  6000HP & one tug  $\geq$  5000HP.
- 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.
- 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.

Kwai Chung berth 6 Location: KC6

(Declared Depth at berth 14.2m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 14.2m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 14.2m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 14.2m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 14.2m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 14.2m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 14.2m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 14.2m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs, thrusters not considered GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 14.2m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.  GT >90000, LOA: Max 340m refers.
050 <b>Draft:</b> <b>Time:</b>	Berthing LOA: Max 340m Max 14.2m + tide – 10% UKC 24 hrs D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2	051 Draft: Time:	Unberthing LOA: Max 340m Max 14.2m + tide – 10% UKC 24 hrs
Tugs:	3 incl 1 GI escort if no bow thruster. 2 if bow & stern thrusters fitted.	Tugs:	2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 2 if bow & stern thrusters fitted.
<b>Remarks:</b>	Port side to	Remarks:	

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

060	<b>Berthing</b> LOA: Max 350m	061	<b>Unberthing</b> LOA: Max 350m
<b>Draft:</b>	Max 14.2m + tide – 10% UKC	Draft:	Max 14.2m + tide – 10% UKC
Time:	24 hrs	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.	Tugs:	3, 2 if bow & stern thrusters fitted.

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

bow thruster.

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

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

Location: KC6/O-F Kwai Chung berth 6 outer-foul

(Declared Depth at berth 14.2m)

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Thrusters not considered if stern inRemarks:

 020
 Berthing
 LOA: Max 250m
 021
 Unberthing
 LOA: Max 250m

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

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

Remarks: Thrusters not considered Remarks: Thrusters not considered

030 **Berthing** LOA: Max 290m 031 **Unberthing** LOA: Max 290m **Draft:** Max 14.2m + tide - 10% UKC **Draft:** Max 14.2m + tide - 10% UKC

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 3
 Tugs:
 2

Remarks: No stern in. Remarks: Thrusters not considered

Full length of opposite berth must be clear and quay cranes must be boom

up.

### **General Remark:**

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

Location: KC7 Kwai Chung berth 7

D>12.5m, 4 incl 1 GI escort if no

bow thruster.

**Remarks:** Starboard side to

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. : Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks	<b>Unberthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs, thrusters not considered GT >90000, LOA: Max 340m refers	041 Draft: Time: Tugs: Remarks	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. : GT >90000, LOA: Max 340m refers
050 <b>Draft:</b> <b>Time:</b>	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2	051 <b>Draft:</b> <b>Time:</b>	Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs
Tugs:	3 incl 1 GI escort if no bow thruster. 2 if bow & stern thrusters fitted. D>12.5m. 4 incl1 GI escort if no bow thruster	Tugs:	2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 2 if bow & stern thrusters fitted.
Remarks:	Starboard side to	Remarks	•
060 <b>Draft:</b> <b>Time:</b>	Berthing LOA: Max 350m Max 15.5m + tide – 10% UKC 24 hrs D>12.5m, D&N LW+1 to LW+3 & HW-2 to HW+2	061 <b>Draft:</b> <b>Time:</b>	Unberthing LOA: Max 350m Max 15.5m + tide – 10% UKC 24 hrs
Tugs:	3 incl 1 GI escort if no bow thruster. 2 if bow & stern thrusters fitted.	Tugs:	3, 2 if bow & stern thrusters fitted.

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

Location: KC7/O-F Kwai Chung berth 7 outer-foul

(Declared Depth at berth 15.5m)

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Thrusters not considered if stern inRemarks:

020 **Berthing** LOA: Max 250m 021 **Unberthing** LOA: Max 250m **Draft:** Max 15.5m + tide - 10% UKC **Draft:** Max 15.5m + tide - 10% UKC

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

Remarks: Thrusters not considered Remarks: Thrusters not considered

 030
 Berthing
 LOA: Max 290m
 031
 Unberthing
 LOA: Max 290m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 3
 Tugs:
 2

Remarks: No stern in. Remarks: Thrusters not considered

Full length of opposite berth must be clear and quay cranes must be boom

up.

### **General Remark:**

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

bow thruster.

**Remarks:** 

# ON TRIAL

Location: KC8-9 Kwai Chung berth 8-9

(Declared Depth at berth 16.0m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 16.0m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 16.0m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 230m Max 16.0m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 16.0m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 16.0m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 16.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 340m Max 16.0m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 340m Max 16.0m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
050 Draft: Time:	Berthing LOA: Max 360m Max 16.0m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2	051 Draft: Time:	Unberthing LOA: Max 360m Max 16.0m + tide – 10% UKC 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.	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.	Remarks:	GT >130000, LOA: Max 370m refers.
060 Draft: Time:	Berthing LOA: Max 370m Max 16.0m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2	061 <b>Draft:</b> <b>Time:</b>	<b>Unberthing</b> LOA: Max 370m Max 16.0m + tide – 10% UKC 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	Tugs:	3, 2 if bow & stern thrusters fitted.

070 Berthing LOA: Max 400m 071 Unberthing LOA: Max 400m Max 16.0m + tide - 10% UKC **Draft:** Max 16.0m + tide - 10% UKC **Draft:** 

Time: 24 hrs Time: 24 hrs

D>14.0m, D&N LW+1 to HW+2 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. **Tugs: Remarks: Remarks:** 

### **General Remark:**

Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.

2.

LOA>350m, at least one tug  $\geq$ 5000HP. LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP. 3.

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 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 1 if bow & stern thrusters fitted.

# **General Remarks:**

**Remarks:** Port side to

- 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.

Location: KC10W Kwai Chung berth 10W

(Declared Depth at berth 15.5m)

010	D 41:	LOA: Mar. 120	011	TT 1 41 *	I O A . M 120
010	Berthing	LOA: Max 130m	011	Unbertning	LOA: Max 130m
<b>Draft:</b>	Max 15.5m +	tide – 10% UKC	Draft:	Max 15.5m + ti	de – 10% UKC
Time:	24 hrs		Time:	24 hrs	
Tugs:	1. 2 if D>8m.		Tugs:	1. 2 if no ancho	or down.
Remarks:	Ro-Ro vessel a weather	2 tugs if adverse	Remarks:	Ro-Ro vessel 2 weather	tugs if adverse
020	Berthing	LOA: Max 230m	021	Unberthing	LOA: Max 230m
Draft	Max $15.5m + 10.00$	tide – 10% UKC	Draft	Max $15.5m + ti$	de = 10% LIKC

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

 Remarks:
 Remarks:

030 **Berthing** LOA: Max 270m 031 **Unberthing** LOA: Max 270m **Draft:** Max 15.5m + tide - 10% UKC **Draft:** Max 15.5m + tide - 10% UKC **Time:** 24 hrs

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

**Remarks:** Stern in 3 tugs **Remarks:** 

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

1 if bow & stern thrusters fitted. **Remarks:** Stern in 3 tugs **Remarks:** GT >90000, LOA: Max 340m

GT >90000, LOA: Max 340m refers. refers.

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

1 if bow & stern thrusters fitted. D>12.5m, 3, 1 if bow & stern

thrusters fitted.

**Remarks:** Stern in 3 tugs **Remarks:** 

 060
 Berthing
 LOA: Max 370m
 061
 Unberthing
 LOA: Max 370m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

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

D>14.0m, D&N LW+1 to LW+3 & D>14.0m, D&N LW+1 to HW+2 HW-2 to HW+1

**Tugs:** 

3. 2 if bow & stern thrusters fitted.

D>14.0m, 4

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

D>12.5m, 4 incl 1 GI escort if no

bow thruster.

Remarks: Port side to Remarks:

#### **General Remarks:**

**Tugs:** 

- 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  $\geq$ 5000HP.
- 4. LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP.

Location: KC 11 Kwai Chung berth 11

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs 2
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs. GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 1 if bow & stern thrusters fitted.

# **General Remarks:**

Remarks: Starboard side to

- 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.

Location: KC12 Kwai Chung berth 12

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1. 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1, 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather.
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs. GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hr 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.
Draft: Time: Tugs:	Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs.	Draft: Time: Tugs:	Max 15.5m + tide – 10% UKC 24 hr 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m

060	<b>Berthing</b> LOA: Max 370m	061	<b>Unberthing</b> LOA: Max 370m
Draft:	Max 15.5m + tide - 10% UKC	Draft:	Max 15.5m + tide – 10% UKC
Time:	24 hrs	Time:	24 hrs
	D>14.0m, D&N LW+1 to LW+3 &		D>14.0m, D&N LW+1 to HW+2
	HW-2 to HW+1		
Tugs:	3 incl 1 GI escort if no bow thruster.	Tugs:	3, 2 if bow & stern thrusters fitted.
	2 if bow & stern thrusters fitted.		D>14.0m, 4
	D>12.5m, 4 incl 1 GI escort if no		

**Remarks:** 

# **General Remarks:**

bow thruster.

**Remarks:** Starboard side to

- 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  $\geq$ 5000HP.
- 4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
- 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.

**Remarks:** Stern in 3 tugs

Location: KC13-14 Kwai Chung berth 13-14

(Declared Depth at berth 15.5m)

010 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1, 2 if D>8m. Ro-Ro vessel 2 tugs if adverse weather	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1, 2 if no anchor down. Ro-Ro vessel 2 tugs if adverse weather
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
040 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted. Stern in 3 tugs GT >90000, LOA: Max 340m refers.	041 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 300m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. GT >90000, LOA: Max 340m refers.
050 Draft: Time: Tugs:	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	051 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted. D>12.5m, 3, 1 if bow & stern thrusters fitted.

Location: KC13-14 Kwai Chung berth 13-14

(Declared Depth at berth 15.5m)

 060
 Berthing
 LOA: Max 370m
 061
 Unberthing
 LOA: Max 370m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

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

D>12.5m, D&N LW+1 to HW+2. D>14.0m, D&N LW+1 to HW+2

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

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

D>12.5m, 4 incl 1 GI escort if no bow thruster.

Remarks: Starboard side to Remarks:

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

**Tugs:** 4 incl 1 GI escort if no bow thruster. **Tugs:** 4 **Remarks:** Starboard side to **Remarks:** 

- 1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
- 2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.
- 3. LOA>350m, at least one tug >5000HP.
- 4. LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP.
- 5. LOA>370m & D>14.0m, at least one tug  $\geq$  6000HP & one tug  $\geq$  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
 011
 Unberthing
 LOA: Max 130m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

Time: 24 hrs Time: 24 hrs

**Tugs:** 1, 2 if D>8m. **Tugs:** 1, 2 if no anchor down.

Remarks: Remarks:

 020
 Berthing
 LOA: Max 183m
 021
 Unberthing
 LOA: Max 183m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

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

Tugs: 2
Remarks: Port side to if LOA>200m
Remarks:

030 **Berthing** LOA: Max 230m 031 **Unberthing** LOA: Max 230m **Draft:** Max 15.5m + tide – 10% UKC **Draft:** Max 15.5m + tide – 10% UKC

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 1

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

Remarks: Port side to Remarks:

040 **Berthing** LOA: Max 270m 041 **Unberthing** LOA: Max 270m **Draft:** Max 15.5m + tide – 10% UKC **Draft:** Max 15.5m + tide – 10% UKC

Time: 24 hrs Time: 24 hrs

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

1 if bow & stern thrusters fitted.

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

050 Berthing LOA: Max 340m 051 Unberthing LOA: Max 340m

**Draft:** Max 15.5m + tide - 10% UKC **Draft:** Max 15.5m + tide - 10% UKC **Time:** 24 hrs

Tugs: 3 incl 1 GI escort if no bow thruster. Tugs: 24 ins 24 ins 24 ins 24 ins

1 if bow & stern thrusters fitted.

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

refers.

 060
 Berthing
 LOA: Max 360m
 061
 Unberthing
 LOA: Max 360m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

Time: 24 hrs Time: 24 hrs

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

2 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted.

bow thruster.

**Remarks:** Port side to **Remarks:** GT >130000, LOA: Max 370m

GT >130000, LOA: Max 370m refers.

070 Berthing LOA: Max 370m 071 Unberthing LOA: Max 370m Max 15.5m + tide - 10% UKC **Draft: Draft:** Max 15.5m + tide - 10% UKC 24 hrs Time:

Time: 24 hrs

D>14.0m, D&N LW+1 to LW+3 &

HW-1 to HW+2

3 Incl 1 GI escort if no bow thruster. **Tugs:** 

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

bow thruster.

D>14.0m, D&N LW+1 to LW+3 &

HW-1 to HW+2

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

D>13.0m, 3, 2 if bow & stern

thrusters fitted. D>14.0m, 4

Remarks: Port side to Remarks:

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

Remarks:

Location: KC16 Kwai Chung berth 16

(Declared Depth at berth 15.5 m)

010 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1, 2 if D>8m.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 15.5m + tide – 10% UKC 24 hrs 1, 2 if no anchor down.
	<b>Berthing</b> LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hr.	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 15.5m + tide – 10% UKC 24 hrs
030 Draft: Time: Tugs: Remarks:	Berthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 270m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
	Berthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 15.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.
Remarks:	1 if bow & stell tillusters fitted.	Remarks:	
Draft: Time:	Berthing LOA: Max 360m Max 15.5m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1	051 Draft: Time:	Unberthing LOA: Max 360m Max 15.5m + tide – 10% UKC 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	Tugs:	2, 1 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted.
Remarks:	bow thruster. GT >130000, LOA: Max 370m refers.	Remarks:	D>14.0m, 4 GT >130000, LOA: Max 370m refers.
060 <b>Draft:</b> <b>Time:</b>	<b>Berthing</b> LOA: Max 370m Max 15.5m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1	061 <b>Draft:</b> <b>Time:</b>	Unberthing LOA: Max 370m Max 15.5m + tide – 10% UKC 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.	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
T) 1		T) 1	

 070
 Berthing
 LOA: Max 400m
 071
 Unberthing
 LOA: Max 400m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

Time:

24 hrs

HW-1 to HW+1

D>14.0m, D&N LW+1 to LW+3 &

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. **Tugs:** 4

Remarks: 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  $\geq$ 5000HP.
- 4. LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP.
- 5. LOA>370m & D>14.0m, at least one tug  $\geq$  6000HP & one tug  $\geq$  5000HP.

**Remarks:** 

# ON TRIAL

Location: KC 17-19 Kwai Chung berth 17-19

(Declared Depth at berth 16.5 m)

010 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 130m Max 16.5m + tide – 10% UKC 24 hrs 1, 2 if D>8m.	011 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 130m Max 16.5m + tide – 10% UKC 24 hrs 1, 2 if no anchor down.		
020 Draft: Time: Tugs: Remarks:	<b>Berthing</b> LOA: Max 230m Max 16.5m + tide – 10% UKC 24 hr.	021 Draft: Time: Tugs: Remarks:	Unberthing LOA: Max 230m Max 16.5m + tide – 10% UKC 24 hrs		
030 Draft: Time: Tugs:	Berthing LOA: Max 270m Max 16.5m + tide – 10% UKC 24 hrs 2 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	031 Draft: Time: Tugs:	Unberthing LOA: Max 270m Max 16.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.		
040 <b>Draft: Time: Tugs:</b>	Berthing LOA: Max 340m Max 16.5m + tide – 10% UKC 24 hrs 3 incl 1 GI escort if no bow thruster. 1 if bow & stern thrusters fitted.	041 Draft: Time: Tugs:	Unberthing LOA: Max 340m Max 16.5m + tide – 10% UKC 24 hrs 2, 1 if bow & stern thrusters fitted.		
Remarks		Remarks:			
050 Draft: Time:	Berthing LOA: Max 360m Max 16.5m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1	051 Draft: Time:	Unberthing LOA: Max 360m Max 16.5m + tide – 10% UKC 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	Tugs:	2, 1 if bow & stern thrusters fitted. D>13.0m, 3, 2 if bow & stern thrusters fitted.		
Remarks	bow thruster. GT >130000, LOA: Max 370m refers.	Remarks	D>14.0m, 4 GT >130000, LOA: Max 370m refers.		
060 <b>Draft:</b> <b>Time:</b>	Berthing LOA: Max 370m Max 16.5m + tide – 10% UKC 24 hrs D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1	061 <b>Draft: Time:</b>	Unberthing LOA: Max 370m Max 16.5m + tide – 10% UKC 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.	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		
D om onlyg	D>13.0m, 4 incl 1 GI escort if no	D over a vilva	& stern thrusters fitted.		

070 Berthing 071 Unberthing LOA: Max 400m LOA: Max 400m **Draft:** Max 16.5m + tide - 10% UKC **Draft:** Max 16.5m + tide - 10% UKC

Time:

24 hrs

HW-1 to HW+1

D>14.0m, D&N LW+1 to LW+3 &

Time: 24 hrs

D>14.0m, D&N LW+1 to LW+3 &

HW-1 to HW+1

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

4 **Remarks: Remarks:** 

- Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
- Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs. 2.
- 3. LOA>350m, at least one tug  $\geq$ 5000HP.
- LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP. 4.
- 5. LOA>370m & D>14.0m, at least one tug  $\geq$  6000HP & one tug  $\geq$  5000HP.

Location: KC20 Kwai Chung berth 20

(Declared Depth at Berth 15.5 m)

Time: 24 hrs Time: 24 hrs

Tugs: 1, if D>8m 2 Tugs: 1, if no anchor down 2

Remarks: Remarks:

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

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Remarks:Remarks:

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

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

Time: 24 hrs Time: 24 hrs

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

1 if bow & stern thrusters fitted.

Remarks: Remarks:

 040
 Berthing
 LOA: Max 310m
 041
 Unberthing
 LOA: Max 310m

 Draft:
 Max 15.5m + tide - 10% UKC
 Draft:
 Max 15.5m + tide - 10% UKC

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

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

1 if bow & stern thrusters fitted.

Remarks: Remarks:

- 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.

Location : KEL-1 Kellett Anchorage No.1

010 **To anchorage** LOA: Max 300m 011 **From anchorage** LOA: Max 300m

**Draft:** Max 11.0m (min 10% UKC) **Draft:** Max 11.0m (min 10% UKC)

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

Remarks: Remarks:

Location: KEL-2 Kellett Anchorage No.2

010 **To anchorage** LOA: Max 150m 011 **From anchorage** LOA: Max 150m

**Draft:** Max 6.5m (min 10% UKC) **Draft:** Max 6.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

Location: KEL-3 Kellett Anchorage No.3

010 **To anchorage** LOA: Max 180m 011 **From anchorage** LOA: Max 180m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

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

Tugs: Tugs: Remarks: Remarks:

**Berthing Guidelines** Edition - 07 Jan. 2016

#### **ON TRIAL**

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	011	Unberthing	LOA: Max 130m
Draft:	Max 8m (mi	n 10% UKC)	Draft:	Max 8m (mir	10% UKC)
PR-1	0.4.1		F85.4	0.4.1	

 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. Time: 24 hrs

Port side to: D&N LW to HW.

**Tugs:** 3 incl 1 TCS4 escort **Tugs:** 2 incl 1 escort

Remarks: Remarks:

040 **Berthing** LOA: Max 365m 041 **Unberthing** LOA: Max 365m **Draft:** Max 11m (min 10% UKC) **Draft:** Max 11m (min 10% UKC)

**Time:** Starboard side to: D&N HW to LW. **Time:** 24 hrs

Port side to: D&N LW to HW.

Tugs:3 incl 1 TCS4 escortTugs:2 incl 1 escortRemarks:2 pilotsRemarks:2 pilots

- 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.

**Berthing Guidelines** Edition - 07 Jan. 2016

#### **ON TRIAL**

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 011 **Unberthing** LOA: Max 130m

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

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

Port side to: D&N LW to HW.

Tugs: 3 incl 1 TCS4 escort Tugs: 2 incl 1 escort

Remarks: Remarks:

040 **Berthing** LOA: Max 365m 041 **Unberthing** LOA: Max 365m

**Draft:** Max 11m (min 10% UKC) **Draft:** Max 11m (min 10% UKC)

**Time:** Starboard side to: D&N HW to LW. **Time:** 24 hrs

Port side to: D&N LW to HW.

Tugs: 3 incl 1 TCS4 escort Tugs: 2 incl 1 escort

Remarks: 2 pilots Remarks: 2 pilots

- 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.
- 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.

**Berthing Guidelines** Edition - 07 Jan. 2016

#### **ON TRIAL**

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. **Time:** 24 hrs

Port side to: D&N LW to HW.

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. Time: 24 hrs

Tugs: 3 incl 1 TCS4 escort Tugs: 2 incl 1 escort

Remarks: 2 pilots Remarks: 2 pilots

- 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.

Location: KYCA Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m 011 **From anchorage** LOA: Max 120m

**Draft:** Max 7m (min 10% UKC) **Draft:** Max 7m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

Location: LOP Lok On Pai oil berth

010 **Berthing** LOA: Max 122m 011 **Unberthing** LOA: Max 122m

**Draft:** Max 8m (min 15% UKC) **Draft:** Max 8m (min 15% UKC)

Time:DayTime:DayTugs:2Tugs:2Remarks:Remarks:

Location: MFT Macau ferry terminal

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

**Draft:** Max 5m (min 10% UKC) **Draft:** Max 5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Remarks:

Location: MWA Ma Wan anchorage

010 **To anchorage** LOA: Max 230m 011 **From anchorage** LOA: Max 230m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1 if D>10m
 Tugs:
 1 if D>10m

Remarks: Remarks:

020 **To anchorage** LOA: Max 320m 021 **From anchorage** LOA: Max 320m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:1Tugs:1Remarks:Remarks:

Location: NLA North Lamma anchorage

010 **To anchorage** LOA: Max 230m 011 **From anchorage** LOA: Max 230m

**Draft:** Max 12.9m (min 10% UKC) **Draft:** Max 12.9m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1 if D>10m
 Tugs:
 1 if D>10m

Remarks: Remarks:

020 **To anchorage** LOA: Max 350m 021 **From anchorage** LOA: Max 350m

**Draft:** Max 12.9m (min 10% UKC) **Draft:** Max 12.9m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:1Tugs:1Remarks:Remarks:

Location: NWLA North West Lamma anchorage

010 **To anchorage** LOA: Max 230m 011 **From anchorage** LOA: Max 230m

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

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

Tugs: Tugs: Remarks: Remarks:

020 To anchorage LOA: Max 300m 021 From anchorage LOA: Max 300m

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

 Time:
 24 hrs
 24 hrs

 Tugs:
 1
 Tugs:
 1

 Remarks:
 Remarks:

Location: **OTN Ocean Terminal north berth** 

010 **Berthing** LOA: Max 80m 011 **Unberthing** LOA: Max 80m **Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1
 Tugs:
 1

 Remarks:
 Remarks:

 020
 Berthing
 LOA: Max 130m
 021
 Unberthing
 LOA: Max 130m

 Draft:
 Max 8.5m (min 10% UKC)
 Draft:
 Max 8.5m (min 10% UKC)

Time: 24 hrs
Tugs: 2
Remarks:

Rate of the first of the f

030 **Berthing** LOA: Max 230m 031 **Unberthing** LOA: Max 230m

 Draft:
 Max 8.5m (min 10% UKC)
 Draft:
 Max 8.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

Tugs:2Tugs:2Remarks:Starboard side toRemarks:

040 **Berthing** LOA: Max 270m 041 **Unberthing** LOA: Max 270m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

Time: D&N LW-1 to HW-1 Time: 24 hrs

Tugs: 3 incl 1 GI escort Tugs: 2 incl 1 escort

Remarks: Starboard side to Remarks:

Location: OTN/O-F Ocean Terminal north berth outer-foul

010 **Berthing** LOA: Max 175m 011 **Unberthing** LOA: Max 175m

 Draft:
 Max 7.2m (min 10% UKC)
 Draft:
 Max 7.2m (min 10% UKC)

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

Tugs: 2
Remarks: Starboard side to

Tugs: 2
Remarks: Remarks:

Location: OTS Ocean Terminal south berth

010 **Berthing** LOA: Max 80m 011 **Unberthing** LOA: Max 80m **Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

 Time:
 24 hrs
 24 hrs

 Tugs:
 1
 Tugs:
 1

 Remarks:
 Remarks:

020 **Berthing** LOA: Max 130m 021 **Unberthing** LOA: Max 130m

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

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Remarks:

 030
 Berthing
 LOA: Max 230m
 031
 Unberthing
 LOA: Max 230m

 Draft:
 Max 10.67m (min 10% UKC)
 Draft:
 Max 10.67m (min 10% UKC)

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

Tugs: 2. If D>10m incl 1 GI escort Tugs: 2. If D>10m incl 1 escort

Remarks: Remarks:

040 **Berthing** LOA: Max 270m 041 **Unberthing** LOA: Max 270m **Draft:** Max 10.67m (min 10% UKC) **Draft:** Max 10.67m (min 10% UKC)

Time: D&N HW-2 to LW+2 Time: 24 hrs
Tugs: 3 incl 1 GI escort Tugs: 2 incl 1 escort

**Remarks:** Port side to. **Remarks:** Max Fwd = 9.45m Aft =10.67m.

Max Fwd = 9.45m Aft = 10.67m.

 050
 Berthing
 LOA: Max 290m
 051
 Unberthing
 LOA: Max 290m

 Draft:
 Max 10.67m (min 10% UKC)
 Draft:
 Max 10.67m (min 10% UKC)

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

**Tugs:** 3 incl 1 GI escort **Tugs:** 2 incl 1 escort **Remarks:** 2 pilots. Port side to. **Remarks:** 2 pilots.

Max Fwd = 9.45m Aft = 10.67m. Max Fwd = 9.45m Aft = 10.67m.

Location: OTS/O-F Ocean Terminal south berth outer-foul

010 **Berthing** LOA: Max 175m 011 **Unberthing** LOA: Max 175m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

 Time:
 24 hrs
 24 hrs

 Tugs:
 2
 Tugs:
 2

 Remarks:
 Remarks:

### **ON TRIAL**

Location: PAFF-E Permanent Aviation Fuel Facility East Berth

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

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

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

LW+1 to HW+2 @ Mawan.

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

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

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

Time: Day @ berth. Time: Day @ berth

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

@ Mawan.

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

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

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

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

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

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

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

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

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

Stem to tide for berthing.

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

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

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

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

window.

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

Mawan to berth

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

Starboard side to.

### **General Remarks:**

- 1. Mooring/guard boat employed by agents for mooring operations and traffic control.
- 2. Thrusters are not considered as substitute for tug.
- 3. Tugs power refer to chapter 4, paragraph 7.
- 4. URMA will be used as contingency anchorage.
- 5. Subject to Ma Wan transit tidal window.

LOA: Max 168m

**Unberthing** 

### **ON TRIAL**

Location: PAFF-W **Permanent Aviation Fuel Facility West Berth** 

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

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

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

LOA: Max 168m

LW+1 to HW+2 @ Mawan.

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

020 021

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

Time: Day @ berth. Time: Day @ berth

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

@ Mawan.

**Berthing** 

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

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

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

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

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

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

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

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

Remarks: 2 pilots. Remarks: 2 pilots

Stem to tide for berthing.

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

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

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

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

window.

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

Mawan to berth

Remarks: 2 pilots. Remarks: 2 pilots

Starboard side to.

### General Remarks:

- Mooring/guard boat employed by agents for mooring operations and traffic control. 1.
- 2. Thrusters are not considered as substitute for tug.
- Tugs power refer to chapter 4, paragraph 7. 3.
- URMA will be used as contingency anchorage. 4.
- 5. Subject to Ma Wan transit tidal window.

**Berthing Guidelines** Edition - 07 Jan. 2016

Location: PSSA-E Pun Shan Shek anchorage east

010 **To anchorage** LOA: Max 230m 011 **From anchorage** LOA: Max 230m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

**Time:** 24 hrs **Time:** 24 hrs **Tugs:** 1 if D>10m **Tugs:** 1 if D>10m

Remarks: Reserved naval anchorage Remarks: Reserved naval anchorage

020 **To anchorage** LOA: Max 320m 021 **From anchorage** LOA: Max 320m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1
 Tugs:
 1

**Remarks:** Reserved naval anchorage **Remarks:** Reserved naval anchorage

Location: PSSA-W Pun Shan Shek anchorage west

010 **To anchorage** LOA: Max 195m 011 **From anchorage** LOA: Max 195m

**Draft:** Max 11m (min 10% UKC) **Draft:** Max 11m (min 10% UKC)

**Time:** If D>8.2m or L>138m day only **Time:** 24 hrs

Tugs: 1 if D>8.2m or L>138m

Remarks: Reserved naval anchorage

Tugs: 1 if D>8.2m or L>138m

Remarks: Reserved naval anchorage

Location: RDGA Reserved dangerous goods anchorage

010 **To anchorage** LOA: Max 150m 011 **From anchorage** LOA: Max 150m

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

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

020 **To anchorage** LOA: Max 195m 021 **From anchorage** LOA: Max 195m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs

 Tugs:
 1

 Tugs:
 1 if D>10m

Remarks: Remarks:

Location: RTT-1 River Trade Terminal No. 1 berth

010 **Berthing** LOA: Max 130m 011 **Unberthing** LOA: Max 130m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

**Remarks:** Stem to tide when berthing. **Remarks:** 

020 **Berthing** LOA: Max 175m 021 **Unberthing** LOA: Max 175m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Stem to tide when berthingRemarks:

Location: RTT-2 River Trade Terminal No.2 berth

010 **Berthing** LOA: Max 130m 011 **Unberthing** LOA: Max 130m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)Remarks:Starboard side to only and no outer-Remarks:No outer-foul

foul

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2
 Tugs:
 2

**Remarks:** Starboard side to only and no outer- **Remarks:** No outer-foul

foul

**Berthing Guidelines** Edition - 07 Jan. 2016

### **ON TRIAL**

Location: RTT-4 River Trade Terminal No. 4 berth

010 **Berthing** LOA: Max 130m 011 **Unberthing** LOA: Max 130m Max 8.5m (min 10% UKC) Max 8.5m (min 10% UKC) **Draft: Draft:** D&N HW-1 to HW+2 & LW-1 to D&N HW-1 to HW+2 & LW-1 to Time: Time:

LW+2 @ berth LW+2 @ berth

Tugs: Tugs: 2

**Remarks:** Port side to only. **Remarks:** No outer-foul.

RTT-1 single bank only & RTT-2 No outer-foul.

2

RTT-1 single bank only & RTT-2 must be vacant. must be vacant.

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m **Draft:** Max 8.5m (min 10% UKC) Draft: Max 8.5m (min 10% UKC) D&N HW-1 to HW+2 & LW-1 to D&N HW-1 to HW+2 & LW-1 to Time: Time:

LW+2 @ berth LW+2@ berth

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

**Remarks:** Port side to only. Remarks: No outer-foul.

RTT-1 single bank only & RTT-2 No outer-foul.

RTT-1 single bank only & RTT-2 must be vacant. must be vacant.

030 LOA: Max 170m 031 LOA: Max 170m **Berthing** Unberthing **Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

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

> LW+2 @ berth LW+2@ berth

**Tugs:** Tugs:

**Remarks:** Port side to only. **Remarks:** No outer-foul.

> No outer-foul. RTT-1 single bank only & RTT-2 RTT-1 single bank only & RTT-2

must be vacant.

must be vacant.

### **General Remarks:**

- 1. RTT-4 berth length is 240m, distance between RTT- 2 & RTT-4 is 150m.
- Thrusters are not considered as substitute for tug.
- 3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
- 4. Passage to/from RTT-4 berth must be cleared of traffic during berthing/unberthing operation.
- Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
- For berthing order:

NC POB + 1 hr 45 mins = Time @ berthURMPS POB + 1 hr= Time @ berth

Berthing/unberthing window is subject to review during on trial period.

### **ON TRIAL**

Location: RTT-5 River Trade Terminal No. 5 berth

010 **Berthing** LOA: Max 130m 011 **Unberthing** LOA: Max 130m **Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

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

LW+2 @ berth LW+2 @ berth

Tugs: 2 Tugs:

**Remarks:** Starboard side to only. **Remarks:** No outer-foul.

No outer-foul. RTT-1 single bank only.

RTT-1 single bank only.

2

020 **Berthing** LOA: Max 175m 021 **Unberthing** LOA: Max 175m

 Draft:
 Max 8.5m (min 10% UKC)
 Draft:
 Max 8.5m (min 10% UKC)

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

LW+2 @ berth LW+2 @ berth

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

**Remarks:** Starboard side to only. **Remarks:** No outer-foul.

No outer-foul.

RTT-1 single bank only.

RTT-1 single bank only.

#### **General Remarks:**

- 1. RTT-5 berth length is 300m, distance between RTT-5 & breakwater is 177m.
- 2. Thrusters are not considered as substitute for tug.
- 3. No outer-foul = During berthing/unberthing operation at this berth, no barge or coaster shall occupy the same berth.
- 4. Passage to/from RTT-5 berth must be cleared of traffic during berthing/unberthing operation.
- 5. Berthing/unberthing operation shall be postponed when wind force in the area is greater than 21 knots, and/or strong monsoon signal is hoisted, and/or typhoon signal No. 3 is hoisted, whichever is applicable.
- 6. For berthing order:

NC POB + 1 hr 45 mins = Time @ berth

URMPS POB + 1 hr = Time @ berth

7. Berthing/unberthing window is subject to review during the trial period.

**South Cheung Chau anchorage** Location: SCCA

**To anchorage** LOA: Max 400m Max 16.0m (min 15% UKC) **From anchorage** LOA: Max 400m Max 16.0m (min 15% UKC) 010 011

**Draft: Draft:** 

Time: 24 hrs Time: 24 hrs

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

# **General Remarks:**

Location: SEATRIAL Sea trial, compass adjustment and equipment calibration

010 **Berthing** LOA: Max 011 **Unberthing** LOA: Max **Draft:** Max (min 10% UKC) **Draft:** Max (min 10% UKC)

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

Tugs: Tugs: Remarks: Remarks:

### **General Remarks:**

- 1. Agent has to advise the length of time required.
- 2. Agent has to provide sea trial permit number.
- 3. It is recommended to start in the morning to avoid undue delay.
- 4. Water at South of Lamma Island and West of Lamma Island will be a suitable location to carry out sea trial, compass adjustment and equipment calibration.
- 5. Vessel should comply with the tug requirement when proceeding in and out from the respective anchorage/berth.

Location: SHACHAU Sha Chau oil terminal (TSK)

010 **Berthing** LOA: Max 80m 011 **Unberthing** LOA: Max 80m

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

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

Tugs: 2 (grade II) Tugs: 2 (grade II), 1 if bow thruster >300

HP

Remarks: Thrusters not considered Remarks:

020 **Berthing** LOA: Max 120m 021 **Unberthing** LOA: Max 120m

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

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

**Tugs:** 2 **Tugs:** 2, 1 if bow thruster >300 HP

**Remarks:** Stem to tide for berthing. Remarks: Thrusters not considered.

030 **Berthing** LOA: Max 120m 031 **Unberthing** LOA: Max 120m

 Draft:
 Max 7.5m (min 15% UKC)
 Draft:
 Max 7.5m (min 15% UKC)

 Time:
 Day HW to HW+1 @ berth
 Time:
 D&N HW-2 to HW+1 @ berth

 Tugs:
 2
 Tugs:
 2, 1 if bow thruster >300 HP

Remarks: Stem to tide for berthing.

Remarks:

Thrusters not considered.

### General Remark:

Location: SHELL Shell oil terminal main berth

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

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

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

to LW+2

Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Starboard side to Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

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

LW+1 to LW+2

Tugs: 2
Remarks: Starboard side to

Tugs: 2
Remarks: 
Remarks:

030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m

**Draft:** Max 12m (min 10% UKC) **Draft:** Max 12m (min 10% UKC)

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

 Tugs:
 2. If Draft>10m 1 GI escort.
 Tugs:
 2

Remarks: Starboard side to Remarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

**Draft:** Max 14.5m (min 10% UKC) **Draft:** Max 14.5m (min 10% UKC)

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

Tugs:3 incl 1 GI escortTugs:2Remarks:Day 1 pilot, Night 2 pilots.Remarks:

Berthing at LW+2 : 2 pilots.

Starboard side to.

 050
 Berthing
 LOA: Max 245m
 051
 Unberthing
 LOA: Max 245m

 Draft:
 Max 14.5m (min 10% UKC)
 Draft:
 Max 14.5m (min 10% UKC)

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

to LW+2

Tugs: 4 incl 1 GI escort. Tugs: 2

If Draft<13m 3 incl 1 GI escort.

Remarks: 2 pilots. Remarks:

Starboard side to.

### **General Remark:**

Location: SHELL-1E Shell No.1 east & west berth

010 **Berthing** LOA: Max 100m 011 **Unberthing** LOA: Max 100m

**Draft:** Max 6.5m (min 10% UKC) **Draft:** Max 6.5m (min 10% UKC)

Time:Day lightTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)

**Remarks:** Opposite berth must vacant when **Remarks:** 

berthing

# **General Remark:**

Location: SHELL-2E Shell No. 2 & 3 east &west berth

 010
 Berthing
 LOA: Max 90m
 011
 Unberthing
 LOA: Max 90m

 Draft:
 Max 5.5m (min 10% UKC)
 Draft:
 Max 5.5m (min 10% UKC)

Time:Day lightTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)

**Remarks:** Opposite berth must vacant when **Remarks:** 

berthing

# **General Remark:**

Location: SHELL-LPG Shell oil terminal LPG berth

010 **Berthing** LOA: Max 100m 011 **Unberthing** LOA: Max 100m

**Draft:** Max 7m (min 10% UKC) **Draft:** Max 7m (min 10% UKC)

**Time:** D&N HW-1 to HW+2 & **Time:** 24 hr

D&N LW+1 to LW+3

Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Port side to. Remarks:

020 **Berthing** LOA: Max 135m 021 **Unberthing** LOA: Max 135m

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

**Time:** D&N HW-1 to HW+2 & **Time:** 24 hr

D&N LW+1 to LW+3

Tugs: 2
Remarks: Port side to.

Tugs: 2
Remarks:

# **General Remark:**

Location : SINO-A Sinopec T/Y main berth (A)

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

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

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

Remarks: Port side to Remarks:

020 **Berthing** LOA: Max 150m 021 **Unberthing** LOA: Max 150m

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

Time: 24 hrs
Tugs: 2
Remarks: Port side to

Time: 24 hrs
Tugs: 2
Remarks: 2
Remarks:

030 **Berthing** LOA: Max 184m 031 **Unberthing** LOA: Max 184m

**Draft:** Max 12m (min 10% UKC) **Draft:** Max 12m (min 10% UKC)

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

Tugs:2. If D>10m 1 GI escort.Tugs:2Remarks:Port side toRemarks:

040 **Berthing** LOA: Max 220m 041 **Unberthing** LOA: Max 220m

**Draft:** Max 13m (min 10% UKC) **Draft:** Max 13m (min 10% UKC)

**Time:** D≤10m 24hr **Time:** 24 hrs

D>10m, D&N HW-1 to HW+1 &

D>10m, D&N HW-1 to HW+1 & D&N LW to LW+1.

**Tugs:** 3 incl 1 GI escort **Tugs:** 2 **Remarks:** Day 1 pilot, Night 2 pilots. **Remarks:** 

Berthing at LW to LW+1: 2 pilots.

Port side to.

050 **Berthing** LOA: Max 250m 051 **Unberthing** LOA: Max 250m

**Draft:** Max 14m (min 10% UKC) **Draft:** Max 14m (min 10% UKC)

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

to LW+1

**Tugs:** 4 incl 1 GI escort. **Tugs:** 2

If D<13m 3 incl 1 GI escort. **Remarks:** 2 pilots. **Remarks:** 

s: 2 pilots. Remarks: Port side to.

### **General Remark:**

Location: SINO-B Sinopec T/Y west berth (B)

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

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

Time:24 hrsTime:24 hrsTugs:2Tugs:2Remarks:Starboard side toRemarks:

## **General Remark:**

**Berthing Guidelines** Edition - 07 Jan. 2016

Location: SINO-C Sinopec T/Y east berth (C)

 010
 Berthing
 LOA: Max 90m
 011
 Unberthing
 LOA: Max 90m

 Draft:
 Max 6.5m (min 10% UKC)
 Draft:
 Max 6.5m (min 10% UKC)

**Time:** D&N HW-1.5 to HW+1.5 & D&N **Time:** 24 hrs

LW-1 to LW+1.5

Tugs: 2 (grade II) Tugs: 2 (grade II)

Remarks: Port side to Remarks:

## **General Remark:**

Berthing Guidelines Edition - 07 Jan. 2016

Location: SINO-CW Sinopec Chai Wan berth

010 **Berthing** LOA: Max 65m 011 **Unberthing** LOA: Max 65m

**Draft:** Max 5m (min 10% UKC) **Draft:** Max 5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

Remarks: Remarks:

## **General Remark:**

Location: SINO-3 Sinopec T/Y No. 3 berth

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

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 2 (grade II)
 Tugs:
 2 (grade II)

Remarks: Remarks:

## **General Remark:**

Location: SLA Anchorages south of Lamma Island

010 To anchorage LOA: Max 400m 011 From anchorage LOA: Max 400m

**Draft:** Max 18.0m (min 15% UKC) **Draft:** Max 18.0m (min 15% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1
 Tugs:
 1

 Remarks:
 Remarks:

## **General remarks:**

The tug requirement is not applicable to vessel entering the anchorage directly from seaward without a pilot.

**Berthing Guidelines** Edition - 07 Jan. 2016

Location: SSK-1 Sham Shui Kok Anchorage No.1

010 To anchorage LOA: Max 180m 011 From anchorage LOA: Max 180m

**Draft:** Max 8.0m (Min 15% UKC) **Draft:** Max 8.0m (Min 15% UKC)

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

Tugs: Tugs: Remarks: Remarks:

## **General Remark:**

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Berthing Guidelines Edition - 07 Jan. 2016

Location: SSK-2 Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m 011 **From anchorage** LOA: Max 180m

**Draft:** Max 9.0m (Min 15% UKC) **Draft:** Max 9.0m (Min 15% UKC)

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

Tugs: Tugs: Remarks: Remarks:

## **General Remark:**

Tug may be required if unfavorable condition prevailing and pilot deemed necessary.

Location: SSK-TD Sham Shui Kok Trans-shipment Dock

010 Berthing LOA: Max 70m 011 Unberthing LOA: Max 70m

**Draft:** Max 5.0m with pontoon Max 5.0m with pontoon **Draft:** 

(Min 15% UKC)

(Min 15% UKC) Day @ berth Day @ berth Time: Time: 1 (grade II) 1 (grade II) **Tugs: Tugs:** 

Remarks: **Remarks:** 

## **General Remark:**

Berth must be with pontoon.

Location: SWSTL Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 168m 011 Unberthing LOA: Max 168m

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

Time: Day @ berth Day @ berth Time:

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

020 021 **Berthing** LOA: Max 183m **Unberthing** LOA: Max 183m

Max 10.3m (min 15% UKC) Max 10.3m (min 15% UKC) Time: Day @ berth. Time: Day @ berth.

> D>10m Day light HW+1 to HW+3 & Subject to Mawan transit tidal Day light LW-1 to LW+1.5 @ window. D>10m Day light transit

**Draft:** 

Mawan.

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

Remarks: 2 pilots. Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m 031 **Unberthing** LOA: Max 200m

Max 10.3m (min 15% UKC) Max 10.3m (min 15% UKC) **Draft: Draft:** 

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

Day light HW+1 to HW+3 & Day Subject to Mawan transit tidal light LW-1 to LW+1.5 @ Mawan. window, Day light transit only 2 incl 1 @ Mawan escort.

**Tugs:** 3 incl 1 @ Mawan escort. Tugs: From URMA: 3 incl 1 escort from To URMA: 2 incl 1 escort from

URMA to berth. berth to URMA

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

### General Remark:

**Draft:** 

Subject to Ma Wan transit tidal window.

Stem to tide for berthing.

**Berthing Guidelines** Edition - 07 Jan. 2016

Location: THA Tolo harbour anchorage

010 **To anchorage** LOA: Max 150m 011 From anchorage LOA: Max 150m

**Tugs:** 

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

Time: Time: 24 hrs 24 hrs

**Tugs:** 

Remarks: Vessel from Tolo harbour to TSK or

vice versa must change pilot at Ngan

020 To anchorage LOA: Max 180m 021 From anchorage LOA: Max 180m

Max 11m (min 10% UKC) Max 11m (min 10% UKC) **Draft: Draft:** 

Time: Day light

If L>168m or D>9.15m 1 escort from **Tugs:** 

Chik Chau

Remarks: Not for dead ship.

Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan

Chau.

Remarks: Vessel from Tolo harbour to TSK or

Time: Day light

If L>168m or D>9.15m 1 escort to **Tugs:** 

Chik Chau

Remarks: Vessel from Tolo harbour to TSK or

vice versa must change pilot at Ngan

vice versa must change pilot at Ngan

Chau.

Location: **TOW** Ship under tow

010 **Towing** LOA: Max 183m **Draft:** Max 8.5m (min 10% UKC)

Time: 24 hrs

**Tugs:** 2. If D>8m, 3.

(Thrusters not considered)

**Remarks:** See General Remarks

020 **Towing** LOA: Max 214m **Draft:** Max 9.5m (min 10% UKC) **Time:** See General Remarks **Tugs:** 3 (Thrusters not considered)

**Remarks:** 

030 **Towing** LOA: Max 290m **Draft:** Max 14m (min 10% UKC) **Time:** See General Remarks

**Tugs:** 4 (Thrusters not considered)

Remarks: 2 pilots

#### **General Remarks:**

- 1. 2 pilots required if towing time exceed 5 hours.
- 2. **TOLO HARBOUR:** subject to suitable towing arrangement and weather condition.
- 3. Vessel or barge under tow <u>TRANSIT MAWAN</u>; (Max air draft 54.6m at any time, and 57m during the period of Specified Hours)
  - a. Inform VTC well in advance.
  - b. Tow LOA>183m prior consultation/meeting with VTC is required.
  - c. 2 pilots required if LOA>168m.
  - d. For inbound ships under tow to Shenzhen ports via Mawan, the ocean tug and the tow shall be considered as one unit without the need for disconnection.
  - e. Subject to current condition @ Mawan:
    - i. LOA≤230m: <u>RESTRICTED TRANSIT PERIOD</u> @ Mawan = Current Against >2.5 Knots / With>1.5 Knots.
    - ii. LOA>230m: <u>RESTRICTED TRANSIT PERIOD</u> @ Mawan = Current Against >1.5 Knots / With>0.5 Knots.
  - f. LOA  $\geq$ 198m or Draft  $\geq$  8.5m or speed less than 5.0 knots, daylight transit only.
  - g. LOA>290m to be approved case by case or requires additional tug as deemed necessary.

Location: TOW-BERTH Ship under tow to/from berth

010 **Berthing** LOA: Max 110m 011 **Unberthing** LOA: Max 110m

**Draft:** Max 6m (min 10% UKC) **Draft:** Max 6m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

**Tugs:** 2 (Thrusters not considered) **Tugs:** 2 (Thrusters not considered)

Remarks: Remarks:

020 **Berthing** LOA: Max 214m 021 **Unberthing** LOA: Max 214m

**Draft:** Max 9.5m (min 10% UKC) **Draft:** Max 9.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

**Tugs:** 3 (Thrusters not considered) **Tugs:** 2. If D>8m, 3.

(Thrusters not considered)

**Remarks:** No wedge in KC5E **Remarks:** 

030 **Berthing** LOA: Max 320m 031 **Unberthing** LOA: Max 320m

**Draft:** Max 13.8m (min 10% UKC) **Draft:** Max 13.8m (min 10% UKC)

Time: D&N slack water Time: D&N slack water

Tugs: 4 (Thrusters not considered) Tugs: 4 (Thrusters not considered)

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

Sufficient F&A clearance. Sufficient F&A clearance.

Subject to any one of the executive Subject to any one of the executive

director's decision. director's decision.

### General Remarks:

This BGL for TOW-BERTH is applicable to Ship under tow to/from anchorage or GMB.

Location: TPGAS Tolo harbour Town Gas wharf

010 **Berthing** LOA: Max 122m 011 **Unberthing** LOA: Max 122m **Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

Time: See General Remark

Time: See General Remark

Tugs: 2 (grade II) Tugs: 2 (grade II)

**Remarks:** Vessel from Tolo harbour to TSK or **Remarks:** Vessel from Tolo harbour to TSK or

vice versa must change pilot at Ngan vice versa must change pilot at

Ngan Chau

020 **Berthing** LOA: Max 198m 021 **Unberthing** LOA: Max 198m

**Draft:** Max 11m (min 10% UKC) **Draft:** Max 11m (min 10% UKC) **Time:** See General Remark **Time:** See General Remark

**Tugs:** 2. L>168m or D>9.15m 1 escort from **Tugs:** 2. L>168m or D>9.15m 1 escort to

Chik Chau Chik Chau

**Remarks:** Vessel from Tolo harbour to TSK or **Remarks:** Vessel from Tolo harbour to TSK or

vice versa must change pilot at Ngan vice versa must change pilot at

Ngan Chau

030 **Berthing** LOA: Max 228m 031 **Unberthing** LOA: Max 228m

Draft:Max 11m (min 10% UKC)Draft:Max 11m (min 10% UKC)Time:See General RemarkTime:See General Remark

**Tugs:** 3 incl 2 escort from Chik Cha **Tugs:** 3 incl 2 escort to Chik Cha

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

Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Vessel from Tolo harbour to TSK or vice versa must change pilot at

vice versa must change phot at regain

Chau. Ngan Chau.

#### **General Remark:**

Chau

POB time for berthing: From 30 minutes before sunrise to 120 minutes before sunset.

POB time for unberthing: From sunrise to 90 minutes before sunset.

Location: TSK - MHB Tap Shek Kok Material Handling Berth

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

**Draft:** Max 7.5m (min 15% UKC) **Draft:** Max 7.5m (min 15% UKC)

Time: Day @ berth Time: Day @ berth

Day LW+1 to HW+1 @ berth

Tugs:2Tugs:2Remarks:Starboard side to.Remarks:

Bow not to pass 115m sign board.

### **General Remarks:**

1. Mooring/Guard boat employed by agents for mooring operations and traffic control.

Location: TYD Floating docks west of T/Y Island

010 **Berthing** LOA: Max 183m 011 **Unberthing** LOA: Max 183m **Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs
Tugs: 2 if in tow Tugs: 2 if in tow

Remarks: In tow thrusters not considered Remarks: In tow thrusters not considered

020 **Berthing** LOA: Max 198m 021 **Unberthing** LOA: Max 198m

**Draft:** Max 8.5m (min 10% **Draft:** Max 8.5m (min 10% UKC)

UKC)

Time:24 hrsTime:24 hrsTugs:3 if in towTugs:3 if in tow

**Remarks:** In tow thrusters not considered **Remarks:** In tow thrusters not considered

030 **Berthing** LOA: Max 265m 031 **Unberthing** LOA: Max 265m

**Draft:** Max 8.5m (min 10% UKC) **Draft:** Max 8.5m (min 10% UKC) **Time:** Dock master's advice. **Draft:** Max 8.5m (min 10% UKC) **Time:** Dock master's advice.

Preferably slack water if in tow.

Preferably slack water if in tow.

Preferably slack water if in tow.

Tugs: 1 @ GI escort 4 if in tow. Tugs: 1 @ POB escort 4 if in tow.

**Remarks:** In tow 2 pilots. **Remarks:** In tow 2 pilots.

In tow thrusters not considered.

Min draft sufficient propeller

In tow thrusters not considered.

Min draft sufficient propeller

immersion. immersion.

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

Draft:Max 8m (min 10% UKC)Draft:Max 8m (min 10% UKC)Time:Dock master's advice.Time:Dock master's advice.

Preferably slack water if in tow.

Preferably slack water if in tow.

Tugs: 1 @ GI escort 4 if in tow. Tugs: 1 @ POB escort 4 if in tow.

**Remarks:** 2 pilots if in tow. **Remarks:** 2 pilots if in tow.

In tow thrusters not considered.

Min draft sufficient propeller

In tow thrusters not considered.

Min draft sufficient propeller

immersion. immersion.

only.

**Tugs:** 

### **ON TRIAL**

Location: URMPS/URMA Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)

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

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

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

tidal window. tidal window.

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

Remarks: Remarks:

020N. boundLOA: Max 198m021S. boundLOA: Max 198mDraft:Max 12.5m (min 15% UKC)Draft:Max 12.5m (min 15% UKC)Time:Subject to Mawan transit tidalTime:Subject to Mawan transit tidal

window. window.

Tugs: 1 escort @ Mawan for Mawan

Tugs: 1 escort @ Mawan for Mawan

Transit. Transit.

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

D>10m.

**Remarks:** Day 1 pilot, Night 2 pilots. **Remarks:** Day 1 pilot, Night 2 pilots.

030 N. bound LOA: Max 230m 031 S. bound LOA: Max 230m Draft: Max 13m (min 15% UKC) Draft: Max 13m (min 15% UKC)
Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

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

O

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

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

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

From URMA: +1 @ URMA if

D>10m.

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

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

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

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

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

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

1 escort @ Mawan for Mawan 1 escort @ Mawan for Mawan

Transit; from GI if D>10m. Transit.

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

GI through to URMA if D>10m.

Remarks: 2 pilots Remarks: 2 pilots

### **ON TRIAL**

Location: URMPS/URMA Transit Mawan – Bulker & Tanker
(All vessels other than passenger & container ship)

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

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

Time: Day light. Time: Day light.

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

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

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

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

To URMA: 1 escort from GI to From URMA: 1 escort from URMA URMA; +1 from Mawan to URMA if For Mawan Transit; +1 @ Mawan if

D>14m. D>14m.

Remarks: 2 pilots Remarks: 2 pilots

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

Time: Day light. Time: Day light.

Subject to Mawan transit tidal Subject to Mawan transit tidal

window. window.

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

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

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

To URMA: 1 escort from GI to

URMA: 1 escort from URMA

URMA: 1 escort from URMA

for Mawan Transit; +1 @ Mawan if

D>14m. D>14m.

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

## **General Remarks:**

- 1. Thrusters are not considered as substitute for tug for transit.
- 2. PILOT BOARDING TIME FOR MA WAN TRANSIT:

@URMPS, URMA, NC & WITHIN HARBOUR:

- Draft exceeds 14m or harbour speed less than 11 knots Mawan transit time minus 1.5 hours;
- Other ships Mawan transit time minus 1 hour.
- 3. Bulker or Tanker of LOA>280m are normally not permitted to lightening or anchor at URMA due to limited space of the anchorage.
- 4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
- 5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
- 6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
- 7. During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended. --

**Tugs:** 

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

010 N. bound LOA: Max 200m 011 S. bound LOA: Max 200m **Draft:** Max 10.0m (min. 15% UKC) **Draft:** Max 10.0m (min. 15% UKC)

Time: 24 hrs Time: 24 hrs

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

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

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

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

> window window

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

Transit. Transit.

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

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

040 N. bound LOA: Max 280m 041 S. bound LOA: Max 280m **Draft:** Max 13.5m (min. 15% UKC) **Draft:** Max 13.5m (min. 15% UKC)

Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal window

window

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

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

thrusters). thrusters).

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

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

> window. window.

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

> Transit. Transit.

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

considered if D>13.5m). thrusters).

Remarks: 2 pilots Remarks: 2 pilots

D>14.5m to 15.5m, 2 escort @

Mawan for Mawan Transit.

Transit.

**Tugs:** 

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

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

window. 1 escort @ Mawan for Mawan

1 escort from Kellett buoy for Mawan **Tugs:** Transit.

D>14.5m to 15.5m, 1 from GI & 1

from Kellett buoy escort for Mawan

Transit.

Remarks: 2 pilots Remarks: 2 pilots

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

window. window.

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

Transit. Transit.

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

Transit.

Remarks: 2 pilots Remarks: 2 pilots

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

window.

D>15.5m to 16.0m, day light. D>15.5m to 16.0m, day light. 2 escort @ Mawan for Mawan 1 from GI & 1 from Kellett buoy Tugs: **Tugs:** 

> escort for Mawan Transit. Transit.

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

### General Remarks:

- Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
- In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
- Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
- Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - North bound: from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - South bound: from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
- 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
- For LOA > 370m 400m, minimum power of each escort tug is 4000HP. 6.
- Subject to Mawan transit tidal window.

#### ON TRIAL

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

 010
 N. bound
 LOA: Max 200m
 011
 S. bound
 LOA: Max 200m

 Draft:
 Max 10.0m (min. 15% UKC)
 Draft:
 Max 10.0m (min. 15% UKC)

 Time:
 24 hrs
 24 hrs

Tugs:
Remarks:
Remarks:

020 N. bound LOA: Max 230m 021 S. bound LOA: Max 230m Draft: Max 11.0m (min. 15% UKC) Draft: Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window window

Tugs: Tugs: Remarks: Remarks:

030 N. bound LOA: Max 270m 031 S. bound LOA: Max 270m Draft: Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window window

Tugs: 1 escort @ Mawan for Mawan

Tugs: 1 escort @ Mawan for Mawan

Transit. Transit.

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

thrusters). thrusters).

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

040 N. bound LOA: Max 290m 041 S. bound LOA: Max 290m Draft: Max 11.0m (min. 15% UKC) Draft: Max 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window window

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

Transit. Transit.

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

thrusters). thrusters).

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

050 N. bound LOA: Max 345m 051 S. bound LOA: Max 345m Draft: Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

window. window.

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

Transit. Transit.

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

thrusters). URMA exempted for vessels with

thrusters).

Remarks: 2 pilots Remarks: 2 pilots

### **General Remarks:**

**Tugs:** 

- 1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
- 2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
- 3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor

within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

- 4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

### **ON TRIAL**

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

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

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

020 N. bound LOA: Max 230m 021 S. bound LOA: Max 230m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal window window

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

030 N. bound LOA: Max 270m 031 S. bound LOA: Max 270m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

> window window

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

Transit. Transit.

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

thrusters). thrusters).

Remarks: 2 pilots Remarks: 2 pilots

040 N. bound LOA: Max 290m 041 S. bound LOA: Max 290m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC) Time: Subject to Mawan transit tidal Time: Subject to Mawan transit tidal

> window window

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

Transit. Transit.

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

thrusters). thrusters).

Remarks: 2 pilots Remarks: 2 pilots

050 N. bound LOA: Max 345m 051 S. bound LOA: Max 345m **Draft:** Max 11.0m (min. 15% UKC) **Draft:** Max 11.0m (min. 15% UKC)

Time: Time: Subject to Mawan transit tidal Subject to Mawan transit tidal window.

window.

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

Transit. Transit. To URMA: +1 @ URMA (tug @

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

URMA exempted for vessels with thrusters).

thrusters).

Remarks: 2 pilots Remarks: 2 pilots

# **General Remarks:**

- Highly maneuverable passenger ships should meet the following requirements:
  - (a) bow thrusters of total power  $\geq 8000HP$
  - (b) Equipped with azipods.
- Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and
- 3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor

within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

- 4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

Location: WA-1 Western anchorage No.1

010 **To anchorage** LOA: Max 120m 011 **From anchorage** LOA: Max 120m

**Draft:** Max 7.5m (min 10% UKC) **Draft:** Max 7.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

Location: WA-2 Western anchorage No.2

To anchorage LOA: Max 230m 011 From anchorage LOA: Max 230m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs

 Tugs:
 1 if D>10m

 Tugs:
 1 if D>10m

Remarks: Remarks:

020 **To anchorage** LOA: Max 350m 021 **From anchorage** LOA: Max 350m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs

 Tugs:
 1

 Remarks:
 1

 Remarks:
 1

Location: WA-3 Western anchorage No.3

010 **To anchorage** LOA: Max 230m 011 **From anchorage** LOA: Max 230m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs

 Tugs:
 1 if D>10m

 Tugs:
 1 if D>10m

Remarks: Remarks:

020 **To anchorage** LOA: Max 350m 021 **From anchorage** LOA: Max 350m

**Draft:** Max 12.6m (min 10% UKC) **Draft:** Max 12.6m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1
 Tugs:
 1

 Remarks:
 Remarks:

Location: WQA Western Quarantine anchorage

010 **To anchorage** LOA: Max 180m 011 **From anchorage** LOA: Max 180m

**Draft:** Max 10.7m (min 10% UKC) **Draft:** Max 10.7m (min 10% UKC)

 Time:
 24 hrs
 Time:
 24 hrs

 Tugs:
 1 if D>10m
 Tugs:
 1 if D>10m

**Remarks:** If D>10.7m anchor to WA. **Remarks:** 

If L>180m anchor to WA.

Location: YMTA Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m 011 **From anchorage** LOA: Max 100m

**Draft:** Max 5.5m (min 10% UKC) **Draft:** Max 5.5m (min 10% UKC)

Time: 24 hrs Time: 24 hrs

Tugs: Tugs: Remarks: Remarks:

Location: YUENFAT Yuen Fat wharf No.2 berth

010 **Berthing** LOA: Max 70m 011 **Unberthing** LOA: Max 70m **Draft:** Max 6.7m (min 10% UKC) **Draft:** Max 6.7m (min 10% UKC)

Time:Day lightTime:24 hrsTugs:2 (grade II)Tugs:2 (grade II)

Remarks: Port side to Remarks:

020 **Berthing** LOA: Max 153m 021 **Unberthing** LOA: Max 153m

**Draft:**Max 6.7m (min 10% UKC)**Draft:**Max 6.7m (min 10% UKC)**Time:**Day lightTime:Day any time, night HW only.

Tugs: 2
Remarks: Port side to
Tugs: 2
Remarks: