

**Chapter 13          Amendment Log Sheet**

<b>Serial No.</b>	<b>Appendix</b>	<b>Content of Amendment</b>	<b>Date of Endorsement by PAC</b>
1.	Appendix 1	PAC Paper No. 2/2016 – Proposed New Edition of Berthing Guidelines	7 Jan. 2016
2.	Appendix 2	PAC Paper No. 1/2017 – Proposed Addendum to the Berthing Guidelines	16 Jan. 2017
3.	Appendix 3	PAC Paper No. 7/2017 – Proposed Amendments to the Berthing Guidelines	13 Dec. 2017
4.	Appendix 4	PAC Paper No. 2/2020 – Proposed Amendments to the Berthing Guidelines	30 Mar. 2020
5.	Appendix 5	PAC Paper No. 3/2020 – Proposed Amendments to the Berthing Guidelines	27 Nov. 2020
6.	Appendix 6	PAC Paper No. 6/2021 – Proposed Amendments to the Berthing Guidelines	24 Aug. 2021
7	Appendix 7	PAC Paper No. 4/2022 – Proposed Amendments to the Berthing Guidelines	8 Jun. 2022
8	Appendix 8	PAC Paper No. 8/2022 – Proposed Amendments to the Berthing Guidelines	25 Oct. 2022
9	Appendix 9	PAC Paper No. 10/2022 – Discussion Paper on the Proposed Berthing Guidelines for the Hong Kong Offshore Liquefied Natural Gas Terminal	9 Jan. 2023
10	Appendix 10	PAC Paper No. 4/2023 – Proposed Amendments to the Berthing Guidelines	17 May 2023
11	Appendix 11	PAC Paper No. 6/2023 - Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships and Supplementary Notes	04 Mar. 2024

## PILOTAGE ADVISORY COMMITTEE

### Proposed New Edition of Berthing Guidelines

#### Purpose

This paper seeks members' comments and endorsement on the proposed new edition of Berthing Guidelines ('BGL').

#### Proposed New Edition

2. The whole BGL has been reviewed in multiple preparation meetings held between Marine Department and the Hong Kong Pilots' Association in addition to three working group meetings held on 14 October, 11 November and 14 December, 2015. The objectives of the review are to –

- a. make the BGL more user-friendly with up-to-date information;
- b. take a uniform approach in format and presentation of information;  
and
- c. re-organise the content so that related materials are linked together in the same chapter.

3. A proposed new edition of BGL is at *Annex I* with proposed changes marked up in red. For the existing BGL, inconsistencies across the syntax adopted by the entries were found in Chapter 12. The new edition has unified the syntax adopted by these entries. The proposed syntax is illustrated in *Annex II*.

4. The gist of proposed changes is as follows –

a. *Chapter 1 Content*

Expend to include a list of abbreviations used in the BGL.

b. *Chapter 2 General*

- (i) include descriptions on the purpose of the BGL; and

- (ii) expand to include useful information on general remarks, under-keel clearance, time of operation and Ma Wan transit tidal window.

*c. Chapter 3 Berthing Remarks*

- (i) re-organise from previous Chapter 4; and
- (ii) update and trim away duplicated information.

*d. Chapter 4 Guidelines on Tug Requirements*

A major revision to previous Chapter 3 with the following changes:

- (i) expand to include descriptions of the general requirements on tugs used for port operation; and
- (ii) while the demarcation on grades of tug remained unchanged, more detailed descriptions are included on the general applications of tugs currently listed in the BGL for container vessels, taking into consideration of the result of the tug simulation and views of tug operators;
- (iii) pool relevant information, such as number and grades of tugs required, substitution of tugs with thruster or azipod, from other chapters.

*e. Chapter 5 Tug information*

- (i) re-organise from previous Chapter 6 with information updated which included the listing of two new tugs (namely Hai Li and Hai Ming) and change of one of the operator's name to K-power Marine Group Co. Ltd.; and
- (ii) include general advice to owners/operators of tug on how to list their tugs in the BGL.

*f. Chapter 6 Floating Docks information*

Re-number from previous Chapter 7.

*g. Chapter 7 Berth/Wharf/Terminal Information*

Re-number from previous Chapter 8 with updated information.

*h. Chapter 8 Government Mooring Buoy*

Re-number from previous Chapter 11 with updated information.

*i. Chapter 9 Tropical Cyclone (Typhoon) Procedure*

No change.

*j. Chapter 10 Miscellaneous*

Updated information.

*k. Chapter 11 List of Useful Contacts*

Re-number from previous Chapter 5 with updated information.

*l. Chapter 12 Berthing Guidelines*

- (i) align to an uniform format in data presentation;
- (ii) trim away duplicated information with those contained in Chapters 1 to 11;
- (iii) align to an uniform syntax by removing unnecessary punctuation marks;
- (iv) amend minimum Under-Keel-Clearance for berths and anchorages in Castle Peak area to 15 % for safety reason as these berths are considered located at exposed area. This is in line with the general UKC requirement in paragraph 11 of chapter 2 (paragraph 4 of previous Chapter 4);
- (v) apply the general remark of “Thrusters are not considered for berthing/unberthing” to all oil and bulk terminals for uniformity and to reflect the current practice;
- (vi) “Day”, “Day light” and “night” are used to describe time of operation, differentiation between time at berth and time at Ma Wan was also made where necessary;
- (vii) in location KC-6, as agreed between pilots and terminal

operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth port side to only;

(viii) in location KC-7, as agreed between pilots and terminal operator in August 2015, the number of tugs for item 050 and 051 (LOA Max 340) is amended from 1 to 2 if bow and stern thrusters fitted, it is also restricted to berth starboard side to only;

(ix) insert new BGL for KTCT berth no.2 and no.2 outer-foul;

(x) in location PAFF, added LOA>183m as parameter for escort tug at Ma Wan for item 030 and 031 and delete item 050 and 051 as no vessel of that size (LOA 230-280m) is expected; and

(xi) keep “On Trial” header on locations CHT, CLPTSK, EURO-1, EURO-2, EURO-3P, KC5, KC8-9, KC10W, KC13-14, KC16-19, KTCT-1, KTCT-2, KTCT-2/O-F, PAFF, RTT-4, RTT-5, URMPS/URMA and URMPS-C/URMA-C.

## **Presentation**

5. MO/Pilotage, Mr. George Y.K. Tang, will present this paper and illustrate the proposed changes for members’ comments.

6. Subject to the comments and endorsement of the Pilotage Advisory Committee, a clean copy of the new edition would be prepared and uploaded to Marine Department web site at <http://www.mardep.gov.hk/en/publication/pdf/berthguide.pdf>.

Pilotage Unit  
Port Control Division  
Marine Department  
January 2016

## **PILOTAGE ADVISORY COMMITTEE**

### **Proposed Addendum to the Berthing Guidelines**

#### **Purpose**

This paper seeks members' comment and endorsement on the proposed addendum to the Berthing Guidelines (BGL) as shown in *Annexes*.

#### **Proposed Addendum**

2. The proposed addendum is to insert a new BGL for the Sham Shui Kok Trans-shipment Dock (SSK-TD) (*Annex I and II*).

3. The Water Supplies Department (WSD) has been using this dock for vessels not subject to compulsory pilotage. Since second quarter of 2016, WSD employs vessels of over 1 000 gross tonnage (GT) that are subject to compulsory pilotage for shipment of chlorine.<sup>1</sup> Based on the berthing environment and conditions of the berth, the proposed BGL was derived. The proposed BGL has been discussed and agreed in the Pilotage Advisory Committee working group meeting held on 20 December 2016. Operation of this BGL has been smooth.

#### **Presentation**

4. This paper will be presented by Mr. George Y. K. Tang, Marine Officer/Pilotage.

Pilotage Unit  
Marine Department  
January 2017

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<sup>1</sup> Vide item 3 to Schedule 1 'Ships subject to compulsory pilotage' of the Pilotage Ordinance (Cap. 84) – "A ship of 1 000 gross tonnage or over carrying dangerous goods specified in Categories 1, 2 and 5 in the Schedule to the Dangerous Goods (Application and Exemption) Regulations (Cap. 295A)."

**Notes on Proposed Amendments to Berthing Guidelines**

Item No.	Description	Amendments	Reason and Remarks (if any)																	
1	Chapter 1	Insert “ <b>SSK-TD Sham Shui Kok Trans-shipment Dock</b> ( <i>date of endorsement</i> )” after “SSK-2 Sham Shui Kok Anchorage No.2 Edition – 07 Jan. 2016”	New BGL for operational reference																	
2	Chapter 7	Insert “ <b>SSK-TD 5 70 040/220 50 2984 3200</b> ” after “SINO-3 7.5 120 124/304 >150 2431 3090”.																		
3	Chapter 12 – Location SSK-TD	<p>(a) On Index page, Insert “<b>SSK-TD Sham Shui Kok Trans-shipment Dock</b>” after “SSK-2 Sham Shui Kok Anchorage No.2”</p> <p>(b) Insert new BGL for location SSK-TD</p> <table border="1" data-bbox="577 858 1543 1217"> <tr> <td colspan="2" data-bbox="577 858 1055 890">Location : <b>SSK-TD Sham Shui Kok Trans-shipment Dock</b></td> </tr> <tr> <td data-bbox="577 922 1055 954"><b>010</b></td> <td data-bbox="1055 922 1543 954"><b>011</b></td> </tr> <tr> <td data-bbox="577 954 1055 1010"><b>Berthing LOA:</b> Max 70m</td> <td data-bbox="1055 954 1543 1010"><b>Unberthing LOA:</b> Max 70m</td> </tr> <tr> <td data-bbox="577 1010 1055 1066"><b>Draft:</b> Max. 5m with pontoon (min 15% UKC)</td> <td data-bbox="1055 1010 1543 1066"><b>Draft:</b> Max. 5m with pontoon (min 15% UKC)</td> </tr> <tr> <td data-bbox="577 1066 1055 1098"><b>Time:</b> Day @ berth</td> <td data-bbox="1055 1066 1543 1098"><b>Time:</b> Day @ berth</td> </tr> <tr> <td data-bbox="577 1098 1055 1129"><b>Tugs:</b> 1 (grade II)</td> <td data-bbox="1055 1098 1543 1129"><b>Tugs:</b> 1 (grade II)</td> </tr> <tr> <td data-bbox="577 1129 1055 1161"><b>Remarks:</b></td> <td data-bbox="1055 1129 1543 1161"><b>Remarks:</b></td> </tr> <tr> <td colspan="2" data-bbox="577 1161 1543 1193"><b>General Remarks:</b></td> </tr> <tr> <td colspan="2" data-bbox="577 1193 1543 1217">1. Berth must be with pontoon.</td> </tr> </table>		Location : <b>SSK-TD Sham Shui Kok Trans-shipment Dock</b>		<b>010</b>	<b>011</b>	<b>Berthing LOA:</b> Max 70m	<b>Unberthing LOA:</b> Max 70m	<b>Draft:</b> Max. 5m with pontoon (min 15% UKC)	<b>Draft:</b> Max. 5m with pontoon (min 15% UKC)	<b>Time:</b> Day @ berth	<b>Time:</b> Day @ berth	<b>Tugs:</b> 1 (grade II)	<b>Tugs:</b> 1 (grade II)	<b>Remarks:</b>	<b>Remarks:</b>	<b>General Remarks:</b>		1. Berth must be with pontoon.
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<b>Remarks:</b>	<b>Remarks:</b>																			
<b>General Remarks:</b>																				
1. Berth must be with pontoon.																				

**Berthing Guidelines**

*(Date of endorsement)*

Location : SSK-TD

**Sham Shui Kok Trans-shipment Dock**

010 **Berthing** LOA: Max 70m

**Draft:** Max. 5m with pontoon  
(min 15% UKC)

**Time:** Day @ berth

**Tugs:** 1 (grade II)

**Remarks:** .

011 **Unberthing** LOA: Max 70m

**Draft:** Max. 5m with pontoon  
(min 15% UKC)

**Time:** Day @ berth

**Tugs:** 1 (grade II)

**Remarks:**

**General Remarks:**

1. Berth must be with pontoon.



## **PILOTAGE ADVISORY COMMITTEE**

### **Proposed Amendments to the Berthing Guidelines**

#### **Purpose**

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

#### **Proposed Amendments**

2. A review on the BGL was conducted in conjunction with the Hong Kong Pilots Association (HKPA) together with information provided by relevant stakeholders. Proposed amendments were circulated to Working Group members via PACWG paper No. 1/2017 on 27 November 2017. Working Group members had no objection to the proposal with one comment from HKPA proposing to amend the BGL for Central Harbour Transit (passenger ships) in the same fashion as Ma Wan Transit, i.e. to categorise passenger ships into conventional or highly maneuverable categories.

3. After incorporating HKPA's comment, the proposed amendments to the BGL are presented as follows –

A. Chapter 1 –

Amend with updated information reflecting the latest amendments made to the BGL as shown in *Annex I*.

B. Chapter 5 –

Amend tug's name "Hai Ming" to read "Hai Man" and re-enter tug "Kam Hung 88" on the list as shown in *Annex II*.

C. Chapter 7 –

Amend with updated information provided by operators of "EMTY" berths and "PAFF" berths as shown in *Annex III*.

D. Chapter 9 –

- (i) Rephrase the guidelines for suspension and add guidelines for resumption of pilotage service.
- (ii) Replace Appendix I to III with new templates.

Details are shown in *Annex IV*.

E. Chapter 12 –

- (i) EURO Berths –

The trials for locations “EURO-1”, “EURO-2” and “Euro-3P” were completed. In order to avoid the confused tide in the area during low water slack which caused safety concerns, the berthing time has been finalized as “D&N LW+1 to HW+2” . Therefore, the berthing time in items “010”, “020” and “030” where applicable are proposed to be amended from “*D&N LW to HW+2*” to “*D&N LW+1 to HW+2*” accordingly as shown in *Annex V*.

- (ii) KC berths –

a. KC5, KC8-9, KC13-14 and KC16-19

In order to remove confusion and redundancy on the requirement of tugs for large vessels, it is proposed to delete the tugs requirement specified for vessels of LOA “MAX 400m” in the specific guidelines for these berths, i.e. the requirement for deep-draught vessels in item “070” of “KC5”, item “060” of “KC8-9”, item “070” of “KC13-14” and item “060” of “KC16-19”, because these requirements are already covered under the general tug requirements of LOA >350m that “*at least one of the attending tugs should be of 5000HP or more*” in paragraph 2 of Chapter 4.

b. KC6 and KC7

Because the approach channel to berths KC6 and KC7 is only 300m wide, which is less than that for berths KC10-14 (350m). In order to bring the tugs requirement in-line for these berths and for better management of risks while berthing stern-in at KC6 and KC7, HKPA proposed to require 3 tugs for these operations.

Details of amendments for KC berths are shown in *Annex VI*.

(iii) PAFF berths –

Operator of PAFF requested to separate the berth into 2 sections and replace “PAFF” with “PAFF-E” and “PAFF-W” to reflect operational needs as shown in *Annex VII*.

(vi) Ma Wan Transit –

In order to enhance operational efficiency, reviews were conducted with simulated scenarios using the full mission ship simulator in Marine Department’s (MD) Training Centre. HKPA has also conducted a simulation on Ma Wan transit and Central Harbour Transit of passenger ships under consultancy service. MD and HKPA concurred that restrictions on trial in the existing BGL for bulker/tanker are still valid. However, there is room for adjustment in the BGLs for container and passengers ships. It is thus proposed to amend the BGLs for Ma Wan transit as shown in *Annex VIII* which include –

- a. The remarks on trial for tug arrangement in remark 7 should be removed from BGL for bulker/tanker.
- b. Separate the BGL for passenger ships from the guidelines for container ships.
- c. Added an intermediate category of draft  $>14.5\text{m} - \leq 15.0\text{m}$  for container ship with intermediate level of tidal restriction window.
- d. Adjust the maximum draft of night transit by container ships to 15.0m. Before further lifting this draft restriction closer to the maximum permissible draft for day transit of 16.0m, it is considered prudence to lift the draft restriction for night transit by stages to allow for further assessment by working pilots.
- e. Add new BGLs for conventional passenger ships and highly maneuverable passenger ships. Highly maneuverable passenger ships are defined as passenger ships equipped with bow thrusters of total power not less than 8000HP and azipods. A slightly wider tidal window of maximum current of 3.5 knots against, 2.5 knots with (instead of 3 knots against and 2 knots with) is allowed for this category.

- f. In conjunction with these BGLs and in order to allow readers to have a clear picture on the general restrictions for Ma Wan Transit, tables summarising the restrictions are added under paragraph 17 in Chapter 2 as shown in *Annex IX*.

(v) Central Harbour Transit –

To align with proposed amendments in (v) above where passenger ships were categorized into conventional and highly maneuverable categories, BGL for transiting central harbour should be amended as shown in *Annex X* which include –

- a. Separate BGL for conventional passenger ships and highly maneuverable passenger ships.
- b. For passenger ships over 290m in length, the draft restriction adjusted from 10.0m to 9.5m to draw attention to the limited under keel clearance (UKC) over the shallow depth in Hung Hum fairway. A guard boat provided by ship's agent is required.
- c. no tidal window restriction is required for highly maneuverable passenger ships, removal of N1 & N2 buoys is not required.

(vi) Index Page –

The index page of chapter 12 is amended to reflect the amendments made above as shown in *Annex XI*.

## **Implementation**

4. In order to allow time for the necessary administrative work including revamping the interactive webpage of “Ma Wan Transit Tidal Window” to accommodate the amendments, subject to endorsement by PAC, proposed amendments should come into effect at 0001 hours on 4 January 2018.

## **Presentation**

5. Marine Officer/Pilotage will present this paper to PAC members.
6. Subject to endorsement by PAC, revised information on “Ma Wan Transit Tidal Window” will be posted to the webpage of the Hydrographic Office<sup>1</sup> at the time specified in paragraph 4 above and amended BGL will also be uploaded to the Marine Department website<sup>2</sup>.

Pilotage Unit  
Port Control Division  
Marine Department  
December 2017

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<sup>1</sup> <http://www.hydro.gov.hk/>

<sup>2</sup> <http://www.mardep.gov.hk/en/publication/berthing.html>

**1. Table of Contents**

<b>Chapter</b>	<b>Description</b>	<b>Date of Endorsement</b>
1	Table of Contents	Amended-w.e.f. <del>04</del> Jan. 2018
2	General	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
3	Berthing Remarks	Edition – 07 Jan. 2016
4	Guidelines on Tug Requirements	Edition – 07 Jan. 2016
5	Tugs information	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
6	Floating docks information	Edition – 07 Jan. 2016
7	Berth/wharf/terminal information	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
8	Government mooring buoys	Edition – 07 Jan. 2016
9	Tropical Cyclone (Typhoon) procedure	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
10	Miscellaneous	Edition – 07 Jan. 2016
11	List of Useful Contacts	Edition – 07 Jan. 2016
12	Berthing guidelines by Location Code	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
13	Amendment log sheet	N/A

**2. Index of Berthing Guidelines by Location Code**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT- PC	<del>Cruise Ship Transiting</del> Central Harbour Transit – Passenger Ship (Conventional)	Amended-w.e.f. <del>01</del> <del>04</del> Jan. 2018
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	Added-w.e.f. <del>01</del> <del>04</del> Jan. 2018
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Edition – 07 Jan. 2016
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Edition – 07 Jan. 2016

**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Amended-w.e.f. <del>01-04</del> Jan. 2018
EURO-2	Euro-Asia berth 2	Amended-w.e.f. <del>01-04</del> Jan. 2018
EURO-3P	Euro-Asia berth 3P	Amended-w.e.f. <del>01-04</del> Jan. 2018
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC1-2	Kwai Chung berth 1-2	Edition – 07 Jan. 2016
KC3	Kwai Chung berth 3	Edition – 07 Jan. 2016
KC4	Kwai Chung berth 4	Edition – 07 Jan. 2016
KC5	Kwai Chung berth 5	Edition – 07 Jan. 2016
KC6	Kwai Chung berth 6	Edition – 07 Jan. 2016
KC6/O-F	Kwai Chung berth 6 outer-foul	Edition – 07 Jan. 2016
KC7	Kwai Chung berth 7	Edition – 07 Jan. 2016
KC7/O-F	Kwai Chung berth 7 outer-foul	Edition – 07 Jan. 2016
KC8, 9	Kwai Chung berth 8 & 9	Edition – 07 Jan. 2016
KC10C, 10E	Kwai Chung berth 10C & 10E	Edition – 07 Jan. 2016
KC10W	Kwai Chung berth 10W	Edition – 07 Jan. 2016
KC11	Kwai Chung berth 11	Edition – 07 Jan. 2016
KC12	Kwai Chung berth 12	Edition – 07 Jan. 2016
KC13-14	Kwai Chung berth 13-14	Edition – 07 Jan. 2016
KC15	Kwai Chung berth 15	Edition – 07 Jan. 2016
KC16-19	Kwai Chung berth 16-19	Edition – 07 Jan. 2016
KC20	Kwai Chung berth 20	Edition – 07 Jan. 2016
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
LOP	Lok On Pai oil berth	Edition – 07 Jan. 2016
MFT	Macau ferry terminal	Edition – 07 Jan. 2016
MWA	Ma Wan anchorage	Edition – 07 Jan. 2016
NLA	North Lamma anchorage	Edition – 07 Jan. 2016
NWLA	North West Lamma anchorage	Edition – 07 Jan. 2016
OTN	Ocean Terminal north berth	Edition – 07 Jan. 2016
OTN/O-F	Ocean Terminal north berth outer-foul	Edition – 07 Jan. 2016
OTS	Ocean Terminal south berth	Edition – 07 Jan. 2016
OTS/O-F	Ocean Terminal south berth outer-foul	Edition – 07 Jan. 2016
<b>PAFF-E</b>	<b>Permanent Aviation Fuel Facility East Berth</b>	<b>Amended-w.e.f. <del>01-04</del> Jan. 2018</b>
<b>PAFF-W</b>	<b>Permanent Aviation Fuel Facility West Berth</b>	<b>Added-w.e.f. <del>01-04</del> Jan. 2018</b>
PSSA-E	Pun Shan Shek anchorage east	Edition – 07 Jan. 2016
PSSA-W	Pun Shan Shek anchorage west	Edition – 07 Jan. 2016
RDGA	Reserved dangerous goods anchorage	Edition – 07 Jan. 2016
RTT-1	River Trade Terminal No.1 berth	Edition – 07 Jan. 2016
RTT-2	River Trade Terminal No.2 berth	Edition – 07 Jan. 2016
RTT-4	River Trade Terminal No.4 berth	Edition – 07 Jan. 2016
RTT-5	River Trade Terminal No.5 berth	Edition – 07 Jan. 2016
SEATRIAL	Sea trial, compass adjustment & equipment calibration	Edition – 07 Jan. 2016
SHACHAU	Sha Chau oil terminal (TSK)	Edition – 07 Jan. 2016
SHELL	Shell oil terminal main berth	Edition – 07 Jan. 2016
SHELL-1E	Shell No. 1 east & west berth	Edition – 07 Jan. 2016
SHELL-2E	Shell No. 2 & 3 east & west berth	Edition – 07 Jan. 2016
SHELL-LPG	Shell oil terminal LPG berth	Edition – 07 Jan. 2016
SINO-A	Sinopec T/Y main berth (A)	Edition – 07 Jan. 2016
SINO-B	Sinopec T/Y west berth (B)	Edition – 07 Jan. 2016
SINO-C	Sinopec T/Y east berth (C)	Edition – 07 Jan. 2016
SINO-CW	Sinopec Chai Wan berth	Edition – 07 Jan. 2016
SINO-3	Sinopec T/Y No. 3 berth	Edition – 07 Jan. 2016
SLA	Anchorage South of Lamma Island	Edition – 07 Jan. 2016
SSK-1	Sham Shui Kok Anchorage No. 1	Edition – 07 Jan. 2016
SSK-2	Sham Shui Kok Anchorage No. 2	Edition – 07 Jan. 2016
SSK-TD	Sham Shui Kok Trans-shipment Dock	Added – 16 Jan. 2017
SWSTL	Shiu Wing steel wharf (TSK)	Edition – 07 Jan. 2016



**Berthing Guidelines**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
THA	Tolo harbour anchorage	Edition – 07 Jan. 2016
TOW	Ship under tow	Edition – 07 Jan. 2016
TOW-BERTH	Ship under tow to/from berth	Edition – 07 Jan. 2016
TPGAS	Tolo harbour Town Gas wharf	Edition – 07 Jan. 2016
TSK-MHB	Tap Shek Kok Material Handling Berth	Edition – 07 Jan. 2016
TYD	Floating docks west of T/Y Island	Edition – 07 Jan. 2016
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)	Edition – 07 Jan. 2016
URMPS-C/ URMA-C	Transit Mawan – <del>Passenger &amp;</del> Container ship	Amended-w.e.f. <del>01-04</del> Jan. 2018
URMPS-PC/ URMA-PC	Transit Mawan – Passenger Ship (Conventional)	Added-w.e.f. <del>01-04</del> Jan. 2018
URMPS-PH/ URMA-PH	Transit Mawan – Passenger Ship (Highly Maneuverable)	Added-w.e.f. <del>01-04</del> Jan. 2018
WA-1	Western anchorage No.1	Edition – 07 Jan. 2016
WA-2	Western anchorage No.2	Edition – 07 Jan. 2016
WA-3	Western anchorage No.3	Edition – 07 Jan. 2016
WQA	Western quarantine anchorage	Edition – 07 Jan. 2016
YMTA	Yau Ma Tei anchorage	Edition – 07 Jan. 2016
YUENFAT	Yuen Fat wharf No.2 berth	Edition – 07 Jan. 2016

**Chapter 5 TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (attention:- MO Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<b><u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u></b>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<b><u>Kam Hung Tug (Tel.: 2619 6981-3)</u></b>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
<b>Kam Hung 88</b>	<b>1500</b>	<b>23</b>	<b>II</b>	
<b><u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u></b>				
H.K. United 20	2 x 850	20	II	
<b><u>Hong Kong Tug (Tel.:2612 6800)</u></b>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

<b><u>South China Tug (Tel.: 2548 5205)</u></b>				
Guangzhou	4000	53	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyeng	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<b><u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u></b>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai <del>Ming</del> Man	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

## Berthing Guidelines

## Chapter 7 BERTH /WHARF/TERMINAL INFORMATION

BERTH	Max. Draft(m)	Max. LOA(m)	Berth Direction	Berth Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	6.5	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	056/236	170	2816 8398 9125 3298
CMKEN-S	7.0	120	056/236	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2588 7654
CVX-5	3.2	80	035/215	80	2588 7654
CVX-6A	7.3	110	055/235	50	2588 7654
CVX-LPG	6.5	114	072/252	95	2588 7654
EMTY-E1	14.63	274	<del>098/278-082/262</del>	255	<del>2902172</del> 8273 <del>2902179</del> 8277
EMTY-E4	5.5	107	<del>098/278-082/262</del>	30	<del>2902172</del> 8273 <del>2902172</del> 8277
EMTY-W1	14.6	250	089/269	267	<del>2902172</del> 8132 <del>2902172</del> 8133
EMTY-W2	7.5	107	089/269	41	<del>2902172</del> 8132 <del>2902172</del> 8133
EURO-1	9.0	165	020/200	240	2436 8222 9603 9692
EURO-2	9.5	200	020/200	280	2436 8233 9603 9692
EURO-3P	8.6	165	148/328	215	2436 8233 9603 9692
HKELECT(N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT(S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC1-2	14.0	370	163/343	305	2115 3552
KC3	14.0	370	163/343	305	2489 4745
KC4	14.2	370	163/343	305	2619 7792
KC5	15.0	400	073/253	472	2115 3552
KC6	14.2	350	073/253	564	2619 7792
KC7	15.0	350	073/253	564	2619 7792
KC8	15.0	400	163/343	380	2619 7792
KC9	15.0	400	163/343	450	2619 7792
KC10	15.0	370	073/253	700	2619 7792
KC11	15.0	340	073/253	338	2991 8022
KC12	15.0	370	073/253	338	2991 8022
KC13	15.0	370	073/253	338	2276 8137 2276 8138
KC14	15.0	370	073/253	338	2276 8137 2276 8138
KC15	15.0	370	163/343	350	2619 3021
KC16	15.0	400	163/343	350	2619 3021
KC17-18	15.0	400	163/343	300	2920 2616 2920 2645
KC19	15.0	400	163/343	300	2920 2616 2920 2645
KC20	15.0	310	042/222	340	2920 2616 2920 2645
KTCT-1	11.0	365	134/314	450	6711 7920
KTCT-2	11.0	365	134/314	400	6711 7920
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF-E	15	<del>280-230</del>	135/315	<del>505-264</del>	2212 5720 2212 5721
PAFF-W	15	195	135/315	241	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-1E	6.5	100	008/188	80	2432 8704
SHELL-2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SINO-A	14.0	250	086/266	280	2431 3090
SINO-B	7.5	120	086/266	129	2431 3090
SINO-C	6.5	90	086/266	115	2431 3090
SINO-CW	5.0	65	172/352	70	2558 8341
SINO-3	7.5	120	124/304	>150	2431 3090
SSK-TD	5.0	70	040/220	50	2984 3200
SWSTL	10.3	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	

**Berthing Guidelines**

**Chapter 9 TROPICAL CYCLONE (TYPHOON) PROCEDURE**

**When tropical cyclone warning signal No.1 is issued**

Pilot office will:-

1. Give warning to tanker at Tolo harbour Town Gas wharf, remind the agent that tugs will require at least 5 hours notice and the danger of pilot boarding station is exposed to weather.
2. Give warning to vessels at TSK Power Station, TSK CCC, SWSTL and Lamma Power Station.
3. Give warning to all tankers at tanker berths.

**When tropical cyclone warning signal No.3 is issued**

Pilot office should ensure:

1. Tankers at all berths (including Tolo) should clear berth as soon as possible.
2. Bulkers at TSK PST & TSK CCC, SWSTL and Lamma PST should clear berth as soon as possible.
3. Vessels not moored at a classified typhoon buoy or oversized vessels should clear mooring buoy as soon as possible.

If tropical cyclone warning signal No.8 is likely to be issued or the wind speed or wave height is likely to exceed the acceptable limit, Pilot office will, as far as practicable, give at least THREE hours warning to all shipping through MARDEP before pilotage service is suspended. Templates at appendix to this chapter should be used.

Tugs may be used for pilot transportation if pilot boats could not be operated in heavy sea.

All ships under repair at shipyards should be advised to clear docks as soon as possible especially for those vessels requiring towage to the buoy.

Pilot office will avoid the acceptance of any order for ships in bound to buoy at night when tropical cyclone warning signal No.3 is issued unless the prevailing condition is favourable.

**Pilotage suspension**

~~Guideline for pilotage service may be suspended:-~~

- ~~◆ Sustained wind speed over 33 knots~~
- ~~◆ Wave height over 1.5 metres~~

**General guidelines for suspension of pilotage service:-**

- Sustained wind speed over 33 knots; and/or
- Wave height over 1.5 metres.

**General guidelines for resumption of pilotage service:-**

- When all cyclone warning is cancelled; and/or
- Subject to prevailing weather and sea conditions.

**Other useful information**

MARDEP VTC	Duty Controller	2233 7801-3
MARDEP VTC	(FAX)	2858 6646
Hong Kong Observatory	Dial-a-Weather service	1878200

**Berthing Guidelines**

Appendix I to Chapter 9 – template for suspension of pilotage service

**Headline: 領港服務將暫停G400**

**Headline: 領港服務將暫停電台**

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於熱帶氣旋關係，領港服務將會由今日（ 月 日）上午／下午 時起暫停。請船東、船隻代理、船主及其他港口使用人士注意。

**Headline: Pilotage service to be suspended**

G400 Headline: Pilotage service to be suspended

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to the tropical cyclone, pilotage service will be suspended from am/pm today ( ). Shipowners, agents, masters and other port users are advised to pay attention.

**Berthing Guidelines**

Appendix II to Chapter 9 – template for resumption of pilotage service

**Headline: 領港服務將恢復G400**

**Headline: 領港服務將恢復電台**

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，領港服務將於今日(    月    日)  
上午／下午            時起局部恢復，並於稍後天氣好轉時全面恢復。

**Headline: Pilotage service to resume**

G400 Headline: Pilotage service to resume

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that pilotage service will partially resume from            am/pm today (            ) and will fully resume when weather conditions improve. Shipowners, agents, masters and other port users are advised to pay attention.

**Berthing Guidelines**

Appendix III to Chapter 9 – template for delay in resumption of pilotage service

**Headline: 領港服務將延遲恢復G400**

**Headline: 領港服務將延遲恢復電台**

及電視台當值宣布員注意：

請盡速播出下列消息及在適當時間重播：

海事處接獲香港領港會通知，由於天氣情況惡化，領港服務將延遲至今日( 月 日)上午／下午 時恢復。

**Headline: Resumption of pilotage service delayed**

G400 Headline: Resumption of pilotage service delayed

Content Body:

Attention duty announcers, radio and TV stations:

Please broadcast the following as soon as possible and repeat it at suitable intervals:

The Marine Department has received notification from the Hong Kong Pilots Association Limited that due to deteriorating weather conditions, resumption of pilotage service is delayed until am/pm today ( ). Shipowners, agents, masters and other port users are advised to pay attention.



~~ON TRIAL~~

Location : EURO-1

Euro-Asia berth 1

010        **Berthing**    LOA: Max 150m  
**Draft:**    Max 7.3m (min 10% UKC)  
**Time:**    D&N LW+1 to HW+2  
**Tugs:**     2  
**Remarks:** Starboard side to

011        **Unberthing**    LOA: Max 150m  
**Draft:**    Max 7.3m (min 10% UKC)  
**Time:**    24 hrs  
**Tugs:**     2  
**Remarks:** Starboard side to

020        **Berthing**    LOA: Max 165m  
**Draft:**    Max 7.3m or 9.0m with pontoon  
              (min 10% UKC)  
**Time:**    D&N LW+1 to HW+2  
**Tugs:**     2  
**Remarks:** Starboard side to

021        **Unberthing**    LOA: Max 165m  
**Draft:**    Max 7.3m or 9.0m with pontoon  
              (min 10% UKC)  
**Time:**    D&N LW-2 to HW+2  
**Tugs:**     2  
**Remarks:** Starboard side to

**General Remarks:**

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

~~ON TRIAL~~

Location : EURO-2

Euro-Asia berth 2

010      **Berthing**      LOA: Max 150m  
**Draft:**      Max 8m (min 10% UKC)  
**Time:**      D&N LW+1 to HW+2  
**Tugs:**      2  
**Remarks:** (1) Starboard side to  
(2) See General Remarks 1-4

011      **Unberthing**      LOA: Max 150m  
**Draft:**      Max 8m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:** (1) Starboard side to  
(2) See General Remarks 1-4

020      **Berthing**      LOA: Max 165m  
**Draft:**      Max 8m or 9.5m with pontoon (min  
10% UKC)  
**Time:**      D&N LW+1 to HW+2  
**Tugs:**      2  
**Remarks:** (1) Starboard side to  
(2) See General Remarks 2-4

021      **Unberthing**      LOA: Max 165m  
**Draft:**      Max 8m or 9.5m with pontoon  
(min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2  
**Remarks:** (1) Starboard side to  
(2) See General Remarks 2-4

030      **Berthing**      LOA: Max 200m  
**Draft:**      Max 8m or 9.5m with pontoon (min  
10% UKC)  
**Time:**      D&N LW+1 to LW+2 & HW to  
HW+1  
**Tugs:**      3  
**Remarks:** (1) Starboard side to  
(2) See General Remarks 2-4

031      **Unberthing**      LOA: Max 200m  
**Draft:**      Max 8m or 9.5m with pontoon  
(min 10% UKC)  
**Time:**      D&N LW to LW+2 & HW to HW+1  
**Tugs:**      2  
**Remarks:** (1) Starboard side to  
(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.

~~ON TRIAL~~Location : **EURO-3P****Euro-Asia berth 3P**

**010 Berthing** LOA: Max 150m  
**Draft:** Max 8.6m with pontoon  
(min 10% UKC)  
**Time:** D&N LW+1 to HW+2  
**Tugs:** 2  
**Remarks:**

**011 Unberthing** LOA: Max 150m  
**Draft:** Max 8.6m with pontoon  
(min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2  
**Remarks:**

**020 Berthing** LOA: Max 165m  
**Draft:** Max 8.6m with pontoon  
(min 10% UKC)  
**Time:** D&N LW+1 to HW+2  
**Tugs:** 2  
**Remarks:**

**021 Unberthing** LOA: Max 165m  
**Draft:** Max 8.6m with pontoon  
(min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2  
**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.

## ON TRIAL

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

010      **Berthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      1. 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      1. 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

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

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

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

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

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

051      **Unberthing**      LOA: Max 340m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:** D&N LW+1 to HW+1, thrusters not considered.

060      **Berthing**      LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

061      **Unberthing**      LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

ON TRIAL

Location : **KC5**

**Kwai Chung berth 5**

*(Declared Depth at berth 15.5m)*

070      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.-  
~~D>12.5m, 5 incl 1 GI escort if no~~  
~~bow thruster, 4 if one 5000HP tug is~~  
~~used.~~

**Remarks:** All quay cranes at KC1 with distance less than 150m from KC5 quayside must be boom up. Port side to.

071      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4

**Remarks:** All quay cranes at KC1 with distance less than 150m from KC5 quayside must be boom up.

**General Remark:**

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

Location : **KC6****Kwai Chung berth 6***(Declared Depth at berth 14.2m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1. 2 if D>8m.  
**Remarks:**      Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1. 2 if no anchor down.  
**Remarks:**      Ro-Ro vessel 2 tugs if adverse weather

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

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

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**      **Stern in 3 tugs**

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**      **Stern in 3 tugs**

041      **Unberthing**      LOA: Max 300m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
**Remarks:**

050      **Berthing**      LOA: Max 340m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
**Remarks:**      Port side to

051      **Unberthing**      LOA: Max 340m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>12.5m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 350m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**      Port side to

061      **Unberthing**      LOA: Max 350m  
**Draft:**      Max 14.2m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

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

Location : **KC7****Kwai Chung berth 7***(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

030      **Berthing**      LOA: Max 270m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** **Stern in 3 tugs**

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

040      **Berthing**      LOA: Max 300m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** **Stern in 3 tugs**

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

050      **Berthing**      LOA: Max 340m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m. 4 incl 1 GI escort if no bow thruster  
**Remarks:** Starboard side to

051      **Unberthing**      LOA: Max 340m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>12.5m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 350m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Starboard side to

061      **Unberthing**      LOA: Max 350m  
**Draft:** Max 15.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

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

## ON TRIAL

Location : KC8-9

Kwai Chung berth 8-9

*(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

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

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

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

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

050      **Berthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>13.0m, 4 incl 1 GI escort if no  
                  bow thruster.  
**Remarks:**

051      **Unberthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.-  
                  ~~D>13.0m, 5 incl 1 GI escort if no~~  
                  ~~bow thruster, 4 if one 5000HP tug is~~  
                  ~~used.~~  
**Remarks:**

061      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4  
**Remarks:**

**General Remark:**

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



## ON TRIAL

Location : KC13-14

Kwai Chung berth 13-14

*(Declared Depth at berth 15.5m)*

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011      **Unberthing**      LOA: Max 130m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

040      **Berthing**      LOA: Max 300m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

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

051      **Unberthing**      LOA: Max 340m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>12.5m, 3, 1 if bow & stern  
                  thrusters fitted.  
**Remarks:**

## ON TRIAL

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

060      **Berthing**    LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
              D>12.5m, D&N LW+1 to HW+2.  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>12.5m, 4 incl 1 GI escort if no  
                  bow thruster.  
**Remarks:** Starboard side to

061      **Unberthing**    LOA: Max 370m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     24 hrs  
**Tugs:**      3, 2 if bow & stern thrusters fitted.  
**Remarks:**

070      **Berthing**    LOA: Max 400m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     D&N LW+1 to HW+2.  
**Tugs:**      4 incl 1 GI escort if no bow thruster.  
              ~~D>12.5m, 5 incl 1 GI escort if no~~  
              ~~bow thruster, 4 if one 5000HP tug is~~  
              ~~used.~~  
**Remarks:** Starboard side to

071      **Unberthing**    LOA: Max 400m  
**Draft:**    Max 15.0m + tide – 10% UKC  
**Time:**     D&N LW+1 to HW+2  
**Tugs:**      4  
**Remarks:**

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.

## ON TRIAL

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

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

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

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

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

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

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

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

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

050      **Berthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  2 if bow & stern thrusters fitted.  
                  D>13.0m, 4 incl 1 GI escort if no  
                  bow thruster.  
**Remarks:**

051      **Unberthing**      LOA: Max 370m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>13.0m, 3, 2 if bow & stern  
                  thrusters fitted.  
**Remarks:**

060      **Berthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4 incl 1 GI escort if no bow thruster.-  
                  ~~D>13.0m, 5 incl 1 GI escort if no  
                  bow thruster, 4 if one 5000HP tug is  
                  used.~~  
**Remarks:**

061      **Unberthing**      LOA: Max 400m  
**Draft:**      Max 15.0m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      4  
**Remarks:**

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

## ON TRIAL

Location : PAFF-E

Permanent Aviation Fuel Facility East Berth

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      D&N @ berth.  
                  LW+1 to HW+2 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      24 hrs  
**Tugs:**      2.  
**Remarks:**

020      **Berthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth.  
                  HW-1 to HW+2 & LW-1 to LW+ 3  
                  @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

021      **Unberthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Day light HW to HW+2 & Day light  
                  LW-1 to LW+2 @ Mawan.  
**Tugs:**      2. 1 escort @ Mawan to berth if  
                  D>10m or LOA>183m.  
**Remarks:** 2 pilots.  
                  Stem to tide for berthing.

031      **Unberthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Subject to Mawan transit tidal  
                  window.  
**Tugs:**      2. 1 escort to Mawan if D>10m or  
                  LOA >183m.  
**Remarks:** 2 pilots

040      **Berthing**      LOA: Max 230m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Day light HW to HW+2 @ Mawan.  
**Tugs:**      3 incl 1 escort from G.I. + 1 escort @  
                  Mawan to berth  
**Remarks:** 2 pilots.  
                  Starboard side to.

041      **Unberthing**      LOA: Max 230m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Subject to Mawan transit tidal  
                  window.  
**Tugs:**      2 incl 1 escort to Mawan  
**Remarks:** 2 pilots

**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.

## ON TRIAL

Location : PAFF-W

Permanent Aviation Fuel Facility West Berth

010      **Berthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      D&N @ berth.  
                  LW+1 to HW+2 @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

011      **Unberthing**      LOA: Max 120m  
**Draft:**      Max 7m (min 15% UKC)  
**Time:**      24 hrs  
**Tugs:**      2.  
**Remarks:**

020      **Berthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth.  
                  HW-1 to HW+2 & LW-1 to LW+ 3  
                  @ Mawan.  
**Tugs:**      2  
**Remarks:** Stem to tide for berthing

021      **Unberthing**      LOA: Max 168m  
**Draft:**      Max 10m (min 15% UKC)  
**Time:**      Day @ berth  
**Tugs:**      2  
**Remarks:**

030      **Berthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Day light HW to HW+2 & Day light  
                  LW-1 to LW+2 @ Mawan.  
**Tugs:**      2. 1 escort @ Mawan to berth if  
                  D>10m or LOA>183m.  
**Remarks:** 2 pilots.  
                  Stem to tide for berthing.

031      **Unberthing**      LOA: Max 186m  
**Draft:**      Max 12m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Subject to Mawan transit tidal  
                  window.  
**Tugs:**      2. 1 escort to Mawan if D>10m or  
                  LOA >183m.  
**Remarks:** 2 pilots

040      **Berthing**      LOA: Max 195m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Day light HW to HW+2 @ Mawan.  
**Tugs:**      3 incl 1 escort from G.I. + 1 escort @  
                  Mawan to berth  
**Remarks:** 2 pilots.  
                  Starboard side to.

041      **Unberthing**      LOA: Max 195m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day @ berth.  
                  Subject to Mawan transit tidal  
                  window.  
**Tugs:**      2 incl 1 escort to Mawan  
**Remarks:** 2 pilots

**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.

ON TRIAL

Location : **URMPS/URMA**

**Transit Mawan – Bulker & Tanker  
(All vessels other than passenger & container ship)**

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

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

020      **N. bound**      LOA: Max 198m  
**Draft:**      Max 12.5m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                 window.  
**Tugs:**      1 escort @ Mawan for Mawan  
                 Transit.  
                 To URMA: +1 @ URMA if D>10m.  
**Remarks:** Day 1 pilot, Night 2 pilots.

021      **S. bound**      LOA: Max 198m  
**Draft:**      Max 12.5m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                 window.  
**Tugs:**      1 escort @ Mawan for Mawan  
                 Transit.  
                 From URMA: +1 @ URMA if  
                 D>10m.  
**Remarks:** Day 1 pilot, Night 2 pilots.

030      **N. bound**      LOA: Max 230m  
**Draft:**      Max 13m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                 window. D>12.5m day light transit  
                 only.  
**Tugs:**      1 escort @ Mawan for Mawan  
                 Transit; for night transit 1 escort from  
                 Kellett buoy to UR 2 buoy if D> 9m.  
                 To URMA: +1 @ URMA if D>10m.  
**Remarks:** 2 pilots

031      **S. bound**      LOA: Max 230m  
**Draft:**      Max 13m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                 window. D>12.5m day light transit  
                 only.  
**Tugs:**      1 escort @ Mawan for Mawan  
                 Transit; for night transit 1 escort  
                 from UR 2 buoy to Kellett buoy if  
                 D> 9m.  
                 From URMA: +1 @ URMA if  
                 D>10m.  
**Remarks:** 2 pilots.

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

041      **S. bound**      LOA: Max 255m  
**Draft:**      Max 15m (min 15% UKC)  
**Time:**      Day light.  
                 Subject to Mawan transit tidal  
                 window.  
**Tugs:**      Tug minimum 3600 HP each.  
                 1 escort @ Mawan for Mawan  
                 Transit.  
                 From URMA: 1 escort Mawan  
                 Transit; from URMA if D>10m.  
**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  
**Draft:**      Max 16.8m (min 15% UKC)  
**Time:**      Day light.  
                 Subject to Mawan transit tidal window.  
**Tugs:**      Tug minimum 3600 HP each.  
                 1 escort from GI for Mawan Transit;  
                 +1 @ Mawan if D>14m.  
                 To URMA: 1 escort from GI to  
                 URMA; +1 from Mawan to URMA if  
                 D>14m.  
**Remarks:** 2 pilots

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

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

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

**General Remarks:**

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :  
@URMPS, URMA, NC & WITHIN HARBOUR:
  - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
  - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
4. In case of special circumstances and conditions, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
5. Unless otherwise specified, escort tug for Mawan transit is required for the waters between Kellett buoy and Ha Pang.
6. For LOA>230m≤290m or Draft >13m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required.
7. During the initial implementation of the trials for LOA Max 305m, provision of one more escort tug during Mawan transit is recommended. ~~This tug arrangement should be kept until such trials are satisfactory and under control of the working pilots, it will be evaluated at every 5 northbound and 5 southbound operations.~~
8. Subject to Mawan transit tidal window.

ON TRIAL

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

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

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

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

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

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

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

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

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

050 **N. bound** LOA: Max 310m  
**Draft:** Max 14.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and  $D \leq 13.5$ m. thrusters not considered if  $D > 13.5$ m).  
**Remarks:** 2 pilots

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



ON TRIAL

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

060      **N. bound**      LOA: Max 353m  
**Draft:**      Max 15.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window. D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:**      1 escort from Kellett buoy for Mawan Transit.  
D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

061      **S. bound**      LOA: Max 353m  
**Draft:**      Max 15.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:**      1 escort @ Mawan for Mawan Transit.  
D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

070      **N. bound**      LOA: Max 370m  
**Draft:**      Max 15.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:**      1 escort from Kellett buoy for Mawan Transit.  
D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

071      **S. bound**      LOA: Max 370m  
**Draft:**      Max 15.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 15.5m, day light.  
**Tugs:**      1 escort @ Mawan for Mawan Transit.  
D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

080      **N. bound**      LOA: Max 400m  
**Draft:**      Max 16.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 16.0m, day light.  
**Tugs:**      1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

081      **S. bound**      LOA: Max 400m  
**Draft:**      Max 16.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
D>>~~14.5~~15.0m to 16.0m, day light.  
**Tugs:**      2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**General Remarks:**

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

**ON TRIAL**

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

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

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

020 **N. bound** LOA: Max 270m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

030 **N. bound** LOA: Max 290m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

040 **N. bound** LOA: Max 345m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

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

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

021 **S. bound** LOA: Max 270m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

031 **S. bound** LOA: Max 290m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

041 **S. bound** LOA: Max 345m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

**ON TRIAL**

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

**General Remarks:**

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. Subject to Mawan transit tidal window.

**ON TRIAL**

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

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

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

020 **N. bound** LOA: Max 270m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

030 **N. bound** LOA: Max 290m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

040 **N. bound** LOA: Max 345m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

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

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

021 **S. bound** LOA: Max 270m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

031 **S. bound** LOA: Max 290m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

041 **S. bound** LOA: Max 345m  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).

**Remarks:** 2 pilots

**ON TRIAL**

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

**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) bow thrusters of total power  $\geq 8000\text{HP}$
  - (b) Equipped with azipods.
2. Vessels of LOA  $>310\text{m}$  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  $>310\text{m}$  is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. Subject to Mawan transit tidal window.

**Ma Wan Transit Tidal Window**

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in the web-site below:-

(<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

**(a) Bulker & Tanker (URMPS/URMA)**

*(All vessels other than passenger & container ship)*

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

**(b) Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	Day light transit only

**(c) Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

**(d) Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

(a) bow thrusters of total power ≥ 8000HP

(b) Equipped with azipods.

## ON TRIAL

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

010	<b>East Bound</b>	LOA: Max 230m	011	<b>West Bound</b>	LOA: Max 230m
<b>Draft:</b>	Max 9.0m (min 10% UKC)		<b>Draft:</b>	Max 9.0m (min 10% UKC)	
<b>Time:</b>	24 hrs		<b>Time:</b>	24 hrs	
<b>Tugs:</b>			<b>Tugs:</b>		
<b>Remarks:</b>			<b>Remarks:</b>		
020	<b>East Bound</b>	LOA: Max 270m	021	<b>West Bound</b>	LOA: Max 270m
<b>Draft:</b>	Max 9.0m (min 10% UKC)		<b>Draft:</b>	Max 9.0m (min 10% UKC)	
<b>Time:</b>	24 hrs		<b>Time:</b>	24 hrs	
<b>Tugs:</b>	1 escort		<b>Tugs:</b>	1 escort	
<b>Remarks:</b>			<b>Remarks:</b>		
030	<b>East Bound</b>	LOA: Max 290m	031	<b>West Bound</b>	LOA: Max 290m
<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)		<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)	
<b>Time:</b>	D&N LW-2 to HW		<b>Time:</b>	D&N HW+1 to LW+1	
<b>Tugs:</b>	2 escort		<b>Tugs:</b>	2 escort	
<b>Remarks:</b>	2 pilots. 1 <del>patrol</del> guard boat to clear the passage.		<b>Remarks:</b>	2 pilots. 1 <del>patrol</del> guard boat to clear the passage.	
040	<b>East Bound</b>	LOA: Max 345m	041	<b>West Bound</b>	LOA: Max 345m
<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)		<b>Draft:</b>	Max <del>10.0</del> 9.5m (min 10% UKC)	
<b>Time:</b>	D&N LW-2 to HW		<b>Time:</b>	D&N HW+1 to LW+1	
<b>Tugs:</b>	2 escort		<b>Tugs:</b>	2 escort	
<b>Remarks:</b>	2 pilots. Removal of N1 & N2 buoys. 1 <del>patrol</del> guard boat to clear the passage.		<b>Remarks:</b>	2 pilots. Removal of N1 & N2 buoys. 1 <del>patrol</del> guard boat to clear the passage.	

**General Remarks:**

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
2. This BGL is intended for **CRUISE 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 ~~patrol~~ guard boat provided by agents is required to clear the passage between Kellett Buoy and Hung Hom.

**ON TRIAL**Location: **CHT-PH**      **Central Harbour Transit-Passenger Ship (Highly Maneuverable)**

010      **East Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

011      **West Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

020      **East Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

021      **West Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

030      **East Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

031      **West Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

040      **East Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

041      **West Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
  - (a) Bow thrusters of total power  $\geq 8000\text{HP}$
  - (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.



**Chapter: 12****BERTHING GUIDELINES**

\*\* INDEX \*\*

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

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### Purpose

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

#### Proposed Amendments

2. As part of the continuous process of reviewing the BGL, the Pilotage Advisory Committee Working Group agreed at its meeting held on 6 September 2019 to present the following amendments for endorsement:

- A. Chapter 5 – to amend with updated information on tug's name, "Shenyang" and adding four grade I tugs (namely: Guilin, Hai Da, Mai Po and Sung Kong) to the list as shown in *Annex I*.
- B. Chapter 8 – to amend with updated information on Government Mooring Buoy as shown in *Annex II*.
- C. Chapter 10 – to amend the followings with details as shown in *Annex III*:-
  - (i) textual correction, migration to WGS84 datum and addition of three pilot boarding stations in Mirs Bay; and
  - (ii) providing updated information on fairways and buoys.
- D. Chapter 12 –
  - (i) **Chevron T/Y LPG Berth (CVX-LPG)** - in order to avoid the confused tide at low water slack causing safety concerns, it is considered necessary to amend the berthing time slot to a period with a more definite tide. Therefore, it is proposed to amend the berthing time from "D&N LW to LW+3" to "D&N LW+1 to LW+3" for item "010"; and from "Day LW to LW+2" to "D&N LW+1 to LW+3" for item "020". Night operation for this item has been introduced on trial. It is further proposed that the tug

requirement for berthing item “020” should be two grade I tugs for their better maneuvering power over grade II tugs in such tight location. Details are shown in *Annex IV*; and

- (ii) **Shell oil terminal LPG berth (SHELL-LPG)** – along the same rationale in (i) above, it is proposed to amend the berthing time in items “010”, and “020” from “...*D&N LW to LW+2*” to “...*D&N LW+1 to LW+3*” as shown in *Annex V*.

### **Way Forward**

3. Subject to the endorsement of the Committee, a clean copy of the amendments together with the updated table of contents would be prepared and uploaded to Marine Department’s website.

Pilotage Unit  
Marine Department  
January 2020

**Berthing Guidelines**

*(Proposed January 2020)*

**Chapter 5**

**TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<b><u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u></b>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<b><u>Kam Hung Tug (Tel.: 2619 6981-3)</u></b>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<b><u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u></b>				
H.K. United 20	2 x 850	20	II	
<b><u>Hong Kong Tug (Tel.:2612 6800)</u></b>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
<b>Mai Po</b>	<b>6500</b>	<b>85.7</b>	<b>I</b>	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
<b>Sung Kong</b>	<b>6500</b>	<b>83.0</b>	<b>I</b>	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	

Tsing Yuk	2 x 600	18.7	II	
<b><u>South China Tug (Tel.: 2548 5205)</u></b>				
Guangzhou	4000	53	I	
<b>Guilin</b>	<b>4000</b>	<b>52.7</b>	<b>I</b>	
Nanning	4000	55	I	
Shanghai	4000	55	I	
<b>Shenyeng Shenyang</b>	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<b><u>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</u></b>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
<b>Hai Da</b>	<b>4000</b>	<b>52</b>	<b>I</b>	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

**Berthing Guidelines**

*(Proposed January 2020)*

**Chapter 8 GOVERNMENT MOORING BUOYS**

<b>BUOY</b>	<b>LOA (m.)</b>	<b>Draft (m.)</b>	<b>BUOY</b>	<b>LOA (m.)</b>	<b>Draft (m.)</b>
<b>‘A’ Buoys:</b>					
A17	183	9.0	A29	160	9.0
A38	183	6.4	A35	160	9.5
A39	183	7.4	A36	160	8.1
A43	183	9.3			
<del>A71</del>	<del>183</del>	<del>9.1</del>			
<del>A72</del>	<del>183</del>	<del>9.5</del>			
A73	183	9.5			
A74	183	9.5			
A77	183	9.5			
A78	183	9.8			
<b>‘B’ Buoys:</b>					
B02	137	6.4	B04	137	9.1
B03	137	6.7	B30	137	<del>8.1</del> 9.3

**Remarks:**

1. Government Mooring Buoys (GMB) may from time to time being classified as Non-typhoon mooring buoy via promulgation of a Marine Department Notice. Vessels which are moored to these buoys shall leave the mooring buoy if so directed by the Director.
2. Buoy link diameter = 146mm
3. Location and allocation of mooring buoys are subjected to review; sounding may also vary. Agents/operators are reminded to check with Marine Department notices, notices to mariners and up-to-date navigation charts for latest information before booking GMB.

**Berthing Guidelines  
Chapter 10**

**MISCELLANEOUS**

*(Proposed January 2020)*

**Width of Fairways**

1.	Eastern fairway	<del>412m</del> 395m
2.	Hung Hom fairway	370m
3.	Central fairway	370m
4.	Northern fairway	<del>305m</del> 380m
5.	Southern fairway	<del>220m</del> 590m (East part of Southern Fairway)
6.	Sulphur channel	<del>280m</del> 270m (West part of Southern Fairway)
7.	North Green Island fairway	<del>244m</del> 600m
8.	Ha Pang fairway	600m
9.	Castle Peak fairway	380m
10.	Urmston Road fairway	580m

**Naval Anchorages**

Mooring Buoys		Location	
1.	ZA1	22° 18.567'N	114° 08.604'E
2.	ZA2	22° 18.348'N	114° 08.504'E
3.	ZB1	22° 18.712'N	114° 08.406'E
4.	ZB2	22° 18.514'N	114° 08.345'E

**Pilot Boarding Stations**

Name-Description		Location	
1.	Area off Ha Mei Wan, west of Lamma Island	<del>22°-12'00"</del> 22° 11.908'N	<del>114°-05'18"</del> 114° 05.447'E
2.	Area off the turning buoy in the Tathong Channel	<del>22°-16'00"</del> 22° 15.908'N	<del>114°-15'40"</del> 114° 15.814'E
3.	Area off Lam Kok Tsui (Black Point) in Urmston Road	<del>22°-25'01"</del> 22° 24.925'N	<del>113°-53'12"</del> 113° 53.347'E
4.	Area off the entrance to Tolo Channel ( <i>Chik Chau</i> )	<del>22°-29'36"</del> 22° 29.508'N	<del>114°-19'42"</del> 114° 19.848'E
5.	Area off Ngan Chau in East Lamma Channel	<del>22°-13'03"</del> 22° 12.958'N	<del>114°-09'42"</del> 114° 09.847'E
6.	Area off Ping Chau in Mirs Bay	22° 32.800'N	114° 23.600'E
7.	Area off Crooked Island in Mirs Bay	22° 33.500'N	114° 20.200'E
8.	Area off Shek Ngau Chau in Mirs Bay	22° 29.700'N	114° 26.540'E

**Other Useful Locations**

Ngan Chau		22° 13.0'N	114° 11.0'E
Shek Kok Tsui		22° 14.2'N	114° 06.1'E
Waglan		22°11.0'N	114° 18.0'E
Yuen Kok		22° 11.0'N	114° 08.8'E
SW Lamma Island		22° 10.0'N	114° 06.0'E
Northern 1 (N1) buoy		<del>22°17.867'N</del> 22° 18.000'N	<del>114°08.617'E</del> 114° 08.579'E
Northern 2 (N2) buoy		<del>22°18.933'N</del> 22° 18.722'N	<del>114°07.525'E</del> 114° 07.707'E
TCS4 buoy		22° 16.333'N	114° 15.500'E



**Annex IV**

*(Proposed January 2020)*

**Berthing Guidelines**

**ON TRIAL**

Location: **CVX-LPG**

**Chevron T/Y LPG berth**

010      **Berthing**      LOA: Max 80m  
**Draft:** Max 6.5m (min 10% UKC)  
**Time:** D&N LW+1 to LW+3  
**Tugs:** 1 (grade II)

**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign board.

020      **Berthing**      LOA: Max 114m  
**Draft:** Max 6.5m (min 10% UKC)  
**Time:** Day&N LW+1 to LW+23  
**Tugs:** 2 ~~(grade II) tug and which shall not  
be replaced by 1 (grade I) tug.~~

**Remarks:** Starboard side to.  
Bow not to pass 6.5m sign board.

011      **Unberthing**      LOA: Max 80m  
**Draft:** Max 6.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 1 (grade II) tug for unberthing on  
flood tide.  
2 (grade II) tugs on ebb tide.

**Remarks:**

021      **Unberthing**      LOA: Max 114m  
**Draft:** Max 6.5m (min 10% UKC)  
**Time:** 24 hrs  
**Tugs:** 2 (grade II) tugs for unberthing on  
flood tide.  
2 (grade I) tugs on ebb tide.

**Remarks:**

**General Remark:**

Thrusters are not considered as substitute for tug.

***Annex V***

*(Proposed January 2020)*

**Berthing Guidelines**

Location: **SHELL-LPG Shell oil terminal LPG berth**

010 **Berthing** LOA: Max 100m  
**Draft:** Max 7m (min 10% UKC)  
**Time:** D&N HW-1 to HW+2 & D&N  
LW +1 to LW+23  
**Tugs:** 2 (grade II)  
**Remarks:** Port side to.

011 **Unberthing** LOA: Max 100m  
**Draft:** Max 7m (min 10% UKC)  
**Time:** 24 hr  
**Tugs:** 2 (grade II)  
**Remarks:**

020 **Berthing** LOA: Max 135m  
**Draft:** Max 8m (min 10% UKC)  
**Time:** D&N HW-1 to HW+2 & D&N  
LW+1 to LW+23  
**Tugs:** 2  
**Remarks:** Port side to.

021 **Unberthing** LOA: Max 135m  
**Draft:** Max 8m (min 10% UKC)  
**Time:** 24 hr  
**Tugs:** 2  
**Remarks:**

**General Remark:**

Thrusters are not considered as substitute for tug.

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### Purpose

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

#### Proposed Amendments

2. It was proposed to amend the BGL with updated information as follow:-

- A. Chapter 5 - adding two grade I tugs (namely, Hai Kun and Hai Peng) to the list as shown in **Annex I**.
- B. Chapter 12 –
  - (i) **Tolo harbor Town Gas wharf (TPGAS)** – subsequent to the establishment of the three pilot boarding stations in Mirs Bay, the seaward passage under pilotage for ships arriving/departing from/to boundary of administration, it is necessary to revise the booking time for pilot boarding so that pilotage through the narrow Tolo channel would be conducted in day light for enhanced safety. It is proposed the POB time for berthing and unberthing be revised as shown in the general remark at **Annex II**; and
  - (ii) **Transit Mawan – Container ship (URMPS-C/URMA-C)** – this guideline has been on trial since December 2017. It is now considered as operational and effective, hence the remark of “ON TRIAL” should be removed as shown in **Annex III**.

*(this proposal is superseded by the result of agenda*

*item 4.b discussion on Tsing Ma Bridge Relaxation,  
revised amendment shown in Annex IV)*

### **Consultation**

3. Members of the Pilotage Advisory Committee Working Group have been consulted on 5 November 2020.

### **Way Forward**

4. Subject to the endorsement of the Committee, a clean copy of the amendments together with the updated table of contents would be prepared and uploaded to Marine Department's website.

Pilotage Unit  
Port Control Division  
Marine Department  
November 2020

**Chapter 5 TUGS INFORMATION**

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<b>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</b>				
Chung Hing No.1 (忠興壹)	2 × 624	18	II	
Wallex 2 (華力二)	2 × 624	18	II	
<b>Kam Hung Tug (Tel.: 2619 6981-3)</b>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<b>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</b>				
H.K. United 20	2 x 850	20	II	
<b>Hong Kong Tug (Tel.:2612 6800)</b>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	
Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	

<b>South China Tug (Tel.: 2548 5205)</b>				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<b>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</b>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
<b>Hai Kun</b>	<b>7000</b>	<b>88</b>	<b>I</b>	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
<b>Hai Peng</b>	<b>7000</b>	<b>88</b>	<b>I</b>	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

**Berthing Guidelines**

*Proposed – November 2020*

Location : **TPGAS**

**Tolo harbour Town Gas wharf**

**010 Berthing** LOA: Max 122m  
**Draft:** Max 7.5m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 2 (grade II)  
**Remarks:** Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

**011 Unberthing** LOA: Max 122m  
**Draft:** Max 7.5m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 2 (grade II)  
**Remarks:** Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

**020 Berthing** LOA: Max 198m  
**Draft:** Max 11m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 2. L>168m or D>9.15m 1 escort from Chik Chau  
**Remarks:** Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

**021 Unberthing** LOA: Max 198m  
**Draft:** Max 11m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 2. L>168m or D>9.15m 1 escort to Chik Chau  
**Remarks:** Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau

**030 Berthing** LOA: Max 228m  
**Draft:** Max 11m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 3 incl 2 escort from Chik Cha  
**Remarks:** 2 pilots.  
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

**031 Unberthing** LOA: Max 228m  
**Draft:** Max 11m (min 10% UKC)  
**Time:** See General Remark  
**Tugs:** 3 incl 2 escort to Chik Cha  
**Remarks:** 2 pilots.  
Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

**General Remark:**

~~POB time for berthing or unberthing : From sunrise to 90 minutes before sunset~~

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.

**Berthing Guidelines***Proposed November 2020***~~ON TRIAL~~**Location : **URMPS-C/URMA-C**      **Transit Mawan – Container ship**

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

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

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

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

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

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

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

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

050      **N. bound**      LOA: Max 310m  
**Draft:**      Max 14.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
**Tugs:**      1 escort from Kellett buoy for Mawan Transit.  
                 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and  $D \leq 13.5m$ . thrusters not considered if  $D > 13.5m$ ).  
**Remarks:** 2 pilots

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



**Berthing Guidelines**

*Proposed November 2020*

~~ON TRIAL~~

*Location : URMPS-C/URMA-C*

*Transit Mawan – Container ship*

**060 N. bound** LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 15.5m, day light.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**061 S. bound** LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 15.5m, day light.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**070 N. bound** LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 15.5m, day light.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**071 S. bound** LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 15.5m, day light.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**080 N. bound** LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 16.0m, day light.  
**Tugs:** 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**081 S. bound** LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>15.0m to 16.0m, day light.  
**Tugs:** 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**General Remarks:**

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

**Berthing Guidelines**

**ON TRIAL**

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

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

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

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

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

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

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

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

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

**050**      **N. bound**      LOA: Max 310m  
**Draft:**      Max 14.5m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal window.  
**Tugs:**      1 escort from Kellett buoy for Mawan Transit.  
                 To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and  $D \leq 13.5m$ . thrusters not considered if  $D > 13.5m$ ).  
**Remarks:** 2 pilots

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

**Berthing Guidelines**

**ON TRIAL**

*Location : URMPS-C/URMA-C*

*Transit Mawan – Container ship*

**060 N. bound** LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
~~D>15.0m to 15.5m, day light.~~  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>14.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**061 S. bound** LOA: Max 353m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
~~D>15.0m to 15.5m, day light.~~  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>14.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**070 N. bound** LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
~~D>15.0m to 15.5m, day light.~~  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
D>12.5m to 15.5m, 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**071 S. bound** LOA: Max 370m  
**Draft:** Max 15.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
~~D>15.0m to 15.5m, day light.~~  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
D>12.5m to 15.5m, 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**080 N. bound** LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>~~15.0~~ 15.5m to 16.0m, day light.  
**Tugs:** 1 from GI & 1 from Kellett buoy escort for Mawan Transit.  
**Remarks:** 2 pilots

**081 S. bound** LOA: Max 400m  
**Draft:** Max 16.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
D>~~15.0~~ 15.5m to 16.0m, day light.  
**Tugs:** 2 escort @ Mawan for Mawan Transit.  
**Remarks:** 2 pilots

**General Remarks:**

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

## **PILOTAGE ADVISORY COMMITTEE**

### **Proposed Amendments to the Berthing Guidelines**

#### **Purpose**

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

#### **Proposed Amendments**

2. It was proposed to amend the BGL with updated information by adding one grade II tug, "Ark" of Bowill Shipping Ltd., to the list as shown in the *Annex*.

#### **Advice Sought**

3. Advices and comments from members are sought for the endorsement of this proposal.

Pilotage Unit  
Port Control Division  
Marine Department  
August 2021

## Chapter 5

## TUGS INFORMATION

Guidelines on tug requirements are outlined in chapter 4. Tugs listed in the table below are considered as suitable for port operations and for reference only. Owners/Operators of new tugs should contact the Pilotage Advisory Committee (Attention: MO/Pilotage, see chapter 11 for contact information) and HKPA for enquiry on listing their tugs in the table for reference.

Name	HP	BP (tonnes)	Grade	Remarks
<b><u>Bowill Shipping Ltd. (Tel.:2300 1950, 3840 2918)</u></b>				
Ark	2 x 1600	41.1	II	
<b><u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u></b>				
Chung Hing No.1 (忠興壹)	2 x 624	18	II	
Wallex 2 (華力二)	2 x 624	18	II	
<b><u>Kam Hung Tug (Tel.: 2619 6981-3)</u></b>				
Dong Tai	1280	19	II	
Kam Hung 18	1500	23	II	
Kam Hung 28	1280	19	II	
Kam Hung 38	1280	19	II	
Kam Hung 88	1500	23	II	
<b><u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u></b>				
H.K. United 20	2 x 850	20	II	
<b><u>Hong Kong Tug (Tel.:2612 6800)</u></b>				
Ap Chau	4000	54	I	
Hung Hom	3200	45.5	I	
Kau Lung	3200	45.5	I	
Lamma	3200	45.5	I	
Mai Po	6500	85.7	I	
Sha Chau	4000	54	I	
Sha Tin	4000	54	I	
Sung Kong	6500	83.0	I	
Taikoo	5000	74.5	I	
Tai O	5000	71.8	I	
Tap Mun	3200	45.5	I	
Ting Kau	4000	54	I	
Yuen Kok	4000	54	I	
Whampoa	5000	68.6	I	

**Berthing Guidelines***Proposed August 2021*

Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	
<b>South China Tug (Tel.: 2548 5205)</b>				
Guangzhou	4000	53	I	
Guilin	4000	52.7	I	
Nanning	4000	55	I	
Shanghai	4000	55	I	
Shenyang	5000	70	I	
Shunde	4000	56	I	
Suzhou	5000	65.5	I	
<b>Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)</b>				
Hai An	4000	52	I	
Hai Ba	5000	62	I	
Hai Da	4000	52	I	
Hai Fa	3200	42	I	
Hai Hoi	5000	62	I	
Hai Kun	7000	88	I	
Hai Li	5000	62	I	
Hai Man	4000	52	I	
Hai Peng	7000	88	I	
Hai Qi	3200	42	I	
Hai Shan	6000	75	I	
Hai Tai	4000	52	I	
Hai Tong	4000	52	I	
Hai You	4000	52	I	
Hoi Lian	4000	52	I	
Yiu Lian 26	2600	35	I	
You Da	3200	42	I	

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### Purpose

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

#### Proposed Amendments

2. It was proposed to amend the BGL with updated information as follow:-

A. Chapter 3 – amend paragraph 4 in respect of the “depth at berth” and “Max. Sailing or Arrival Draft at KC Basin” for Kwai Chung berths as shown in Annex I.

B. Chapter 4 – adding a requirement for 6,000HP tug and one 5000HP tug for vessel with LOA>370m & Draft>14.0m; and two 5000HP tugs for vessels with >350m in paragraph 2 as shown in Annex II.

C. Chapter 12 –

(i) **Chevron T/Y main berth (CVX)** – extend the Maximum LOA from 235m to 250m with displacement not exceeding 110,000 MT; and

(ii) **Kwai Chung berths** –

(a) draft increased subsequent to the deepening of the basin;

(b) tidal windows adjusted; and

(c) number and power of tugs adjusted for handling heavily laden ships.

As shown in *Annex III*.

3. These proposed amendments had been thoroughly discussed in the Working Group meeting held on 27 May 2022 via PACWG Paper No. 1/2022. Members accepted that the proposed amendments would enhance the efficiency and safety in the movements of vessels in the busy waters of Hong Kong, and in particular, large vessels in the Kwai Tsing container basin.

### **Presentation**

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

Port Control Division  
Marine Department  
June 2022



**Chapter 3**

**BERTHING REMARKS**

**Fore and Aft Clearance**

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

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

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

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

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

Note 4 : During typhoons and when visibility is less than 3 cables, terminal operators should endeavour to arrange the fore-and-aft clearance of not less than 25 metres for LOA≤370m, or 35 metres for LOA >370m.

Note 5 : Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible. For vessels of LOA>370m, 35 metres are required.

2. Berthing of ships with LOA exceeding berth length requires an extra length of quay front from adjacent berth(s). Irrespective of the ship's length, a clearance of not less than 25 metres shall be maintained at the corner between berth KC1 and KC5; at the eastern most of KC6, KC7, KC10 and KC11. For vessels of LOA>370m, 35 metres are required.

**Depth of Berths**

3. The depths of berths provided in these guidelines are as declared by the berth operators. Close liaison among the ships agent, berth operators and pilots should be maintained at all times to ensure sufficient depth for berthing and unberthing of the vessels.
4. Declared Depths at Kwai Chung Berths: ~~(KC basin maintained depth 15.0m)~~

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

**\*Remarks:**

- (a) Depth at berths (50m from berth to seaward) were declared and maintained by terminal operators and may subject to change. Masters, agents & operators are cautioned to check with terminal operator for updated information.
- (b) Vessels intending to sail or arrive with draft exceeding **15.0m** should submit the following information to HKPA in ample time for consideration as required.
- i. Water density used for calculating the declared draft;
  - ii. Draft at water density SG 1.017;
  - iii. TPC (tonnes per centimetre);
  - iv. Estimated GM at sailing;
  - v. Squat Table; and
  - vi. Heeling Table.

**Chapter 4 GUIDELINES ON TUG REQUIREMENTS**

**Tugs Used for Port Operations – General Requirements**

1. Tugs used for port operations should meet the following requirements :

- (a) Locally licensed and properly manned;
- (b) Fitted with VHF radio;
- (c) Fitted with AIS transponder;
- (d) Fitted with twin screw/propulsion preferably with azimuth propellers;
- (e) With adequate power and bollard pull; and
- (f) Tug master be able to communicate with pilot(s) effectively.

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

**Grades of Tug**

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

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

Note<sup>1</sup> at least one of the attending tugs should be of 6000HP or more &

one tug of 5000HP or more.

Note<sup>2</sup> The requirement for 6,000HP tug would be put on trial only, substitution with total equivalent power may be accepted.

Note<sup>3</sup> at least one of the attending tugs should be of 5000HP or more; at least two if Draft >14.0m.

### **Tugs Information**

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

### **Number and Grades of Tugs Required**

4. The number of tugs deployed and the working parameters required are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the Master and/or ship's operators to further enhance the safety is encouraged.
5. The grade of tug required in these guidelines will be Grade I unless specified otherwise.
6. When two or more Grade II tugs are stipulated in the Berthing Guidelines, they should not be replaced by one Grade I tug. The requirement on the number of tugs under this BGL shall remain unchanged.
7. For all bulk and oil terminals (including CLPTSK & HKELECT), where the BGL stipulates 3 tugs are required, at least 2 tugs must be 3,600 HP each or min. 7,200 HP together (Tug 2,600HP not accepted). If 4 tugs are required, at least 2 tugs must be 3,600 HP each. Detailed requirements of tug are contained in each relevant BGL.

### **Transverse Thruster(s)**

8. Transverse thruster(s) in good working condition may be accepted to substitute for one tug. Transverse thruster with under-power will not be considered as equivalent to one tug. Transverse thruster(s) shall meet with conditions stipulated below,
- It is in good working condition, such that the control button can be adjusted to full power operating position.
  - It can run continuously for not less than 30 minutes.
  - It must be totally immersed in water.
  - It must not be interrupted by the operation of the main engine or other auxiliary engine.
  - The thruster power required for different length overall are as follow:-

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

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

### Azipod

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

## Chapter: 12

## BERTHING GUIDELINES

\*\* INDEX \*\*

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	NLA	North Lamma anchorage
BUOY	Government mooring buoy	NWLA	North West Lamma anchorage
CCEMENT	China Cement Company (TSK)	OTN	Ocean Terminal north berth
CFT	China ferry terminal	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PC	Central Harbour Transit – Passenger Ship (Conventional)	OTS	Ocean Terminal south berth
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS/O-F	Ocean Terminal south berth outer-foul
CLPTSK	China light power station (TSK)	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CMKEN-S	China Merchant Kennedy Town south berth	PSSA-E	Pun Shan Shek anchorage east
CVX	Chevron T/Y main berth	PSSA-W	Pun Shan Shek anchorage west
CVX-5	Chevron T/Y No. 5 berth	RDGA	Reserved dangerous goods anchorage
CVX-6A	Chevron T/Y No. 6A berth	RTT-1	River Trade Terminal No.1 berth
CVX-LPG	Chevron T/Y LPG berth	RTT-2	River Trade Terminal No.2 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-4	River Trade Terminal No.4 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-5	River Trade Terminal No.5 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHELL-1E	Shell No. 1 east & west berth
EURO-3P	Euro-Asia berth 3P	SHELL-2E	Shell No. 2 & 3 east & west berth
HKELECT(N)	Lamma power station north wharf	SHELL-LPG	Shell oil terminal LPG berth
HKELECT(S)	Lamma power station south wharf	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1-2	Kwai Chung berth 1-2	SINO-C	Sinopec T/Y east berth (C)
KC 2	Kwai Chung berth 2	SINO-CW	Sinopec Chai Wan berth
KC3	Kwai Chung berth 3	SINO-3	Sinopec T/Y No. 3 berth
KC4	Kwai Chung berth 4	SLA	Anchorage South of Lamma Island
KC5	Kwai Chung berth 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC6	Kwai Chung berth 6	SSK-2	Sham Shui Kok Anchorage No. 2
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7	Kwai Chung berth 7	SWSTL	Shiu Wing steel wharf (TSK)
KC7/O-F	Kwai Chung berth 7 outer-foul	THA	Tolo harbour anchorage
KC8, 9	Kwai Chung berth 8& 9	TOW	Ship under tow
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW-BERTH	Ship under tow to/from berth
KC10W	Kwai Chung berth 10W	TPGAS	Tolo harbour Town Gas wharf
KC11	Kwai Chung berth 11	TSK-MHB	Tap Shek Kok Material Handling Berth
KC12	Kwai Chung berth 12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C / URMA-C	Transit Mawan – Container ship
KC16	Kwai Chung berth 16	URMPS-PC/ URMA-PC	Transit Mawan – Passenger ship (Conventional)
KC16 17-19	Kwai Chung berth 16 17-19	URMPS-PH/ URMA-PH	Transit Mawan – Passenger ship (Highly Maneuverable)
KC20	Kwai Chung berth 20	WA-1	Western anchorage No.1
KEL-1	Kellett Anchorage No. 1	WA-2	Western anchorage No.2
KEL-2	Kellett Anchorage No. 2	WA-3	Western anchorage No.3
KEL-3	Kellett Anchorage No. 3	WQA	Western quarantine anchorage
KTCT-1	Kai Tak Cruise Terminal berth 1	YMTA	Yau Ma Tei anchorage
KTCT-2	Kai Tak Cruise Terminal berth 2	YUENFAT	Yuen Fat wharf No.2 berth
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		

Location : CVX

Chevron T/Y main berth

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

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

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

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

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

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

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

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

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

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

**General Remark:**

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

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

010 **Berthing** LOA: Max 130m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

020 **Berthing** LOA: Max 230m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2  
**Remarks:**

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Starboard side to  
GT >130000, LOA: Max 370m refers.

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

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Starboard side to

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** ~~2.~~  
~~1 if bow & stern thrusters fitted.~~  
~~D>13.0m,~~ 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

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



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

010 **Berthing** LOA: Max 130m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

011 **Unberthing** LOA: Max 130m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m refers.

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

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max ~~14.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to HW+2 if Starboard side to  
**Tugs:** 2.  
1 if bow & stern thrusters fitted.  
D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.  
D>14.0m, 4  
**Remarks:**

**General Remark:**

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

2. Declared depth of 15.5m is applicable to berth KC2 and 143m northward from the north end of berth KC2 (from Bollard No.549 to Bollard No.1934). The quayside of berth KC1 and KC2 are painted in orange to indicate the berth with depth of less than 15.5m.
3. LOA>350m, at least one tug  $\geq$ 5000HP.
4. LOA>350m & D>14.0m, at least two tugs  $\geq$ 5000HP.

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

010 **Berthing** LOA: Max 130m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

020 **Berthing** LOA: Max 230m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2  
**Remarks:**

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m refers.

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

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max 14.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>13.0m or **Starboard side to**, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

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

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

010 **Berthing** LOA: Max 130m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>13.0m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:** GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to HW+2 if Starboard side to  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>13.0m or Starboard side to, 3, 2 if bow & stern thrusters fitted.  
D>14.0m, 4  
**Remarks:**

**General Remark:**

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

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

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

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

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

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

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

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

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

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

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

051 **Unberthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
**Remarks:** D&N LW+1 to HW+1, thrusters not considered.

060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

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

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

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

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

**General Remark:**

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

Location : **KC6****Kwai Chung berth 6***(Declared Depth at berth 14.2m)*

010 **Berthing** LOA: Max 130m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1. 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

040 **Berthing** LOA: Max 300m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs,  
thrusters not considered  
GT >90000, LOA: Max 340m refers.

041 **Unberthing** LOA: Max 300m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
**Remarks:** GT >90000, LOA: Max 340m refers.

050 **Berthing** LOA: Max 340m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
D>12.5m, D&N LW+1 to LW+3 &  
HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
**Remarks:** Port side to

051 **Unberthing** LOA: Max 340m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>12.5m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

060 **Berthing** LOA: Max 350m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
D>12.5m, D&N LW+1 to LW+3 &  
HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Port side to

061 **Unberthing** LOA: Max 350m  
**Draft:** Max 14.2m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3, 2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remark:**

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

Location : **KC6/O-F****Kwai Chung berth 6 outer-foul***(Declared Depth at berth 14.2m)*

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

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

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

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

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

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

**General Remark:**

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



Location : **KC7****Kwai Chung berth 7***(Declared Depth at berth 15.5m)*

<p>010      <b>Berthing</b>      LOA: Max 130m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 1. 2 if D&gt;8m.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather</p>	<p>011      <b>Unberthing</b>      LOA: Max 130m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 1. 2 if no anchor down.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather</p>
<p>020      <b>Berthing</b>      LOA: Max 230m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2  <b>Remarks:</b></p>	<p>021      <b>Unberthing</b>      LOA: Max 230m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2  <b>Remarks:</b></p>
<p>030      <b>Berthing</b>      LOA: Max 270m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2 incl 1 GI escort if no bow thruster.  1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs</p>	<p>031      <b>Unberthing</b>      LOA: Max 270m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>040      <b>Berthing</b>      LOA: Max 300m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 3 incl 1 GI escort if no bow thruster.  1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs, <b>thrusters not considered</b>  <b>GT &gt;90000, LOA: Max 340m refers</b></p>	<p>041      <b>Unberthing</b>      LOA: Max 300m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> <b>GT &gt;90000, LOA: Max 340m refers</b></p>
<p>050      <b>Berthing</b>      LOA: Max 340m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>D&gt;12.5m, D&amp;N LW+1 to LW+3 &amp; HW-2 to HW+2</b>  <b>Tugs:</b> 3 incl 1 GI escort if no bow thruster.  2 if bow &amp; stern thrusters fitted.  D&gt;12.5m. 4 incl 1 GI escort if no bow thruster  <b>Remarks:</b> Starboard side to</p>	<p>051      <b>Unberthing</b>      LOA: Max 340m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 2, 1 if bow &amp; stern thrusters fitted.  D&gt;12.5m, 3, 2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>060      <b>Berthing</b>      LOA: Max 350m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>D&gt;12.5m, D&amp;N LW+1 to LW+3 &amp; HW-2 to HW+2</b>  <b>Tugs:</b> 3 incl 1 GI escort if no bow thruster.  2 if bow &amp; stern thrusters fitted.  D&gt;12.5m, 4 incl 1 GI escort if no bow thruster.  <b>Remarks:</b> Starboard side to</p>	<p>061      <b>Unberthing</b>      LOA: Max 350m  <b>Draft:</b> Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b> 24 hrs  <b>Tugs:</b> 3, 2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remark:**

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

Location : **KC7/O-F****Kwai Chung berth 7 outer-foul***(Declared Depth at berth 15.5m)*

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

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

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

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

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

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

**General Remark:**

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

## ON TRIAL

Location : **KC8-9****Kwai Chung berth 8-9***(Declared Depth at berth ~~15.5~~ 16.0m)*

010 **Berthing** LOA: Max 130m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if D>8m.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

011 **Unberthing** LOA: Max 130m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 1, 2 if no anchor down.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
 1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m refers.

051 **Unberthing** LOA: Max 360m  
**Draft:** Max 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
 D>13.0m, 3, 2 if bow & stern thrusters fitted.  
**Remarks:** GT >130000, LOA: Max 370m refers.

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+2  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to HW+2  
**Tugs:** ~~2~~ 3, ~~1~~ 2 if bow & stern thrusters fitted.  
~~D>13.0m, 3, 2 if bow & stern thrusters fitted.~~  
**Remarks:**

**Remarks:****Remarks:**~~060~~ 070 **Berthing** LOA: Max 400m~~061~~ 071 **Unberthing** LOA: Max 400m

**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 &  
HW-2 to HW+1  
**Tugs:** 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

**Draft:** Max ~~15.0~~ 16.0m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to HW+2  
**Tugs:** 4  
**Remarks:**

**General Remark:**

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

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

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

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

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

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

030      **Berthing**      LOA: Max 270m  
**Draft:**      Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**      Stern in 3 tugs

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

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

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

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

051      **Unberthing**      LOA: Max 340m  
**Draft:**      Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      2, 1 if bow & stern thrusters fitted.  
                  D>12.5m, 3, 1 if bow & stern thrusters fitted.

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

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.

**ON TRIAL**Location : **KC10W****Kwai Chung berth 10W***(Declared Depth at berth 15.5m)*

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

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

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

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

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

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

051 **Unberthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>12.5m, 3, 1 if bow & stern thrusters fitted.  
**Remarks:**

060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Port side to

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

**General Remarks:**

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

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

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

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

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

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

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

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

051 **Unberthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
D>12.5m, 3, 1 if bow & stern thrusters fitted.

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

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.



Location : **KC12****Kwai Chung berth 12***(Declared Depth at berth 15.5m)*

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

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

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
 1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

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

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

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

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

051 **Unberthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
 D>12.5m, 3, 1 if bow & stern thrusters fitted.  
**Remarks:**

060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-2 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>12.5m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Starboard side to

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

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP. Min. 2 tugs if bow and/or stern thruster(s) are fitted.

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

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

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     1, 2 if D&gt;8m.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather</p>	<p>011     <b>Unberthing</b>    LOA: Max 130m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     1, 2 if no anchor down.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2  <b>Remarks:</b></p>	<p>021     <b>Unberthing</b>    LOA: Max 230m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2  <b>Remarks:</b></p>
<p>030     <b>Berthing</b>     LOA: Max 270m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2 incl 1 GI escort if no bow thruster.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs</p>	<p>031     <b>Unberthing</b>    LOA: Max 270m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>040     <b>Berthing</b>     LOA: Max 300m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     3 incl 1 GI escort if no bow thruster.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs                GT &gt;90000, LOA: Max 340m refers.</p>	<p>041     <b>Unberthing</b>    LOA: Max 300m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> GT &gt;90000, LOA: Max 340m refers.</p>
<p>050     <b>Berthing</b>     LOA: Max 340m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     3 incl 1 GI escort if no bow thruster.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs</p>	<p>051     <b>Unberthing</b>    LOA: Max 340m  <b>Draft:</b>   Max <del>15.0</del> 15.5m + tide – 10% UKC  <b>Time:</b>    24 hrs  <b>Tugs:</b>     2, 1 if bow &amp; stern thrusters fitted.                D&gt;12.5m, 3, 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

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

060      **Berthing**    LOA: Max 370m  
**Draft:**    Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:**     24 hrs  
              D>12.5m, D&N LW+1 to HW+2.  
**Tugs:**     3 incl 1 GI escort if no bow thruster.  
              2 if bow & stern thrusters fitted.  
              D>12.5m, 4 incl 1 GI escort if no  
              bow thruster.

**Remarks:** Starboard side to

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

**Remarks:**

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

071      **Unberthing**    LOA: Max 400m  
**Draft:**    Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:**     D&N LW+1 to HW+2  
**Tugs:**     4  
**Remarks:**

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min total 10800 HP. Min 2 tugs if bow and/or stern thruster(s) are fitted.
3. LOA>350m, at least one tug ≥5000HP.
4. LOA>350m & D>14.0m, at least two tugs ≥5000HP.
5. LOA>370m & D>14.0m, at least one tug ≥ 6000HP & one tug ≥ 5000HP.
6. LOA>390m berthing KC13, quay cranes at berth KC10W(100m eastward from berth KC9/10 corner) and berth KC14 are required to be boom up.
7. Subject to actual berthing position, boom up of additional quay cranes may be required if deemed necessary.

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

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

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

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

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

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

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

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

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

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

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

060 **Berthing** LOA: Max 360m  
**Draft:** Max 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 Incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** Port side to  
GT >130000, LOA: Max 370m refers.

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

~~060~~ 070 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 &  
HW-1 to HW+2  
**Tugs:** 3 Incl 1 GI escort if no bow thruster.  
2 if bow & stern thrusters fitted.  
D>13.0m, 4 incl 1 GI escort if no  
bow thruster.

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

**Remarks:** Port side to

**Remarks:**

**General Remarks:**

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

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

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

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

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

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

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

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

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

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m refers.

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

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 & HW-1 to HW+1  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
 D>13.0m or Port side to, 3, 2 if bow & stern thrusters fitted.  
 D>14.0m, 4  
**Remarks:**

~~060~~ 070 **Berthing** LOA: Max 400m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC

~~061~~ 071 **Unberthing** LOA: Max 400m  
**Draft:** Max ~~15.0~~ 15.5m + tide – 10% UKC

**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 &  
HW-1 to HW+1  
**Tugs:** 4 incl 1 GI escort if no bow thruster.  
**Remarks:**

**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 &  
HW-1 to HW+1  
**Tugs:** 4  
**Remarks:**

**General Remarks:**

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



## ON TRIAL

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

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

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

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

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

030 **Berthing** LOA: Max 270m  
**Draft:** Max ~~15.0~~ 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 2 incl 1 GI escort if no bow thruster.  
 1 if bow & stern thrusters fitted.  
**Remarks:**

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

040 **Berthing** LOA: Max 340m  
**Draft:** Max ~~15.0~~ 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 1 if bow & stern thrusters fitted.  
**Remarks:**

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

050 **Berthing** LOA: Max 360m  
**Draft:** Max 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 &  
 HW-1 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no  
 bow thruster.  
**Remarks:** GT >130000, LOA: Max 370m  
 refers.

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

~~050~~ 060 **Berthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 &  
 HW-1 to HW+1  
**Tugs:** 3 incl 1 GI escort if no bow thruster.  
 2 if bow & stern thrusters fitted.  
 D>13.0m, 4 incl 1 GI escort if no  
 bow thruster.  
**Remarks:**

~~051~~ 061 **Unberthing** LOA: Max 370m  
**Draft:** Max ~~15.0~~ 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
 D>14.0m, D&N LW+1 to LW+3 &  
 HW-1 to HW+1  
**Tugs:** 2, 1 if bow & stern thrusters fitted.  
 D>13.0m or **Port side to**, 3, 2 if bow  
 & stern thrusters fitted.  
 D>14.0m, 4  
**Remarks:**

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

~~061~~ 071 **Unberthing** LOA: Max 400m  
**Draft:** Max ~~15.0~~ 16.5m + tide – 10% UKC  
**Time:** 24 hrs  
D>14.0m, D&N LW+1 to LW+3 &  
HW-1 to HW+1  
**Tugs:** 4  
**Remarks:**

### **General Remarks:**

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

Location: **KC20****Kwai Chung berth 20***(Declared Depth at Berth 15.5 m)*

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

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

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

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

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

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

040      **Berthing**      LOA: Max 310m  
**Draft:**      Max ~~15.0~~ 15.5m + tide – 10% UKC  
**Time:**      24 hrs  
**Tugs:**      3 incl 1 GI escort if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

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

**General Remarks:**

1. Please see Chapters 2, 3 & 4 on general requirements for Kwai Chung Terminals.
2. Berthing: LOA >130m swing around &/or Wedge-in minimum 2 tugs.

PAC Paper No. 8/2022

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### **Purpose**

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

#### **Background**

2. In the Pilotage Advisory Committee (PAC) meeting held on 27 November 2020, it was agreed to revise the berthing guideline with 15.5m draft as the restricting limit for night transit at Ma Wan with immediate effect and subject to a review upon completion of 30 numbers of voyages in the vicinity.

3. Hong Kong Pilots Association (HKPA) has reported that 30 numbers of trial voyages had been completed on 4 July 2022 for container vessels of draft over 15m and not more than 15.5m. The overall comments from the working pilots engaged in the trial operations were positive and normal.

#### **Proposed Amendments**

4. In view of the positive feedbacks on the trial, it is proposed to amend paragraph 18(b) in Chapter 2 of the BGL, and remove the notation of "TRIAL" for Location URMPS-URMA-C, to confirm the restricting limit for night transit at Ma Wan is 15.5m as shown in the Annex.

#### **Advice Sought**

5. Advices and comments from members are sought for the endorsement of this proposal.

Port Control Division  
Marine Department  
October 2022

**Chapter 2**

**GENERAL**

**Purposes of Berthing Guidelines**

1. The Berthing Guidelines (BGL) provides guidance on the efficient provision of pilotage services.
2. The BGL is a reference for all port users requiring pilotage services. In order to expedite the arrangement of operation involving pilotage, the BGL set out the agreed operational parameters and measures which were endorsed by the Pilotage Advisory Committee (PAC). Owners, operators and agents of ships are encouraged to disseminate relevant information contained in this BGL to their masters of ships.
3. For operations which are not contained in the BGL, it should be discussed among relevant parties, such as VTC and HKPA, on a need basis subject to case by case merits.

**Amendments to BGL**

4. Proposed amendment should be addressed to PAC (attention: MO Pilotage, see Chapter 11 for contact information) and HKPA for discussion and consideration.

**General Remarks**

5. These guidelines should be construed as the operations to be performed and conducted under normal conditions with due regards to weather, ship maneuverability, sea and swell etc.
6. The working parameters required and the number of tugs deployed are based on the experience gained by pilot members in normal weather, sea and swell, and ship's manoeuvring conditions; and are deemed to be the minimum requirements. Subjected to the prevailing circumstances and working parameters; the pilot may, in order to maintain adequate safety margin, at his discretion amend any requirements therein. Any additional tug in excess of the said requirement as required by the master and/or ship's operators to further enhance the safety is encouraged.
7. Any berthing movement which does not fully meet with the parameters set out in the guidelines endorsed by the PAC, but not compromising the safety of the operation, should have the agreement from the Duty Pilot and/or one of the Executive Directors of the HKPA. HKPA would be responsible for coordinating with all the parties involved.
8. For vessel moving to and/or from a buoy, the working pilot may take a passage at the time he considers to be the best and safest route for such vessel.
9. When any special circumstance of the case arises, e.g. adverse weather, No.3 or above tropical cyclone (typhoon) warning signal is issued, boisterous sea and swell, different pilot embarking and disembarking areas, hampered vessels or vessels with special construction or characteristics, etc., special requirements for tugs, working condition, servicing time, etc. need to be further consulted.

10. In emergency or as the situation warrants, these Guidelines are subject to change at short notice.

**Under-Keel Clearance (UKC)**

11. An UKC of 15% of the vessel's deepest draught is required for any exposed waterways and anchorages including East Lamma Channel, West Lamma Channel, Western Fairway, Ma Wan Fairway, Urmston Road and Tathong Channel.
12. An UKC of 10% of the vessel's deepest draught is required in sheltered fairways, harbour passage, maneuvering basins and approaches to berths and anchorages.
13. To ensure safe navigation, the required UKC must be maintained throughout the entire transit and/or berthing/unberthing operation in all tidal conditions. The height of tide (HoT) to be used for calculating the maximum allowable draft should be the lowest within the 2 hours period during the whole operation.
14. Ample margin must be allowed for the following when calculating the effective UKC. The required UKC is allowed for various factors, including but not limited to the following:
  - (a) Listing due to e.g. inadequate GM (Vessel Tender);
  - (b) Delay of berthing/unberthing due to delayed schedule, traffic congestion, weather etc. particularly on a falling tide; and
  - (c) Squat.
15. Caution: Owners or masters of vessels should consider lightening their vessels to avoid touching bottom due to insufficient UKC.

**Time of Operation**

16. Time of operation may be imposed as day, night or day light only as follow:-
  - (a) Day - from sunrise to sunset;
  - (b) Night- from sunset to sunrise; and
  - (c) Day Light - 30 minutes before sunrise to 30 minutes after sunset.

**Ma Wan Transit Tidal Window**

17. For operations requiring the transit through the Ma Wan Fairway, reference shall be made to the transit periods for the type and size of the vessel concerned as published by the Hydrographic Office and can be found in their web-site (<http://www.hydro.gov.hk/eng/transit.php>).

18. The general restrictions for Ma Wan transit window are as follows:-

(a) **Bulker & Tanker (URMPS/URMA)**  
(All vessels other than passenger & container ship)

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤230m	≤12.5m	>2.5	>1.5	
	>12.5m - ≤13.0m	>2.5	>1.5	Day light transit only
>230m - ≤255m	≤15m	>2.0	>1.0	Day light transit only
>255m - ≤290m	≤16.8m	>1.5	>0.5	Day light transit only
>290m	≤16.8m	>1.0	>0.5	Day light transit only

(b) **Container ship (URMPS-C/URMA-C)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤14.5m	>3.0	>2.0	
	>14.5m - ≤15m	>2.5	>1.5	
	>15.0m - ≤16.0m	>2.0	>1.0	>15.5m Draught, day light transit only

(c) **Passenger ship (Conventional) (URMPS-PC/URMA-PC)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.0	>2.0	

(d) **Passenger ship (Highly Maneuverable) (URMPS-PH/URMA-PH)**

LOA	Draught	Restriction in Tidal Current at Ma Wan (Knots)		Other Restriction
		Against	With	
≤400m	≤11.0m	>3.5	>2.5	

Notes :- Highly maneuverable passenger ships should meet the following requirements:

(a) bow thrusters of total power ≥ 8000HP

(b) Equipped with azipods.

~~ON TRIAL~~Location : **URMPS-C/URMA-C**      **Transit Mawan – Container ship**

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

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

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

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

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

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

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

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

050      **N. bound**      LOA: Max 310m  
**Draft:** Max 14.5m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters and  $D \leq 13.5m$ . thrusters not considered if  $D > 13.5m$ ).  
**Remarks:** 2 pilots

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



~~ON TRIAL~~Location : *URMPS-C/URMA-C**Transit Mawan – Container ship*

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

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

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

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

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

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

**General Remarks:**

1. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
2. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.
3. Container vessel of LOA >400m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.
4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
5. For LOA >340m - 370m or D>13.5m, escort tug is minimum 3600HP each or minimum 7200HP total (Tug 2600HP not accepted) if 2 tugs are required
6. For LOA >370m – 400m, minimum power of each escort tug is 4000HP.
7. Subject to Mawan transit tidal window.

PAC Paper No. 10/2022

## **PILOTAGE ADVISORY COMMITTEE**

### **Discussion Paper** **on** **The Proposed Berthing Guidelines** **For** **the Hong Kong Offshore Liquefied Natural Gas Terminal**

#### **Purpose**

The purpose of this paper is to discuss the proposed Berthing Guidelines (BGL) for the Hong Kong Offshore Liquefied Natural Gas (HKOLNG) Terminal as detailed in the *Annex I*.

#### **Background**

2. The HKOLNG Terminal, which is under construction at the site about 2.5 nautical miles east of Tai A Chau (Soko Islands), is scheduled to be commissioned in early 2023. It is approximately 500 meters north of the southern boundary of the Hong Kong SAR.
3. The HKOLNG Terminal is constructed as a double-berth jetty with a Floating Storage and Regasification Unit (FSRU) to be moored at the berth on the east side of the jetty, and a LNG Carrier (LNGC) to be moored on the west side of the jetty. The jetty is adjacent to the southeastern portion of the proposed South Lantau Marine Park to its northwest, the South Cheung Chau Dumping Ground to its East, and the Dangan Channel to its South.
4. Navigation and berthing simulations have been conducted in Hong Kong and the United Kingdom by the project team of the terminal operator, i.e. China Light and Power Hong Kong Limited (CLP) and Hong Kong Electric Co., Ltd

(HKE), and Hong Kong Pilots Association (HKPA). HKPA and the project team had made a proposal on a BGL for the HKOLNGT. Selected senior pilots of HKPA would attend appropriate simulation trainings for berthing FSRUs and LNGCs to and from the HKOLNG Terminal.

### **Proposed Berthing Guidelines**

5. The proposed BGL for the new HKOLNG Terminal at *Annex I* is subjected to be discussed at this meeting. The discussion should include all aspects of the operation parameters including the draft and under-keel clearance (UKC), the time and restricting conditions for operation, the numbers and powers of tugs and the number of pilots required.

6. Subject to the final decision of the Pilotage Authority, the BGL for the HKOLNG Terminal would be put into operation before the HKOLNG Terminal comes into operations.

### **Consequential Amendments**

7. In order to include the new BGLs for the HKOLNG Terminal, consequential amendments to Chapter 1 (as illustrated in *Annex II*) and Chapter 12 (as illustrated in *Annex III*) is required. Consequential amendments to Chapter 7 is also need where opportunity is taken to update berth information for some berths in the Kwai Tsing container terminals in this chapter (as illustrated in *Annex IV*).

### **Advice Sought**

8. Members are invited to discuss and give their advices and comments on the proposed BGL for the HKOLNG Terminal.

Pilotage Unit  
Marine Department  
November 2022

**Draft BGL for HKOLPG Terminal Proposed by HKPA**

Location: HKOLNG(W)

**Hong Kong Offshore LNG Terminal west berth**  
(Declared Depth: 15.5 m at Turning Basin / Berth)

010	<b>Berthing</b>	LOA: Max 350m	011	<b>Unberthing</b>	LOA: Max 350m
<b>Draft:</b>	Max. 13m (min 10% UKC)		<b>Draft:</b>	Max. 13m (min 10% UKC)	
<b>Time:</b>	Day HW-2 to HW+1		<b>Time:</b>	Day	
<b>Tugs:</b>	4 incl. 1 escort		<b>Tugs:</b>	4 incl. 1 escort	
<b>Remarks:</b>	2 pilots. Port side to.		<b>Remarks:</b>	2 pilots.	

**General Remarks:**

1. One (1) pilot to remain on board during the vessel's stay at berth for the LNGC.
2. 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.
3. Berthing/unberthing operations shall be postponed/completed before typhoon signal No.3 hoisted.
4. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
5. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.
6. All tugs are required to be readily standing by at the Pilot Boarding Area.
7. Guard tug employed by owners agents for emergency situation and traffic control.

Location: HKOLNG(E)

**Hong Kong Offshore LNG Jetty east berth**  
(Declared Depth: 15.5 m at Turning Basin / Berth)

010        **Berthing** LOA: Max 350m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**    Day HW-2 to HW+1  
**Tugs:**     4 incl. 1 escort  
**Remarks:** 2 pilots.  
                 Starboard side to.

011        **Unberthing** LOA: Max 350m  
**Draft:**    Max. 13m (min 10% UKC)  
**Time:**    Day  
**Tugs:**     4 incl. 1 escort  
**Remarks:** 2 pilots.

**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/completed before typhoon signal No.3 hoisted.
3. Berthing/unberthing operations shall be postponed when visibility is less than 1.0 nautical mile.
4. Berthing/unberthing tugs (x 4) employed must be at least 2 x 5,000 HP and 2 x 6,500 HP.
5. All tugs are required to be readily standing by at the Pilot Boarding Area.
6. Guard tug employed by owners agent for emergency situation and traffic control.

Preliminary Draft proposed by HKPA For Discussion Only

**Chapter 1****CONTENTS****1. Table of Contents**

<b>Chapter</b>	<b>Description</b>	<b>Date of Endorsement</b>
1	Table of Contents	<i>Pending</i>
2	General	Amended-w.e.f. 04 Jan. 2018
3	Berthing Remarks	Amended-w.e.f. 10 Jun. 2022
4	Guidelines on Tug Requirements	Amended-w.e.f. 10 Jun. 2022
5	Tugs information	Amended-w.e.f. 24 Aug. 2021
6	Floating docks information	Edition – 07 Jan. 2016
7	Berth/wharf/terminal information	<i>Pending</i>
8	Government mooring buoys	Amended-w.e.f. 30 Mar. 2020
9	Tropical Cyclone (Typhoon) procedure	Amended-w.e.f. 04 Jan. 2018
10	Miscellaneous	Amended-w.e.f. 30 Mar. 2020
11	List of Useful Contacts	Edition – 07 Jan. 2016
12	Berthing guidelines by Location Code	<i>Pending</i>
13	Amendment log sheet	N/A

**2. Index of Berthing Guidelines by Location Code**

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
ASB-JB	ASB Biodiesel Terminal	Edition – 07 Jan. 2016
BUOY	Government mooring buoy	Edition – 07 Jan. 2016
CCEMENT	China Cement Company (TSK)	Edition – 07 Jan. 2016
CFT	China ferry terminal	Edition – 07 Jan. 2016
CHT- PC	Central Harbour Transit – Passenger Ship (Conventional)	Amended-w.e.f. 04 Jan. 2018
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	Added-w.e.f. 04 Jan. 2018
CLPTSK	China light power station (TSK)	Edition – 07 Jan. 2016
CMKEN-N	China Merchant Kennedy Town north berth	Edition – 07 Jan. 2016
CMKEN-S	China Merchant Kennedy Town south berth	Edition – 07 Jan. 2016
CVX	Chevron T/Y main berth	Amended-w.e.f. 10 Jun. 2022
CVX-5	Chevron T/Y No. 5 berth	Edition – 07 Jan. 2016
CVX-6A	Chevron T/Y No. 6A berth	Edition – 07 Jan. 2016
CVX-LPG	Chevron T/Y LPG berth	Amended-w.e.f. 30 Mar. 2020

*Note: Only pages 1 & 2 are affected.*

**Berthing Guidelines***Pending endorsement*

<b>Code</b>	<b>Location</b>	<b>Date of Endorsement</b>
EMTY-E1	ExxonMobil T/Y east terminal berth 1	Edition – 07 Jan. 2016
EMTY-E4	ExxonMobil T/Y east terminal berth 4	Edition – 07 Jan. 2016
EMTY-W1	ExxonMobil T/Y west terminal berth 1	Edition – 07 Jan. 2016
EMTY-W2	ExxonMobil T/Y west terminal berth 2	Edition – 07 Jan. 2016
EURO-1	Euro-Asia berth 1	Amended-w.e.f. 04 Jan. 2018
EURO-2	Euro-Asia berth 2	Amended-w.e.f. 04 Jan. 2018
EURO-3P	Euro-Asia berth 3P	Amended-w.e.f. 04 Jan. 2018
HKELECT(N)	Lamma power station north wharf	Edition – 07 Jan. 2016
HKELECT(S)	Lamma power station south wharf	Edition – 07 Jan. 2016
<b>HKOLNG(E)</b>	<b>Hong Kong Offshore LNG Terminal East berth</b>	<i>Pending</i>
<b>HKOLNG(W)</b>	<b>Hong Kong Offshore LNG Terminal West berth</b>	<i>Pending</i>
JBDGA	Junk Bay DG anchorage	Edition – 07 Jan. 2016
KC 1	Kwai Chung berth 1	Amended-w.e.f. 10 Jun. 2022
KC 2	Kwai Chung berth 2	Amended-w.e.f. 10 Jun. 2022
KC3	Kwai Chung berth 3	Amended-w.e.f. 10 Jun. 2022
KC4	Kwai Chung berth 4	Amended-w.e.f. 10 Jun. 2022
KC5	Kwai Chung berth 5	Amended-w.e.f. 10 Jun. 2022
KC6	Kwai Chung berth 6	Amended-w.e.f. 10 Jun. 2022
KC6/O-F	Kwai Chung berth 6 outer-foul	Amended-w.e.f. 10 Jun. 2022
KC7	Kwai Chung berth 7	Amended-w.e.f. 10 Jun. 2022
KC7/O-F	Kwai Chung berth 7 outer-foul	Amended-w.e.f. 10 Jun. 2022
KC8, 9	Kwai Chung berth 8 & 9	Amended-w.e.f. 10 Jun. 2022
KC10C, 10E	Kwai Chung berth 10C & 10E	Amended-w.e.f. 10 Jun. 2022
KC10W	Kwai Chung berth 10W	Amended-w.e.f. 10 Jun. 2022
KC11	Kwai Chung berth 11	Amended-w.e.f. 10 Jun. 2022
KC12	Kwai Chung berth 12	Amended-w.e.f. 10 Jun. 2022
KC13-14	Kwai Chung berth 13-14	Amended-w.e.f. 10 Jun. 2022
KC15	Kwai Chung berth 15	Amended-w.e.f. 10 Jun. 2022
KC16	Kwai Chung berth 16	Amended-w.e.f. 10 Jun. 2022
KC17-19	Kwai Chung berth 17-19	Amended-w.e.f. 10 Jun. 2022
KC20	Kwai Chung berth 20	Amended-w.e.f. 10 Jun. 2022
KEL-1	Kellett Anchorage No. 1	Edition – 07 Jan. 2016
KEL-2	Kellett Anchorage No. 2	Edition – 07 Jan. 2016
KEL-3	Kellett Anchorage No. 3	Edition – 07 Jan. 2016
KTCT-1	Kai Tak Cruise Terminal berth 1	Edition – 07 Jan. 2016
KTCT-2	Kai Tak Cruise Terminal berth 2	Edition – 07 Jan. 2016
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	Edition – 07 Jan. 2016
KYCA	Kau Yi Chau DG anchorage	Edition – 07 Jan. 2016

*Note: Only pages 1 & 2 are affected.*

\*\* INDEX \*\*

Code	Locations	Code	Locations
ASB-JB	ASB Biodiesel Terminal (Junk Bay)	MWA	Ma Wan anchorage
BUOY	Government mooring buoy	NLA	North Lamma anchorage
CCEMENT	China Cement Company (TSK)	NWLA	North West Lamma anchorage
CFT	China ferry terminal	OTN	Ocean Terminal north berth
CHT-PC	Central Harbour Transit – Passenger Ship (Conventional)	OTN/O-F	Ocean Terminal north berth outer-foul
CHT-PH	Central Harbour Transit – Passenger Ship (Highly Maneuverable)	OTS	Ocean Terminal south berth
CLPTSK	China light power station (TSK)	OTS/O-F	Ocean Terminal south berth outer-foul
CMKEN-N	China Merchant Kennedy Town north berth	PAFF-E	Permanent Aviation Fuel Facility East Berth
CMKEN-S	China Merchant Kennedy Town south berth	PAFF-W	Permanent Aviation Fuel Facility West Berth
CVX	Chevron T/Y main berth	PSSA-E	Pun Shan Shek anchorage east
CVX-5	Chevron T/Y No. 5 berth	PSSA-W	Pun Shan Shek anchorage west
CVX-6A	Chevron T/Y No. 6A berth	RDGA	Reserved dangerous goods anchorage
CVX-LPG	Chevron T/Y LPG berth	RTT-1	River Trade Terminal No.1 berth
EMTY-E1	ExxonMobil T/Y east terminal berth 1	RTT-2	River Trade Terminal No.2 berth
EMTY-E4	ExxonMobil T/Y east terminal berth 4	RTT-4	River Trade Terminal No.4 berth
EMTY-W1	ExxonMobil T/Y west terminal berth 1	RTT-5	River Trade Terminal No.5 berth
EMTY-W2	ExxonMobil T/Y west terminal berth 2	SEATRIAL	Sea trial, compass adjustment & equipment calibration
EURO-1	Euro-Asia berth 1	SHELL	Shell oil terminal main berth
EURO-2	Euro-Asia berth 2	SHACHAU	Sha Chau oil terminal (TSK)
EURO-3P	Euro-Asia berth 3P	SHELL	Shell oil terminal main berth
HKELECT(N)	Lamma power station north wharf	SHELL-1E	Shell No. 1 east & west berth
HKELECT(S)	Lamma power station south wharf	SHELL-2E	Shell No. 2 & 3 east & west berth
HKOLNG(E)	Hong Kong Offshore LNG Terminal east berth	SHELL-LPG	Shell oil terminal LPG berth
HKOLNG(W)	Hong Kong Offshore LNG Terminal west berth	SINO-A	Sinopec T/Y main berth (A)
JBDGA	Junk Bay DG anchorage	SINO-B	Sinopec T/Y west berth (B)
KC1	Kwai Chung berth 1	SINO-C	Sinopec T/Y east berth (C)
KC2	Kwai Chung berth 2	SINO-CW	Sinopec Chai Wan berth
KC3	Kwai Chung berth 3	SINO-3	Sinopec T/Y No. 3 berth
KC4	Kwai Chung berth 4	SLA	Anchorage South of Lamma Island
KC5	Kwai Chung berth 5	SSK-1	Sham Shui Kok Anchorage No. 1
KC6	Kwai Chung berth 6	SSK-2	Sham Shui Kok Anchorage No. 2
KC6/O-F	Kwai Chung berth 6 outer-foul	SSK-TD	Sham Shui Kok Trans-shipment Dock
KC7	Kwai Chung berth 7	SWSTL	Shiu Wing steel wharf (TSK)
KC7/O-F	Kwai Chung berth 7 outer-foul	THA	Tolo harbour anchorage
KC8, 9	Kwai Chung berth 8& 9	TOW	Ship under tow
KC10C, 10E	Kwai Chung berth 10C & 10E	TOW-BERTH	Ship under tow to/from berth
KC10W	Kwai Chung berth 10W	TPGAS	Tolo harbour Town Gas wharf
KC11	Kwai Chung berth 11	TSK-MHB	Tap Shek Kok Material Handling Berth
KC12	Kwai Chung berth 12	TYD	Floating docks west of T/Y Island
KC13-14	Kwai Chung berth 13-14	URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
KC15	Kwai Chung berth 15	URMPS-C	Transit Mawan – Container ship
KC16	Kwai Chung berth 16	/URMA-C	
KC17-19	Kwai Chung berth 17-19	URMPS-PC/	Transit Mawan – Passenger ship
KC20	Kwai Chung berth 20	URMA-PC	(Conventional)
KEL-1	Kellett Anchorage No. 1	URMPS-PH/	Transit Mawan – Passenger ship (Highly
KEL-2	Kellett Anchorage No. 2	URMA-PH	Maneuverable)
KEL-3	Kellett Anchorage No. 3	WA-2	Western anchorage No.2
KTCT-1	Kai Tak Cruise Terminal berth 1	WA-1	Western anchorage No.1
KTCT-2	Kai Tak Cruise Terminal berth 2	WA-2	Western anchorage No.2
KTCT-2/O-F	Kai Tak Cruise Terminal berth 2 outer-foul	WA-3	Western anchorage No.3
KYCA	Kau Yi Chau DG anchorage	WQA	Western quarantine anchorage
LOP	Lok On Pai oil berth	YMTA	Yau Ma Tei anchorage
MFT	Macau ferry terminal	YUENFAT	Yuen Fat wharf No.2 berth

Note: The BGLs for HKOLNG(E) & HKOLNG(W) will be inserted after HKELECT(S)



## Berthing Guidelines

Pending endorsement

## Chapter 7

## BERTH /WHARF/TERMINAL INFORMATION

BERTH	Max. Draft(m)	Max. LOA(m)	Berth Direction	Berth Length	Telephone No.
ASB-JB	6.0	85	030/210	63.5	3183 4300
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	6.5	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	056/236	170	2816 8398 9125 3298
CMKEN-S	7.0	120	056/236	140	2816 8398 9125 3298
CVX	12.6	235	162/342	90	2588 7654
CVX-5	3.2	80	035/215	80	2588 7654
CVX-6A	7.3	110	055/235	50	2588 7654
CVX-LPG	6.5	114	072/252	95	2588 7654
EMTY-E1	14.63	274	082/262	255	2172 8273 2179 8277
EMTY-E4	5.5	107	082/262	30	2172 8273 2172 8277
EMTY-W1	14.6	250	089/269	267	2172 8132 2172 8133
EMTY-W2	7.5	107	089/269	41	2172 8132 2172 8133
EURO-1	9.0	165	020/200	240	2436 8222 9603 9692
EURO-2	9.5	200	020/200	280	2436 8233 9603 9692
EURO-3P	8.6	165	148/328	215	2436 8233 9603 9692
HKELECT(N)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKELECT(S)	14.6	262	170/350	290	2982 6270 2982 6274 9423 6670
HKOLNG(W)	13.0	350	165/345	392	2678 4522
HKOLNG(E)	13.0	350	165/345	392	9020 2715 9657 0316
HUDSW dist. from f/d 80m as per HUD			008/188	250	2431 2645
KC1- <del>2</del>	14.0	370	163/343	305	2115 3552
KC2	<del>14.0</del> 15.5	370	163/343	305	2115 3552
KC3	14.0	370	163/343	305	2489 4745
KC4	14.2	370	163/343	305	2619 7792
KC5	<del>15.0</del> 15.5	400	073/253	472	2115 3552
KC6	14.2	350	073/253	564	2619 7792
KC7	<del>15.0</del> 15.5	350	073/253	564	2619 7792
KC8-9	<del>15.0</del> 16.0	400	163/343	<del>380</del> 830	2619 7792
<del>KC9</del>	<del>15.0</del>	<del>400</del>	<del>163/343</del>	<del>450</del>	<del>2619 7792</del>
KC10	<del>15.0</del> 15.5	370	073/253	700	2619 7792
KC11	<del>15.0</del> 15.5	340	073/253	338	2991 8022
KC12	<del>15.0</del> 15.5	370	073/253	338	2991 8022
KC13-14	<del>15.0</del> 15.5	<del>370</del> 400	073/253	<del>338</del> 676	2991 8022 <del>2276 8137</del> <del>2276 8138</del>
<del>KC14</del>	<del>15.0</del>	<del>370</del>	<del>073/253</del>	<del>338</del>	<del>2276 8137</del> <del>2276 8138</del>
KC15	<del>15.0</del> 15.5	370	163/343	350	2619 3021
KC16	<del>15.0</del> 15.5	400	163/343	350	2619 3021
KC17- <del>18</del> 19	<del>15.0</del> 16.5	400	163/343	<del>300</del> 900	2115 2616 <del>2920 2616</del> <del>2920 2645</del>
<del>KC19</del>	<del>15.0</del>	<del>400</del>	<del>163/343</del>	<del>300</del>	<del>2920 2616</del> <del>2920 2645</del>
KC20	<del>15.0</del> 15.5	310	042/222	340	2115 2616 <del>2920 2616</del> <del>2920 2645</del>
KTCT-1	11.0	365	134/314	450	6711 7920
KTCT-2	11.0	365	134/314	400	6711 7920
LOP	8.0	122	089/269	125	2618 0192 9369 2741
MFT	5.0	120	104/284	220	2547 4039
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
PAFF-E	15	230	135/315	264	2212 5720 2212 5721
PAFF-W	15	195	135/315	241	2212 5720 2212 5721
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
RTT-4	8.5	170	026/206	240	2122 7155 9728 6230
RTT-5	8.5	175	116/296	300	2122 7155 9728 6230
SHACHAU	7.5	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-1E	6.5	100	008/188	80	2432 8704
SHELL-2E	5.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SINO-A	14.0	250	086/266	280	2431 3090
SINO-B	7.5	120	086/266	129	2431 3090
SINO-C	6.5	90	086/266	115	2431 3090
SINO-CW	5.0	65	172/352	70	2558 8341
SINO-3	7.5	120	124/304	>150	2431 3090
SSK-TD	5.0	70	040/220	50	2984 3200
SWSTL	10.3	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 9092 1684
TSK-MHB	8.0	120	038/218	140	2404 8402
YUENFAT	6.7	153	040/220	171	-

## PILOTAGE ADVISORY COMMITTEE

### Proposed Amendments to the Berthing Guidelines

#### Purpose

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

#### Proposed Amendments

2. It was proposed to amend the BGL of some locations in chapter 12 with updated information as follow:-

a. Location TOW - Ship under tow (*see Annex I*)

To amend the maximum air draft of 53m in remark 3 to read "54.6m at any time, and 57m during the period of Specified Hours", bringing it in line with the height restriction for passage under the Tsing Ma bridge.

b. Location TOW-BERTH - Ship under tow to/from berth (*see Annex II*)

To add a general remark to indicate this BGL is applicable to ships under tow to/from anchorage/Government Mooring Buoys.

c. Location URMPS/URMPA – Transit Mawan - Bulker & Tanker (*see Annex III*)

i. To replace "UR2 buoy" with "TSK buoy" as per renaming of the buoy; and

ii. To delete item 8 in the general remarks which is redundant as times of operation are specified in individual items of the BGL.

d. Locations URMPS-PC/URMA-PC & URMPS-PH/URMA-PH - Transit Mawan – Passenger ships (*see Annex IV*)

i. To add new items 010 and 011 in these 2 locations for ships with a smaller LOA of Max 200m where no restriction on Mawan transit tidal window is required;

ii. To renumber existing items accordingly; and

iii. To delete item 5 in the general remarks which is redundant as times

of operation are specified in individual items of the BGL.

3. It was also proposed to add a BGL for a new location SCCA after Location RTT-5 for the newly established South Cheung Chau Anchorage with details as shown in *Annex V*. This BGL is modeled on Location SLA.

### **Presentation**

4. This paper will be presented by Marine Manager/Pilotage.

### **Advice Sought**

5. Advices and comments from members are sought for the endorsement of this proposal.

**Marine Department**  
**May 2023**

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 **TRANSIT MAWAN;** (Max air draft ~~53m~~ **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: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current  
Against >2.5 Knots / With>1.5 Knots.
    - ii. LOA>230m: **RESTRICTED TRANSIT PERIOD** @ Mawan = Current  
Against >1.5 Knots / With>0.5 Knots.
  - f. LOA ≥198m or Draft ≥ 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  
**Draft:**      Max 6m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 (Thrusters not considered)  
**Remarks:**

011      **Unberthing**      LOA: Max 110m  
**Draft:**      Max 6m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 (Thrusters not considered)  
**Remarks:**

020      **Berthing**      LOA: Max 214m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      3 (Thrusters not considered)  
**Remarks:** No wedge in KC5E

021      **Unberthing**      LOA: Max 214m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2. If D>8m, 3.  
(Thrusters not considered)  
**Remarks:**

030      **Berthing**      LOA: Max 320m  
**Draft:**      Max 13.8m (min 10% UKC)  
**Time:**      D&N slack water  
**Tugs:**      4 (Thrusters not considered)  
**Remarks:** 2 pilots.  
Sufficient F&A clearance.  
Subject to any one of the executive  
director's decision.

031      **Unberthing**      LOA: Max 320m  
**Draft:**      Max 13.8m (min 10% UKC)  
**Time:**      D&N slack water  
**Tugs:**      4 (Thrusters not considered)  
**Remarks:** 2 pilots.  
Sufficient F&A clearance.  
Subject to any one of the executive  
director's decision.

**General Remarks:**

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

## ON TRIAL

Location : URMPS/URMA

Transit Mawan – Bulker &amp; Tanker

(All vessels other than passenger &amp; container ship)

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

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

020      **N. bound**      LOA: Max 198m  
**Draft:**      Max 12.5m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                  window.  
**Tugs:**      1 escort @ Mawan for Mawan  
                  Transit.  
                  To URMA: +1 @ URMA if D>10m.

021      **S. bound**      LOA: Max 198m  
**Draft:**      Max 12.5m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                  window.  
**Tugs:**      1 escort @ Mawan for Mawan  
                  Transit.  
                  From URMA: +1 @ URMA if  
                  D>10m.

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

030      **N. bound**      LOA: Max 230m  
**Draft:**      Max 13m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                  window. D>12.5m day light transit  
                  only.  
**Tugs:**      1 escort @ Mawan for Mawan  
                  Transit; for night transit 1 escort from  
                  Kellett buoy to ~~UR-2-buoy~~ TSK buoy  
                  if D> 9m.  
                  To URMA: +1 @ URMA if D>10m.

031      **S. bound**      LOA: Max 230m  
**Draft:**      Max 13m (min 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
                  window. D>12.5m day light transit  
                  only.  
**Tugs:**      1 escort @ Mawan for Mawan  
                  Transit; for night transit 1 escort  
                  from ~~UR-2-buoy~~ TSK buoy to  
                  Kellett buoy if D> 9m.  
                  From URMA: +1 @ URMA if  
                  D>10m.

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

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

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

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

## Berthing Guidelines

### ON TRIAL

Location : **URMPS/URMA**

**Transit Mawan – Bulker & Tanker**

*(All vessels other than passenger & container ship)*

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

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

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

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

### General Remarks:

1. Thrusters are not considered as substitute for tug for transit.
2. PILOT BOARDING TIME FOR MA WAN TRANSIT :  
@URMPS, URMA, NC & WITHIN HARBOUR:
  - Draft exceeds 14m or harbour speed less than 11 knots – Mawan transit time minus 1.5 hours;
  - Other ships – Mawan transit time minus 1 hour.
3. Bulker or Tanker of LOA>280m are normally not permitted to lighten 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.
8. ~~Subject to Mawan transit tidal window.~~

## ON TRIAL

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

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

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

~~01020~~      **N. bound**      LOA: Max 230m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**  
**Remarks:**

~~01121~~      **S. bound**      LOA: Max 230m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**  
**Remarks:**

~~02030~~      **N. bound**      LOA: Max 270m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**      1 escort @ Mawan for Mawan  
Transit.  
To URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).  
**Remarks:** 2 pilots

~~02131~~      **S. bound**      LOA: Max 270m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**      1 escort @ Mawan for Mawan  
Transit.  
From URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).  
**Remarks:** 2 pilots

~~03040~~      **N. bound**      LOA: Max 290m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**      1 escort from Kellett buoy for Mawan  
Transit.  
To URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).  
**Remarks:** 2 pilots

~~03141~~      **S. bound**      LOA: Max 290m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window  
**Tugs:**      1 escort @ Mawan for Mawan  
Transit.  
From URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).  
**Remarks:** 2 pilots

~~04050~~      **N. bound**      LOA: Max 345m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window.  
**Tugs:**      1 escort from Kellett buoy for Mawan  
Transit.  
To URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).

~~04151~~      **S. bound**      LOA: Max 345m  
**Draft:**      Max 11.0m (min. 15% UKC)  
**Time:**      Subject to Mawan transit tidal  
window.  
**Tugs:**      1 escort @ Mawan for Mawan  
Transit.  
From URMA: +1 @ URMA (tug @  
URMA exempted for vessels with  
thrusters).

**Remarks:** 2 pilots

**Remarks:** 2 pilots

**General Remarks:**

1. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor



within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

~~5. Subject to Mawan transit tidal window.~~

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

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

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

~~010~~**020 N. bound LOA: Max 230m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:**  
**Remarks:**

~~011~~**021 S. bound LOA: Max 230m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:**  
**Remarks:**

~~020~~**030 N. bound LOA: Max 270m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

~~021~~**031 S. bound LOA: Max 270m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

~~030~~**040 N. bound LOA: Max 290m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

~~031~~**041 S. bound LOA: Max 290m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

~~040~~**050 N. bound LOA: Max 345m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort from Kellett buoy for Mawan Transit.  
To URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

~~041~~**051 S. bound LOA: Max 345m**  
**Draft:** Max 11.0m (min. 15% UKC)  
**Time:** Subject to Mawan transit tidal window.  
**Tugs:** 1 escort @ Mawan for Mawan Transit.  
From URMA: +1 @ URMA (tug @ URMA exempted for vessels with thrusters).  
**Remarks:** 2 pilots

**General Remarks:**

1. Highly maneuverable passenger ships should meet the following requirements:
  - a. Bow thrusters of total power  $\geq 8000$ HP
  - b. Equipped with azipods.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
  - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
  - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.
- ~~5. Subject to Mawan transit tidal window.~~

Location : **SCCA****South Cheung Chau anchorage**

010      **To anchorage**    LOA: Max 400m  
**Draft:**    Max 16.0m (min 15% UKC)  
**Time:**    24 hrs  
**Tugs:**     1

011      **From anchorage**    LOA: Max 400m  
**Draft:**    Max 16.0m (min 15% UKC)  
**Time:**    24 hrs  
**Tugs:**     1

**Remarks:****Remarks:****General remarks:**

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

The PAC meeting concluded to delete the tug requirement and General Remarks for Annex V. (para. 27 of the NoM refers)

**PAC Paper No. 6/2023****PILOTAGE ADVISORY COMMITTEE****Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships****Purpose**

This paper serves to seek members' comments on a proposed trial scheme to facilitate more regular use of the Central Fairway, Northern Fairway and Western Fairway (collectively referred to as Central Harbour Transit ("CHT")) by cruise ships berthing at KTCT, with reference to the latest findings and recommendations of a marine traffic impact assessment ("MTIA") consultancy study conducted by a consultant ("the Consultant") engaged by the Tourism Commission ("TC").

**Background**

2. Since 1994, vessels over 120m in length are required to apply to the Marine Department ("MD") for permission for CHT on a case-by-case basis to ensure navigational safety of vessels navigating in the vicinity of the Central Harbour. When this transit restriction was implemented, major marine works projects along the Victoria Harbour were planned/underway<sup>1</sup> and maritime industrial facilities such as Public Cargo Working Areas ("PCWAs") within the Victoria Harbour were also in use together with non-scheduled pleasure yacht events. The transit restrictions were to ensure navigational safety amidst the concentration of maritime activities in the Central Harbour. Whilst future works projects within the Victoria Harbour could not be ruled out at this stage, the aforementioned major works projects which disrupted fairway traffic have since been completed and some PCWAs, including the Kwun Tong PCWA and Wan Chai PCWA, have also been relocated.

3. The cruise industry has long appealed to allow more regular CHT to boost cruise tourism by leveraging the iconic scenery of Victoria Harbour and the Symphony of Lights show. Having regarded that the Marine Traffic and Port Users Study conducted during the design phase of KTCT only covered passenger ship arrival and departure via the Eastern Fairway, Lei Yu Mun ("LYM") and Tathong Channel, and did not cover CHT, TC, in response to the industry's request, commissioned a study in 2022 to assess the feasibility of allowing CHT

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<sup>1</sup> For example, Central and Wan Chai Reclamation, Shatin to Central Link (East Rail Line Cross-Harbour Extension), Western Harbour Crossing, West Kowloon Reclamation etc.

on a more regular basis under a set of conditions.

### **Current arrangements**

4. Currently, cruise ships calling at KTCT and with length overall 120m or above are required to apply to the Vessel Traffic Centre (“VTC”) of MD for approval if they wish to conduct CHT. In practice, it is noted that permission is usually granted subject to conditions and the prevailing weather and marine traffic situation. The Berthing Guidelines (“BGL”) for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)” (**Annex I** refers), endorsed by Pilotage Advisory Committee (“PAC”) and published by MD in 2018, sets out the conditions and requirements.

### **Marine Traffic Impact Assessment and Trial Scheme**

5. To promote cruise tourism by allowing cruise ships to safely conduct CHT, TC, after consultation with MD, has commissioned a MTIA within the designated study area<sup>2</sup> (**Annex II** refers). The MTIA aims to identify and assess the marine traffic impacts and navigational risks that would be brought about by regular CHT of cruise ships and to provide workable mitigation measures, including but not limited to safe and practicable transit conditions, transit window and related stakeholders’ awareness of the transit. The MTIA also covers a review of port facilities and marine works (including both planned and in progress), risk analysis of historical traffic data obtained from the MD’s Vessel Traffic Surveillance system and real time camera-monitoring of marine traffic.

6. After a review of marine traffic and other relevant conditions, the Consultant has identified, amongst others, that the lowest volume of aggregate marine traffic in the Central Harbour is between 19:00 – 22:00 under normal conditions. No insurmountable navigational risks have been identified. The Consultant therefore proposes to establish **a transit window between 19:00-22:00 on a trial basis** (“trial scheme”) to allow passenger vessels calling at KTCT and falling within certain categories (i.e. highly manoeuvrable passenger ships under 345m length overall and conventional passenger ships under 290m length overall) to conduct CHT without the need for prior approval from VTC, subject to a compliance with the relevant BGL.

#### *The Trial Scheme*

7. With regard to the permissible transit window from 19:00 - 22:00, the Consultant has drawn up the earliest and latest pilot on board time for inbound vessels and terminal departure time for outbound vessels participating in the trial

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<sup>2</sup> The Study Area covers the waters from Lei Yue Mun to south of Tsing Yi Island, including the Western Fairway, the Yau Ma Tei Fairway, the North Green Island Fairway, the Central Fairway, the Sulphur Channel, the Hung Hom Fairway, the Northern Fairway, the Eastern Fairway and the Southern Fairway and their adjacent waters.

scheme (please see **Annex III** for details). The trial period will be for 24 months, and the expectation is that the number of passenger vessels, including cruise ships plying in the Victoria Harbour, will gradually return to pre-COVID-19 level during the period. Depending on the outcomes of the trial scheme and feedback from stakeholders, the possibility of regularising the transit arrangement and/ or expanding the transit window to cover a longer duration will be explored.

8. For CHT outside the trial scheme period (i.e., 19:00-22:00) and vessels falling outside of the classes listed in paragraph 6, vessels are required to apply to VTC for permission on a case-by-case basis in accordance with the existing practice. Meanwhile, given the increasing size of cruise ships, TC will continue to explore with MD if the maximum overall lengths that have been adopted by BGL can be further relaxed, particularly if the trial scheme has been conducted smoothly for some time.

*Proposed Conditions in Association with the Trial Scheme*

9. To facilitate a favourable operational condition for CHT, the Consultant has suggested the following mitigation measures during the trial scheme:

- (a) Priority for use of the harbour shall be given to events as promulgated by Marine Department Notices (MDNs), such as fireworks displays, sea parades and large-scale water sports events like the Around-the-Island Race. The cruise line or its agents shall review relevant MDNs prior to transit to prevent any possible clashes;
- (b) No head-on/overtaking actions are allowed by cruise ships when conducting CHT;
- (c) Proper scheduling of CHT by port agents, effective and efficient communication and timely coordination between pilots-on-board respective ships and related stakeholders, and if necessary, involvement of VTC, would be conducive to facilitating safe movement of vessels generally, particularly the possible conflicting traffic situations arising from two-way traffic of OGVs with wider beams, for example;
- (d) Deployment of an additional escort tug as per the proposed berthing guideline at Annex IV; and
- (e) During the trial period, large-scale marine works for the Kau Yi Chau Project may be implemented and impact fairways along the CHT route. The CHT trial is subject to change or suspension if there is any significant change of marine traffic along the route, including Western Fairway, Northern Fairway, Central Fairway, etc., depending on the impact of the works.

### **Suggested BGL for the Trial Scheme**

10. Subject to the agreement of the proposed trial scheme, a separate BGL for “CHT – Passenger Ship (Conventional/ Highly Manoeuvrable) (Trial Window)” were developed at **Annex IV**.

### **Cruise Passengers’ Positive Feedback on Central Fairway Transit**

11. Since the resumption of international cruises in January 2023, several cruise ships on their maiden calls to Hong Kong have been permitted to transit the Central Fairway. Cruise passengers onboard were able to enjoy the magnificent views of Hong Kong’s skyline and the Symphony of Lights show, contributing greatly to the success of the “Hello Hong Kong” campaign in welcoming visitors. From media reports, posts on social media as well as feedback obtained globally by the Hong Kong Tourism Board, cruise ships transiting the Central Fairway have been very well received by both cruise passengers and cruise lines. The relevant reports and posts have also substantially enhanced the worldwide image of Hong Kong.



Mein Schiff 5 transiting the Central Fairway upon departure on 9 March 2023

12. We believe that allowing more frequent and regular CHT of cruise ships through the Central Fairway will further enhance the attractiveness of Hong Kong as a cruise destination. From a wider perspective, the arrangement will give us an opportunity to showcase the stunning Victoria Harbour and to take advantage of a more connected harbourfront promenade for the community and tourists alike to appreciate the vibrant harbour with international cruise ships sailing through.



## Consultation

13. We have consulted stakeholders to solicit their views on facilitating passenger vessels to regularly transit the Central Fairway (**Annex V** refers). Generally, stakeholders supported the proposal and agreed that the proposal will significantly enhance the attractiveness of cruises including Hong Kong as a destination in their itineraries.

14. As the trial scheme will increase vessel traffic in the Central Harbour, the Royal Hong Kong Yacht Club, the Hong Kong Cargo-Vessel Traders' Association Ltd., and the Hong Kong China Rowing Association would like to have advance notice or more transparency about the Central Fairway schedule so as to help minimise any adverse impacts. Similarly, the Hong Kong and Kowloon Ferry asked for advanced schedule to avoid delay in their ferry schedule caused by the trial scheme. Accordingly and as one of our recommendations (see paragraph 15(d) below), the terminal operator of KTCT will publish the Central Fairway transit schedule on their website.

## Recommendations

15. Given the latest marine traffic analysis and the consultation with stakeholders, we recommend:

- (a) adopting on a trial basis 19:00-22:00 as a transit window for CHT for a period of 24 months whereby cruise ships falling within certain classes of passenger ships (i.e. highly manoeuvrable passenger ships under 345m overall length and conventional passenger ships under 290m overall length) can transit through the Central Fairway, conditional on their full compliance with relevant BGL and subject to applicable conditions (including those listed in paragraphs 7 and 9 above);
- (b) for cruise ships wishing to conduct CHT outside the trial scheme window or not falling within the classes of passenger ships mentioned in (a), the requirement for prior approval from MD's VTC on a case-by-case basis should be maintained in accordance with the existing practice;
- (c) a separate BGL for "CHT – Passenger Ship (Conventional/ Highly Manoeuvrable)" at **Annex IV** to be endorsed by PAC; and
- (d) the terminal operator of KTCT publishing the Central Fairway transit schedule in advance to inform harbour users and the general public.

## Way forward

16. Subject to the views of the relevant consultative committees<sup>3</sup> under MD and the endorsement of the separate BGL by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in January of 2024.

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<sup>3</sup> They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessel Advisory Committee (LVAC) and High Speed Craft Consultative Committee (HSCCC).

**Advice Sought**

17. Members are invited to give views on the latest findings of the MTIA and the recommendations as stated in paragraph 15 above.

**Tourism Commission  
December 2023**

## Supplementary Notes to PAC Paper No. 6/2023

### PILOTAGE ADVISORY COMMITTEE LOCAL VESSELS ADVISORY COMMITTEE PORT OPERATIONS COMMITTEE HIGH SPEED CRAFT CONSULTATIVE COMMITTEE

#### Promoting More Frequent and Flexible Use of the Central Fairway by International Cruise Ships

#### **Purpose**

In response to the discussion of PAC Paper No.6/2023 (the paper) and members' comments as expressed at the Pilotage Advisory Committee ("PAC") held on 28 December 2023, this paper seeks members' views of the supplementary information to the paper and the proposed amendments to the Berthing Guidelines for transit window ("BGL (Transit Window)") which were originally attached at Annex IV to the paper.

#### **Background**

2. During the discussion of the paper held at PAC meeting, the Hong Kong Pilots Association (HKPA) raised concerns regarding the condition on "*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*" (paragraph 9(b) of the paper refers). The HKPA stated that due to the general mixed and conflicting traffic situations along the Western Fairway, particularly within the junction area connecting the Western Fairway and Northern Fairway, avoiding actions to avert collision may become inevitable and therefore make head-on/overtaking actions necessary, which would be in contravention of the proposed conditions for the Trial Scheme.

3. Further, HKPA stated also that clarity should be provided as to when tug services shall cease for cruise ship transiting via Ma Wan Fairway under the General Remark item no. 4 of the proposed Berthing Guidelines which states "*Unless otherwise specified, escort tug/tugs for Central Harbour Transit is/are required for between berth and GI*". To ensure navigation safety, tug(s) shall be required between berth and GI for transit via Western Fairway and between berth and Tsing Ma Bridge for transit via Ma Wan Fairway.

4. At the PAC meeting, Tourism Commission expressed that supplementary information for the above two paragraphs would be provided for circulation to members.

### **Supplementary Information**

5. With regard to “*No head-on/overtaking actions are allowed by cruise ships when conducting CHT;*”, it is hereby proposed to amend the wordings as:

“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);*”

6. With regard to the General Remark item no. 4 of the proposed Berthing Guidelines, it is hereby proposed to amend the wordings as:

“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.”*

### **Way forward**

7. Subject to the views of the relevant consultative committees<sup>1</sup> under MD and the endorsement of the supplementary information by PAC, we aim to commence the trial scheme as soon as possible, and the earliest would be in February of 2024.

### **Advice Sought**

8. Members’ comments are invited.

### **Tourism Commission February 2024**

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<sup>1</sup> They are the Port Operations Committee (POC), Pilotage Advisory Committee (PAC), Locals Vessels Advisory Committee (LVAC) and the High-Speed Craft Consultative Committee (HSCCC).

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

010      **East Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

011      **West Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

020      **East Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

021      **West Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

030      **East Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      D&N LW-2 to HW  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

031      **West Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      D&N HW+1 to LW+1  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

040      **East Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      D&N LW-2 to HW  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  Removal of N1 & N2 buoys.  
                  1 guard boat to clear the passage.

041      **West Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      D&N HW+1 to LW+1  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  Removal of N1 & N2 buoys.  
                  1 guard boat to clear the passage.

**General Remarks:**

1. All passenger ships, other than those classified as highly maneuverable under CHT-PH, are considered as conventional.
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.

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

010      **East Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

011      **West Bound**      LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**  
**Remarks:**

020      **East Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

021      **West Bound**      LOA: Max 270m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      1 escort  
**Remarks:**

030      **East Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

031      **West Bound**      LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

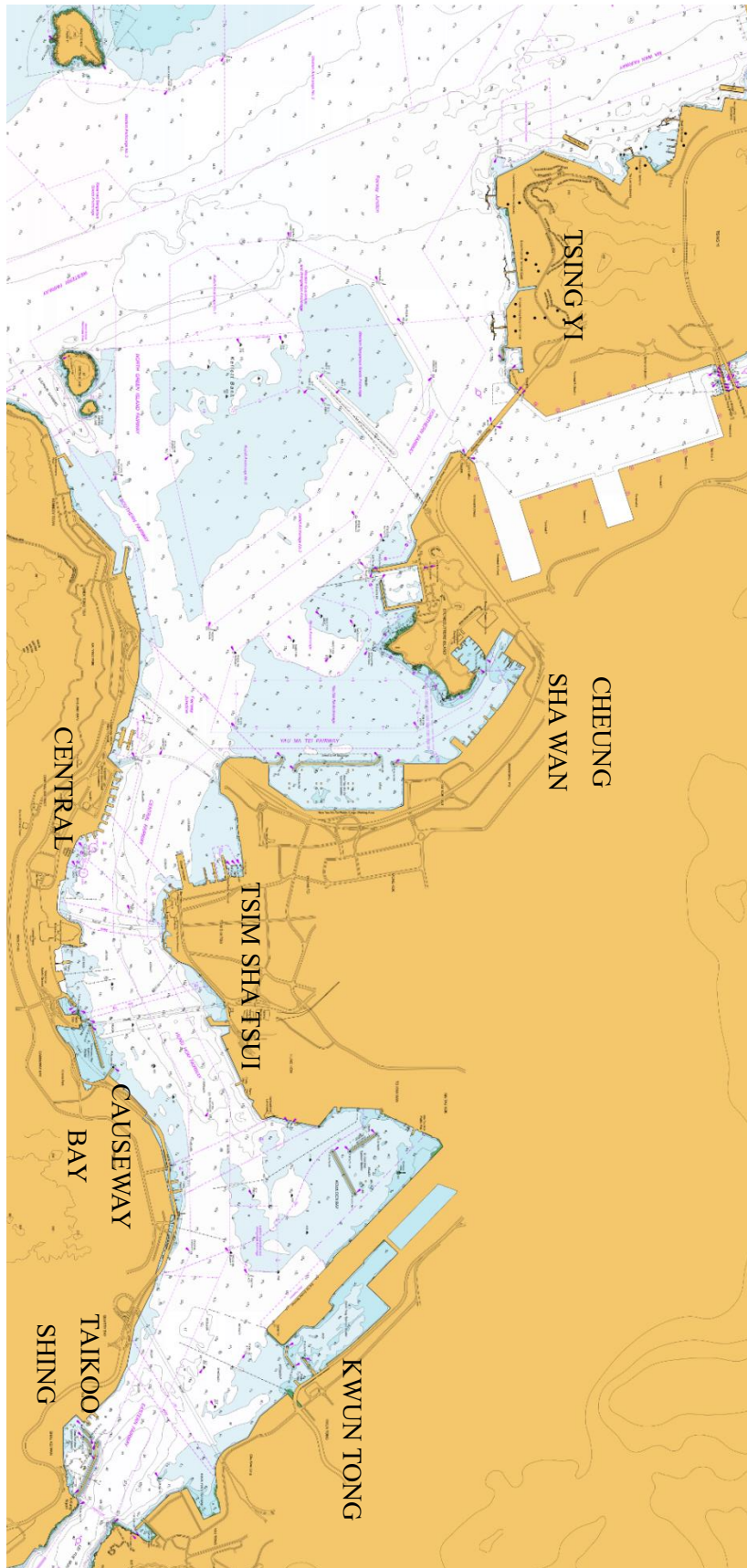
040      **East Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

041      **West Bound**      LOA: Max 345m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**      24 hrs  
**Tugs:**      2 escort  
**Remarks:** 2 pilots.  
                  1 guard boat to clear the passage.

**General Remarks:**

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

### MTIA Study Area



**Estimated Timelines on CHT window**

**Ngan Chau Pilot Station**

<b>Departure</b>	<b>Terminal</b>	<b>Pilot boarding (at berth)</b>	<b>ETA TST Buoy</b>	<b>ETA Northern 1 Buoy</b>	<b>Average Speed</b>	<b>Pilot disembarkation</b>	<b>Journey time/Distance</b>
	From KTCT	1900 (earliest)	1920	1930	About 10 knots (not more than 8 knots within the Central Harbour)	2030	1 hr. 45 min /about 15.5 NM
		2045 (latest)	2120	2130		2230	
<b>Arrival</b>	<b>Terminal</b>	<b>Pilot boarding</b>	<b>ETA Northern 1 Buoy</b>	<b>ETA TST Buoy</b>	<b>Average Speed</b>	<b>Pilot disembarkation (at berth)</b>	<b>Journey time/Distance</b>
	To KTCT	1830 (earliest)	1930	1945	About 10 knots (not more than 8 knots within the Central Harbour)	2015	1 hr. 45 min /about 15.5 NM
		2030 (latest)	2130	2145		2215	



### Urmston Road Pilot Station

<b>Departure</b>	<b>Terminal</b>	<b>Pilot boarding (at berth)</b>	<b>ETA TST Buoy</b>	<b>ETA Northern 1 Buoy</b>	<b>Average Speed</b>	<b>Pilot disembarkation</b>	<b>Journey time/Distance</b>
	From KTCT	1900 (earliest)	1920	1930	About 12 knots (not more than 8 knots within the Central Harbour)	2055	2 hr. 10 min /about 23.5 NM
		2045 (latest)	2120	2130		2255	
<b>Arrival</b>	<b>Terminal</b>	<b>Pilot boarding</b>	<b>ETA Northern 1 Buoy</b>	<b>ETA TST Buoy</b>	<b>Average Speed</b>	<b>Pilot disembarkation (at berth)</b>	<b>Journey time/Distance</b>
	To KTCT	1800 (earliest)	1925	1940	About 12 knots (not more than 8 knots within the Central Harbour)	2010	2 hr. 10 min /about 23.5 NM
		2000 (latest)	2125	2140		2210	

**Berthing Guidelines***Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**

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

010            **East Bound**    LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**       *between 1900 to 2200 hours*  
**Tugs:**        1 escort  
**Remarks:**

011            **West Bound**    LOA: Max 230m  
**Draft:**      Max 9.0m (min 10% UKC)  
**Time:**       *between 1900 to 2200 hours*  
**Tugs:**        1 escort  
**Remarks:**

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

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

030            **East Bound**    LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**       *between 1900 to 2200 hours &  
LW-2 to HW*  
**Tugs:**        2 escort  
**Remarks:** 2 pilots.  
1 guard boat to clear the passage.

031            **West Bound**    LOA: Max 290m  
**Draft:**      Max 9.5m (min 10% UKC)  
**Time:**       *between 1900 to 2200 hours &  
HW+1 to LW+1*  
**Tugs:**        2 escort  
**Remarks:** 2 pilots.  
1 guard boat to clear the passage.

**General Remarks:**

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 1 January 2024 to 31 December 2025 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 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 between berth and GI.
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.

**Berthing Guidelines***Proposed December 2023***ON TRIAL****For trial window between 1900 to 2200 hours**

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

<p>010            <b>East Bound</b>    LOA: Max 230m  <b>Draft:</b>        Max 9.0m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         1 escort  <b>Remarks:</b></p>	<p>011            <b>West Bound</b>    LOA: Max 230m  <b>Draft:</b>        Max 9.0m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         1 escort  <b>Remarks:</b></p>
<p>020            <b>East Bound</b>    LOA: Max 270m  <b>Draft:</b>        Max 9.0m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         1 escort  <b>Remarks:</b></p>	<p>021            <b>West Bound</b>    LOA: Max 270m  <b>Draft:</b>        Max 9.0m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         1 escort  <b>Remarks:</b></p>
<p>030            <b>East Bound</b>    LOA: Max 290m  <b>Draft:</b>        Max 9.5m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         2 escort  <b>Remarks:</b> 2 pilots.                      1 guard boat to clear the passage.</p>	<p>031            <b>West Bound</b>    LOA: Max 290m  <b>Draft:</b>        Max 9.5m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         2 escort  <b>Remarks:</b> 2 pilots.                      1 guard boat to clear the passage.</p>
<p>040            <b>East Bound</b>    LOA: Max 345m  <b>Draft:</b>        Max 9.5m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         2 escort  <b>Remarks:</b> 2 pilots.                      1 guard boat to clear the passage.</p>	<p>041            <b>West Bound</b>    LOA: Max 345m  <b>Draft:</b>        Max 9.5m (min 10% UKC)  <b>Time:</b>        <b>between 1900 to 2200 hours</b>  <b>Tugs:</b>         2 escort  <b>Remarks:</b> 2 pilots.                      1 guard boat to clear the passage.</p>

**General Remarks:**

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 set for the trial scheme from 1 January 2024 to 31 December 2025 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/>.
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;
  - (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 between berth and GI.
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.

## Summary of Consultation with Relevant Stakeholders

### A. Maritime Industry

Date	Name of stakeholder	Expressed views
21 <sup>st</sup> Sept. 2022	Hong Kong Pilots' Association	<ol style="list-style-type: none"> <li>1. No insurmountable navigational difficulties for cruise ships conducting Central Fairway transit;</li> <li>2. Presence of MD patrol boats during Central Fairway transit preferred.</li> </ol>
30 <sup>th</sup> Sept. 2022	Hong Kong & Kowloon Motor Boats & Tug Boats Association Ltd.  Hong Kong Cargo-Vessel Traders' Association Ltd.	<ol style="list-style-type: none"> <li>1. Welcomed and agreed regular Central Fairway transit would be of great economic benefit to Hong Kong;</li> <li>2. Concerned about potential conflicts with morning commercial traffic;</li> <li>3. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.</li> </ol>
16 <sup>th</sup> Mar. 2023	Star Ferry Co. Ltd.	<ol style="list-style-type: none"> <li>1. Reported no significant disruption to ferry schedule due to CHT of cruise ship on evening of 9<sup>th</sup> Mar 2023;</li> <li>2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.</li> </ol>
17 <sup>th</sup> Mar. 2023	Hong Kong & Kowloon Ferry Ltd.	<ol style="list-style-type: none"> <li>1. No significant impacts to ferry operations anticipated due to low volume of transiting cruise ships.</li> <li>2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit;</li> </ol>
22 <sup>nd</sup> Mar. 2023	Sun Ferry Services Co. Ltd.	<ol style="list-style-type: none"> <li>1. Reported no disruption to ferry schedule due to CHT of cruise ship on evening of 9<sup>th</sup> Mar 2023;</li> <li>2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.</li> </ol>
24 <sup>th</sup> Mar. 2023	Chu Kong Shipping Enterprises (Group) Co. Ltd.	<ol style="list-style-type: none"> <li>1. Stated no impacts to company activities.</li> </ol>

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Date	Name of stakeholder	Expressed views
19 <sup>th</sup> May 2023	Guangdong-Hong Kong Feeder Association Ltd.	1. Stated no impacts to Association members' activities.

**B. Tourism Industry**

Date	Name of stakeholder	Expressed views
23 <sup>rd</sup> Sept. 2022	Hong Kong Tourism Board	1. Central Fairway transit would be a major draw for large international cruise companies to make Hong Kong a prime destination on their routes; 2. Concerned as to when regular Central Fairway transit might be permitted.
12 <sup>th</sup> Oct. 2022	Wallem Group (Local agent of cruise ships)	1. Supported more regular Central Fairway transit of cruise ships, which would be beneficial to attracting tourists; 2. Suggested sufficient prior notices to enable advertising campaigns.
21 <sup>st</sup> Jun. 2023	Advisory Committee on Cruise Industry	1. Unanimously supported the proposed trial scheme and agreed it would be beneficial to cruise development.

**C. Other Harbour Users**

Date	Name of stakeholder	Expressed views
12 <sup>th</sup> Aug. 2022	Royal Hong Kong Yacht Club	1. If cruise ships follow their current berthing patterns, no significant impacts to the Club's activities are anticipated; 2. Requested transparency in sailing schedules of cruise ships conducting Central Fairway transit.
5 <sup>th</sup> Oct. 2022	Hong Kong Water Sports Council	1. Indicated no significant impact to activities, except for the 1-day Round the

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Date	Name of stakeholder	Expressed views
	Hong Kong China Rowing Association	Island Race <sup>1</sup> ; 2. Requested transparency in sailing schedules of cruise ships conducting Central Harbour transit.

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<sup>1</sup> The event is unlikely to be affected by the cruise ships transiting between 19:00-22:00, as the latest finish time for the event in 2023 is before 18:00.