

## **PILOTAGE ADVISORY COMMITTEE**

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

#### **Purpose**

The purpose of this paper is to seek members' endorsement on the proposed amendments to the Berthing Guidelines as shown in ANNEX I

#### **Amendments**

2. The proposed amendments listed in ANNEX I are:
  - (a) to revise the LOA of ship at particular Kwai Chung berths;
  - (b) to update the records of the fleet of tugs;
  - (c) to update the berth/wharf/terminal information; and
  - (d) to incorporate berthing guidelines for Kwai Chung berths 15 – 19 which have been on trial since April 2005.

#### **Provisional Guidelines**

3. The provisional guidelines for the following vessels are attached at ANNEXES II – V for members' information:
  - (a) bulker and tanker over 280 metres in length to transit Ma Wan;
  - (b) container ships over 310 metres in length to transit Ma Wan; and
  - (c) vessels to berth at Euro-Asia Wharf with a crane barge in between the vessel and berth.

#### **Consultation**

4. The proposed amendments in Annex I have been circulated to all PAC Working Group members through PACWG Papers No. 2/2006 and 3/2006 in June and September 2006 respectively.

#### **Recommendation**

5. Members are recommended to endorse the proposed amendments.

*Marine Department*  
*15 September 2006*

### Notes on Proposed Amendments to Berthing Guidelines

Item No.	Description	Amendments	Reason and Remarks (if any)
1.	Chapter 1 – INDEX (under Berthing Guidelines Index – Code and Location)	<p>(a) KC46 - delete “<b>6</b>” and “<b>&amp;6</b>” under Code and Location respectively.</p> <p>(b) Below KC4 - insert “<b>KC6</b>” &amp; “<b>Kwai Chung berth 6</b>” under Code and Location respectively.</p> <p>(c) KC10-14 – replace “-14” by “-<b>12</b>” under Code and Location respectively.</p> <p>(d) Below KC10-12 - insert “<b>KC13-14</b>” &amp; “<b>Kwai Chung berth 13-14</b>” under Code and Location respectively.</p> <p>(e) Below KC13-14 – insert “<b>KC15</b>” &amp; “<b>KC16-19</b>” under Code; insert “<b>Kwai Chung berth 15</b>” &amp; “<b>Kwai Chung berth 16-19</b>” under Location.</p>	<p>(a) - (d) – To increase the LOA of ships from 350m to 367m and to incorporate trial guidelines for ships with LOA 367m - 410m at KC4 and KC13-14.</p> <p>(e) - To incorporate berthing information on Kwai Chung berths 15 – 19 in the Berthing Guidelines which have been on trial since April 2005.</p>
2.	Chapter 4 – Berthing Remarks (1) Kwai Chung Terminal	<p><b>Paragraph a.:</b></p> <p>(a) Under “Vessel’s LOA; Minimum Clearance at Each End” - add “<b>/367m and above; 35 metres</b>”.</p> <p>(b) Under “Vessel’s LOA” - replace “300m and above” by “<b>300m to under 367</b>”.</p> <p>(c) Note 3, fourth line - replace “KC6 &amp; KC10, and additional” by “<b>KC6, KC10 &amp; KC15-20, an additional</b>”.</p> <p>(d) Note 3, last sentence - insert “, <b>or 35 metres for LOA &gt;367m.</b>” after “more than 25 metres.”.</p>	To increase LOA of ships from 300m to 367m.

Note : Please refer to the attached items 1 – 13 for details of the proposed amendments.

<p>2. (Cont'd)</p>		<p>(e) Note 4, last sentence - replace “not less than 25 metres for any length of vessel” by “<b>not less than 25 metres for all vessels, except vessels of LOA ≥367m which require 35 metres</b>”.</p> <p>(f) Remark *, last sentence - insert “<b>, except vessels of LOA ≥367m which require 35 metres</b>” after “not less than 25 metres as far as possible”.</p> <p><b>Paragraph b.:</b> Insert “<b>, except vessels of LOA ≥367m which require 35 metres</b>” after “KC10 and KC11” in the last line.</p>	<p>To increase LOA of ships from 300m to 367m.</p>
<p>3.</p>	<p>Chapter 6 – Tugs Information</p>	<p>(a) Hong Kong Tug (under Name, HP, B.pull (tones) &amp; Remarks)</p> <p>(i) Delete tug “<b>Shek O, 4400, 55.6, Grade 1</b>” below “Sha Tin”.</p> <p>(ii) Delete tug “<b>Yam O, 4200, 55, Grade 1</b>” below “Ting Kau”.</p> <p>(b) Yiu Lian Tug (under Name, HP, B.pull (tones) &amp; Remarks)</p> <p>(i) Delete tugs “<b>Hai Hoi, 4000, 52, Grade 1</b>” &amp; “<b>Hai Le, 4000, 50, Grade 1</b>” below “Hai Fa”.</p> <p>(ii) Add new tugs “<b>Hoi Lian, 4000, 52.8, Grade 1</b>” &amp; “<b>Yiu Lian 6, 4000, 52.8, Grade 1</b>” below “Hai Shan”.</p> <p>(c) South China Tug (under Name, HP, B.pull (tones) &amp; Remarks)</p> <p>(i) Delete tug “<b>Shanghai, 3000, 40/39, Grade 1</b>” below “Guilin”.</p> <p>(ii) Add new tug “<b>Nanning, 4000, 55, Grade 1</b>” below “Guilin”.</p>	<p>To update the fleet of Hong Kong Tug.</p> <p>To update the fleet of Yiu Lian Tug.</p> <p>To update the fleet of South China Tug.</p>

4.	Chapter 8 – BERTH/WHARF/ TERMINAL INFORMATION (under BERTH, Draft(m), Direction, Length & Telephone No.)	<p>(a) CLPTSK - replace LOA “275” by “280”.</p> <p>(b) CALTEX - replace “CALTEX” by “CTX” &amp; its Telephone No. “2431 2410” by “2431 2428”.</p> <p>(c) CALTEX-5 - replace “CALTEX-5” by “CTX-5” &amp; its Telephone No. “2431 2410” by “2431 2428”.</p> <p>(d) CALTEX-6A - replace “CALTEX-6A” by “CTX-6A” &amp; its Telephone No. “2431 2410” by “2431 2428”.</p> <p>(e) CALTEX-LP - replace “CALTEX-LPG” by “CTX-LPG” &amp; its Telephone No. “2431 2410” by “2431 2428”.</p> <p>(f) ESSO - add additional Telephone No. “3197 8273” after “3197 8276”.</p> <p>(g) HKELECT - replace all the information by “HKELECT(N), 14.6, 262, 170/350, 290, 2982 6270, 2982 6274, 9423 6670” &amp; “HKELECT(S), 14.6, 262, 170/350, 290, 2982 6270, 2982 6274, 9423 6670”.</p> <p>(h) KC 1-2 - replace Draft “12.2” &amp; Telephone No. “2428 8934” by “14.0” &amp; “2115 3552” respectively.</p> <p>(i) KC 3 - replace Draft “12.2” by “14.0”.</p> <p>(j) KC 5 - replace Draft “12.2” &amp; Telephone No. “2428 8934” by “14.0” &amp; “2115 3552” respectively.</p> <p>(k) KC 6-7 - replace all the information by “KC 6, 12.2, 350, 073/253, 564, 2619 7792” &amp; “KC 7, 14.2, 350, 073/253, 564, 2619 7792”.</p> <p>(l) KC 8 - replace Draft “12.2” by “15.0”.</p> <p>(m) KC 9 - replace Draft “13.8” by “15.0”.</p> <p>(n) KC 10 - replace Draft “13.8” &amp; LOA “350” by “15.0” &amp; “367” respectively.</p> <p>(o) KC 11 - replace Draft “13.8” &amp; LOA “350” by “15.0” &amp; “367” respectively.</p>	To update the berth information.
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<p>4 (Cont'd)</p>		<p>(p) KC 12 - replace Draft “13.8” &amp; LOA “350” by “15.0” &amp; “367” respectively.</p> <p>(q) KC 13 - replace Draft “13.8” &amp; Telephone No. “2115 4211” by “15.0” &amp; “2276 8137, 2276 8138” respectively.</p> <p>(r) KC 14 - replace Draft “13.8” &amp; Telephone No. “2115 4211” by “15.0” &amp; “2276 8137, 2276 8138” respectively.</p> <p>(s) Insert following new berths &amp; their information below KC 14 :</p> <ul style="list-style-type: none"> <li>- “KC 15, 15.0, 352, 163/343, 350, 3153 3021”;</li> <li>- “KC 16, 15.0, 352, 163/343, 350, 3153 3021”;</li> <li>- “KC 17-18, 15.0, 352, 163/343, 350, 2920 2616, 2920 2645”;</li> <li>- “KC 19, 15.0, 352, 163/343, 200, 2920 2616, 2920 2645”;</li> <li>- “KC 20, 15.0, 310, 042/222, 340, 2920 2616, 2920 2645”;</li> </ul> <p>(t) LOP - add additional Telephone No. “9032 7105” after “2618 0192”.</p> <p>(u) O/T North - replace “O/T North”, LOA “8.0”, &amp; LOA “230” by “OTN”, “8.5” &amp; “270” respectively.</p> <p>(v) O/T South - replace “O/T South” by “OTS”.</p> <p>(w) SHACHAU - replace Draft “7.0” by “7.5”.</p> <p>(x) SHELL #1E&amp;W - replace “SHELL #1E&amp;W” by “SHELL-1E”.</p> <p>(y) SHELL #2&amp;3E&amp;W - replace “SHELL #2&amp;3E&amp;W” by “SHELL-2E”.</p> <p>(z) TPGAS - replace LOA “198” by “228” &amp; add additional Telephone No. “7116 3113-2909” after “2666 2106”.</p>	<p>To update the berth information.</p>
<p>5.</p>	<p>Chapter 12 – Berthing Guidelines <b>**INDEX**</b> (under Code and Location)</p>	<p>a) KC4,6 - delete “,6” and “&amp;6” under Code and Location respectively.</p> <p>b) Below KC4 - insert “”KC6” &amp; “Kwai Chung berth 6” under Code and Location respectively.</p> <p>c) KC10-14 – replace “-14” by “-12” under Code and Location respectively.</p>	<p>Same as Item 1.</p>

Note : Please refer to the attached items 1 – 13 for details of the proposed amendments.

5 (Cont'd)		<p>d) Below KC10-12 - insert “”KC13-14” &amp; “Kwai Chung berth 12-14” under Code and Location respectively.</p> <p>e) Below KC10-14 - insert “KC15” &amp; “KC16-19” under Code; insert “Kwai Chung berth 15” &amp; “Kwai Chung berth 16-19” under Location.</p>	
6.	Location : KC1,2,3,5 (Kwai Chung berth 1, 2, 3 & 5)	<p>(a) Item 040 Berthing - replace LOA Max “350m” by “367m”.</p> <p>(b) Item 041 Unberthing - replace LOA Max “350m” by “367m”.</p> <p>(c) Insert following new item below Item 040:</p> <p>050            Berthing            LOA: Max 410m  <b>Draft:</b>        Max. 14.0m + tide – 10% UKC  <b>Time:</b>         24 hrs.  <b>Tugs:</b>          3 incl. 1 GI est. if no bow thruster.                           2 if bow &amp; stern thrusters fitted.</p> <p><b>Remarks:</b></p> <p>(d) Insert following new item below Item 041:</p> <p>051            Unberthing            LOA: Max 410m  <b>Draft:</b>        Max. 14.0m + tide – 10% UKC  <b>Time:</b>         24 hrs.  <b>Tugs:</b>          2 if bow &amp; stern thrusters fitted.</p> <p><b>Remarks:</b></p> <p>(e) Add the following general remarks as the 3<sup>rd</sup> and 4<sup>th</sup> bullet points:</p> <ul style="list-style-type: none"> <li>➤ KC1, 2 &amp; 3 – Berth Length 305m each, except KC5 - 457m.</li> <li>➤ LOA &gt; 367m – 410m ON TRIAL</li> </ul>	To increase the LOA of ships from 350m to 367m and to incorporate trial guidelines for ships with LOA 367m - 410m.

7.	Location : KC4,6 (Kwai Chung berth 4 & 6)	<p>(a) Location KC4,6 and Heading Kwai Chung berth 4 &amp; 6 - Delete “,6” and “&amp; 6” from Location and Heading respectively.</p> <p>(b) Item 040 Berthing - replace LOA Max “350m” by “367m”.</p> <p>(c) Item 041 Unberthing - replace LOA Max “350m” by “367m”.</p> <p>(d) Insert following new item below Item 040:</p> <p style="margin-left: 40px;"><b>050</b>            <b>Berthing</b>            <b>LOA: Max 410m</b></p> <p style="margin-left: 40px;"><b>Draft:</b>            <b>Max. 12.2m + tide – 10% UKC</b></p> <p style="margin-left: 40px;"><b>Time:</b>            <b>24 hrs.</b></p> <p style="margin-left: 40px;"><b>Tugs:</b>            <b>3 incl. 1 GI est. if no bow thruster.</b> <b>2 if bow &amp; stern thrusters fitted.</b></p> <p style="margin-left: 40px;"><b>Remarks:</b></p> <p>(e) Insert following new item below Item 041:</p> <p style="margin-left: 40px;"><b>051</b>            <b>Unberthing</b>            <b>LOA: Max 410m</b></p> <p style="margin-left: 40px;"><b>Draft:</b>            <b>Max. 12.2m + tide – 10% UKC</b></p> <p style="margin-left: 40px;"><b>Time:</b>            <b>24 hrs.</b></p> <p style="margin-left: 40px;"><b>Tugs:</b>            <b>2 if bow &amp; stern thrusters fitted.</b></p> <p style="margin-left: 40px;"><b>Remarks:</b></p> <p>(f) Add the following general remark as the 3<sup>rd</sup> bullet point:</p> <p style="margin-left: 80px;">➤ <b>LOA &gt; 367m – 410m ON TRIAL</b></p>	To increase the LOA of ships from 350m to 367m and to incorporate trial guidelines for ships with LOA 367m - 410m at KC4.
8.	Location : KC4,6 (Kwai Chung berth 4 & 6)	Location KC4,6 and Heading Kwai Chung berth 4 & 6 - delete “4” and “4 &” from Location and Heading respectively.	Same as Item 6.

9.	Location : KC8,9 (Kwai Chung berth 8 & 9)	<p>(a) Item 040 Berthing - replace LOA Max “350m” by “367m”.</p> <p>(b) Item 041 Unberthing - replace LOA Max “350m” by “367m”.</p> <p>(c) Insert following new item below Item 040:  <b>050 Berthing LOA: Max 410m</b>  <b>Draft: Max. 15.0m + tide – 10% UKC</b>  <b>Time: 24 hrs.</b>  <b>Tugs: 3 incl. 1 GI est. if no bow thruster.</b>  <b>2 if bow &amp; stern thrusters fitted.</b></p> <p><b>Remarks:</b></p> <p>(d) Insert following new item below Item 041:  <b>051 Unberthing LOA: Max 410m</b>  <b>Draft: Max. 15.0m + tide – 10% UKC</b>  <b>Time: 24 hrs.</b>  <b>Tugs: 2 if bow &amp; stern thrusters fitted.</b></p> <p><b>Remarks:</b></p> <p>(e) Add the following general remark as the 3rd bullet point:  <b>➤ LOA &gt; 367m – 410m ON TRIAL</b></p>	To increase the LOA of ships from 350m to 367m and to incorporate trial guidelines for ships with LOA 367m - 410m.
10.	Location : KC10-14 (Kwai Chung berth 10-14)	<p>(a) Location KC10-14 and Heading Kwai Chung berth 10-14 – replace “-14” by “-12” in Location and Heading.</p> <p>(b) Item 040 Berthing - replace LOA Max “350m” by “367m”.</p> <p>(c) Item 041 Unberthing - replace LOA Max “350m” by “367m”.</p> <p>(d) Insert “<b>Min. 2 tugs if bow/stern thrusters are fitted.</b>” at the end of the 3<sup>rd</sup> bullet point.</p>	<p>(a) - To incorporate trial guidelines for ships with LOA 367m - 410m at KC13-14.</p> <p>(b) - (c) - To increase the LOA of ships from 350m to 367m.</p> <p>(d) - To reflect current operational need based on practical experience.</p>



11.	Location : KC10-14 (Kwai Chung berth 10-14)	<p>(a) Location KC10-14 and Heading Kwai Chung berth 10-14 – replace “10-” by “<b>13-</b>”.</p> <p>(b) Item 040 Berthing - replace LOA Max “350m” by “<b>367m</b>”.</p> <p>(c) Item 041 Unberthing - replace LOA Max “350m” by “<b>367m</b>”.</p> <p>(d) Insert “<b>Min. 2 tugs if bow/stern thrusters are fitted.</b>” at the end of the 3<sup>rd</sup> bullet point.</p> <p>(e) Add the following general remark as the 4<sup>th</sup> bullet point: <b>LOA &gt; 367m – 410m ON TRIAL</b></p>	Same as Item 9.
12.	Location : KC15 (Kwai Chung berth 15)	To incorporate berthing information on KC15 in the Berthing Guidelines.	Provisional guidelines for the same have been on trial since April 2005.
13.	Location : KC16-19 (Kwai Chung berth 16-19)	To incorporate berthing information on KC16-19 in the Berthing Guidelines.	Provisional guidelines for the same have been on trial since April 2005.

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**\*\* BERTHING GUIDELINES INDEX \*\***

<b>Code</b>	<b>Location</b>
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3 & 5
KC4,6	Kwai Chung berth 4 & 6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul

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Code	Location
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3 & 5
<b>KC4</b>	<b>Kwai Chung berth 4</b>
<b>KC6</b>	<b>Kwai Chung berth 6</b>
KC7	Kwai Chung berth 7
C6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul

<b>Code</b>	<b>Location</b>
KC8,9	Kwai Chung berth 8&9
KC10-14	Kwai Chung berth 10-14
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SSK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

## Berthing Guidelines

*Pending*

<b>Code</b>	<b>Location</b>
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SSK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
URMPS/URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C/ URMA-C	Transit Mawan – Passenger & Container ship
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

Chapter: 4

**BERTHING REMARKS**

(1) Kwai Chung Terminals

- a. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. The following table shall be used to determine the clearances required:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
300m and above	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

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 22 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, and additional 5 metres clearance at both ends, more than those specified in the table above should be allowed, but it needs not be more than 25 metres.

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 any length of vessel.

\* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25 metres as far as possible.

- b. 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.

## Berthing Guidelines

Chapter: 4            **BERTHING REMARKS**

## (1) Kwai Chung Terminals

- a. Sufficient fore-and-aft clearances should be allowed for during berthing and unberthing operations. The following table shall be used to determine the clearances required:

<u>Vessel's LOA</u>	<u>Minimum Clearance at Each End*</u>	<u>Remarks</u>
367m and above	35 metres	
300m to under 367m	25 metres	Note 2
200m to under 300m	20 metres	Note 1,2,3 & 4
Under 200m	15 metres	Note 1,2,3 & 4

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 22 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 5m 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, or 35 metres for LOA >367m.

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 all vessels, except vessels of LOA ≥367m which require 35 metres.

\* Notwithstanding the requirements specified, Kwai Chung terminal operators should endeavour to arrange a clearance of not less than 25m as far as possible, except vessels of LOA ≥367m which require 35 metres.

- b. 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, except vessels of LOA ≥367m which require 35 metres.

## Chapter: 6 TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<b><u>Hong Kong Tug</u></b> 2427 7477			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Shek O	4400	55.6	Grade I
Tai Koo	4000	52.2	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yam O	4200	55	Grade I
Yeung Chau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
<b><u>Yiu Lian Tug</u></b> 2497 0655 2497 0686			
Hai Ba	3200	42	Grade I
Hai Fa	3200	42	Grade I
Hai Hoi	4000	52	Grade I
Hai Le	4000	50	Grade I
Hai Qi	3200	42	Grade I
Hai Shan	2600	37	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<b><u>South China Tug</u></b> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Shanghai	3000	40/39	Grade I
Shantou	3600	50/45	Grade I
Shunde	4000	56	Grade I
<b><u>Chung Hing Tug</u></b> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II



## Berthing Guidelines

Pending

Chapter: 6

## TUGS INFORMATION

Name	HP.	B. pull (tonnes)	Remarks
<b><u>Hong Kong Tug</u></b> 2427 7477			
Ap Chau	4000	54	Grade I
Cheung Chau	4000	54	Grade I
Heung Kong	3000	37	Grade I
Hung Hom	3200	45.5	Grade I
Kau Lung	3200	45.5	Grade I
Kwai Chung	3000	37	Grade I
Lamma	3200	45.5	Grade I
Sha Chau	4000	54	Grade I
Sha Tin	4000	54	Grade I
Tai Koo	4000	52.2	Grade I
Tap Mun	3200	45.5	Grade I
Ting Kau	4000	54	Grade I
Yeung Chau	4000	54	Grade I
Yuen Kok	4000	54	Grade I
<b><u>Yiu Lian Tug</u></b> 2497 0655 2497 0686			
Hai Ba	3200	42	Grade I
Hai Fa	3200	42	Grade I
Hai Qi	3200	42	Grade I
Hai Shan	2600	37	Grade I
Hoi Lian	4000	52.8	Grade I
Yiu Lian 6	4000	52.8	Grade I
Yiu Lian 18	3200	42	Grade I
Yiu Lian 26	2600	35	Grade I
You Da	3200	42	Grade I
You Fa	3200	42	Grade I
<b><u>South China Tug</u></b> 2548 5205			
Guangzhou	3000	38	Grade I
Guilin	3000	38	Grade I
Nanning	4000	55	Grade I
Shantou	3600	50/45	Grade I
Shunde	4000	56	Grade I
<b><u>Chung Hing Tug</u></b> 2549 2072 2549 0395			
Chung Hing No.1 (忠興壹)	2 × 624	18	Grade II
Wallex 2 (華力二)	2 × 624	18	Grade II

Chapter: 8

**BERTH /WHARF/TERMINAL INFORMATION**

<b>BERTH</b>	<b>Draft(m)</b>	<b>LOA(m)</b>	<b>Direction</b>	<b>Length</b>	<b>Telephone No.</b>
CALTEX	12.6	235	162/342	90	2431 2410
CALTEX-5	3.2	80	035/215	80	2431 2410
CALTEX-6A	7.3	110	055/235	50	2431 2410
CALTEX-LPG	6.5	114	072/252	95	2431 2410
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	275	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8118 day
CMKEN-S	7.0	120	070/250	140	2816 8118 day
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
ESSO	14.63	274	098/278	255	3197 8137 3197 8276
ESSO-E	7.0	80	082/262	40	3197 8137 3197 8276
ESSO-EL	5.5	107	098/278	30	2497 0229
EUROASIA	8.0	300	020/200	510	2436 8102
HKELECT	13.89	262	170/350	290	2982 6270 9423 6670
HUDSW dist. from f/d	80m as per HUD		008/188	250	2495 1211
KC 1-2	12.2	350	163/343	305	2428 8934
KC 3	12.2	350	163/343	305	2489 4745
KC 4	12.2	350	163/343	305	2619 7792
KC 5	12.2	350	073/253	457	2428 8934
KC 6-7	12.2	350	073/253	564	2619 7792
KC 8	12.2	350	163/343	380	2619 7792
KC 9	13.8	350	163/343	450	2619 7792
KC 10	13.8	350	073/253	700	2619 7792
KC 11	13.8	350	073/253	338	2991 8022
KC 12	13.8	350	073/253	338	2991 8022
KC 13	13.8	350	073/253	338	2115 4211
KC 14	13.8	350	073/253	338	2115 4211
LOP	8.0	122	089/269	125	2618 0192
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8137 3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8137 3197 8133
O/T North	8.0	230	078/258	340	2118 8951
O/T South	10.67	290	078/258	381	2118 8951
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	2122 7155 9728 6230
SHACHAU	7.0	120	163/343	152	2613 9127 2988 6161
SHELL	14.5	245	150/330	226	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SHELL #1E&W	6.5	100	008/188	80	2432 8704
SHELL #2&3E&W	6.5	90	008/188	75	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	198	120/300	300	2666 2106
YUENFAT	6.7	153	040/220	171	

Chapter: 8

**BERTH /WHARF/TERMINAL INFORMATION**

<b>BERTH</b>	<b>Draft(m)</b>	<b>LOA(m)</b>	<b>Direction</b>	<b>Length</b>	<b>Telephone No.</b>
CCEMENT	14.0	240	112/292	270	2440 5111 2440 5233
CFT	7.0	153	078/258	270	2738 2906
CLPTSK	16.8	280	134/314	545	2404 8402
CMKEN-N	9.5	156	070/250	170	2816 8118 day
CMKEN-S	7.0	120	070/250	140	2816 8118 day
CRC-A	14.0	250	086/266	280	2431 3090
CRC-B	7.5	120	086/266	129	2431 3090
CRC-C	6.5	90	086/266	115	2431 3090
CRC-CW	5.0	65	172/352	70	2558 8341
CRC3-TY	7.5	120	124/304	>150	2431 3090
CTX	12.6	235	162/342	90	2431 2428
CTX-5	3.2	80	035/215	80	2431 2428
CTX-6A	7.3	110	055/235	50	2431 2428
CTX-LPG	6.5	114	072/252	95	2431 2428
ESSO	14.63	274	098/278	255	3197 8137 3197 8276 3197 8273
ESSO-EL	5.5	107	098/278	30	2497 0229
EUROASIA	8.0	300	020/200	510	2436 8102
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	2495 1211
KC 1-2	14.0	350	163/343	305	2115 3552
KC 3	14.0	350	163/343	305	2489 4745
KC 4	12.2	350	163/343	305	2619 7792
KC 5	14.0	350	073/253	457	2115 3552
KC 6	12.2	350	073/253	564	2619 7792
KC 7	14.2	350	073/253	564	2619 7792
KC 8	15.0	350	163/343	380	2619 7792
KC 9	15.0	350	163/343	450	2619 7792
KC 10	15.0	367	073/253	700	2619 7792
KC 11	15.0	367	073/253	338	2991 8022
KC 12	15.0	367	073/253	338	2991 8022
KC 13	15.0	350	073/253	338	2276 8137 2276 8138
KC 14	15.0	350	073/253	338	2276 8137 2276 8138
KC 15	15.0	352	163/343	350	3153 3021
KC 16	15.0	352	163/343	350	3153 3021
KC 17-18	15.0	352	163/343	350	2920 2616 2920 2645
KC 19	15.0	352	163/343	200	2920 2616 2920 2645
KC 20	15.0	310	042/222	340	2920 2616 2920 2645
LOP	8.0	122	089/269	125	2618 0192 9032 7105
MFT	5.0	120	104/284	220	2547 4039
MOBIL	14.6	250	089/269	267	3197 8137 3197 8133
MOBIL-E	7.5	107	089/269	41	3197 8137 3197 8133
OTN	8.5	270	078/258	340	2118 8951
OTS	10.67	290	078/258	381	2118 8951
RTT-1	8.5	175	116/296	200	2122 7155 9728 6230
RTT-2	8.5	150	026/206	250	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	6.5	90	008/188	75	2432 8704
SHELL-LPG	8.0	135	150/330	118	2432 8704
SWSTL	11.5	200	125/305	215	2618 8761
TPGAS	11.0	228	120/300	300	2666 2106 7116 3113-2909
YUENFAT	6.7	153	040/220	171	

## Chapter: 12

**BERTHING GUIDELINES****\*\* INDEX \*\***

<b>Code</b>	<b>Locations</b>
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan berth
CRC3-TY	China Resources T/Y No. 3 berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north wharf
HKELECT(S)	Lamma power station south wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3&5
KC4,6	Kwai Chung berth 4&6
KC7	Kwai Chung berth 7
KC6/O-F	Kwai Chung berth 6 outer-foul
KC7/O-F	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-14	Kwai Chung berth 10-14
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth
MOBIL-E	Mobil oil terminal east berth

<b>Code</b>	<b>Locations</b>
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SKK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

## Berthing Guidelines

## Chapter: 12

## BERTHING GUIDELINES

## \*\* INDEX \*\*

Code	Locations
BUOY	Government mooring buoy
CCEMENT	China Cement Company (TSK)
CFT	China ferry terminal
CLPTSK	China light power station (TSK)
CMKEN-N	China Merchant Kennedy Town north berth
CMKEN-S	China Merchant Kennedy Town south berth
CRC-A	China Resources T/Y main berth (A)
CRC-B	China Resources T/Y west berth (B)
CRC-C	China Resources T/Y east berth (C)
CRC-CW	China Resources Chai Wan Berth
CRC3-TY	China Resources T/Y No. 3 Berth
CTX	Caltex T/Y main berth
CTX-5	Caltex T/Y No. 5 berth
CTX-6A	Caltex T/Y No. 6A berth
CTX-LPG	Caltex T/Y LPG berth
ESSO	Esso oil terminal main berth
ESSO-EL	Esso oil terminal electric power wharf
EUROASIA	Euro-Asia wharf T/Y
HKELECT(N)	Lamma power station north Wharf
HKELECT(S)	Lamma power station south Wharf
JBDGA	Junk Bay DG anchorage
KC1,2,3,5	Kwai Chung berth 1,2,3&5
KC4	Kwai Chung berth 4
KC6	Kwai Chung berth 6
KC7	Kwai Chung berth 7
KC6/OF	Kwai Chung berth 6 outer-foul
KC7/OF	Kwai Chung berth 7 outer-foul
KC8,9	Kwai Chung berth 8&9
KC10-12	Kwai Chung berth 10-12
KC13-14	Kwai Chung berth 13-14
KC15	Kwai Chung berth 15
KC16-19	Kwai Chung berth 16-19
KEL-1	Kellett Anchorage No.1
KEL-2	Kellett Anchorage No.2
KEL-3	Kellett Anchorage No.3
KYCA	Kau Yi Chau DG anchorage
LOP	Lok On Pai oil berth
MFT	Macau ferry terminal
MOBIL	Mobil oil terminal main berth

Code	Locations
MOBIL-E	Mobil oil terminal east berth
MWA	Ma Wan anchorage
NLA	North Lamma anchorage
NWLA	North West Lamma anchorage
OTN	Ocean Terminal north berth
OTNO	Ocean Terminal north berth outer-foul
OTS	Ocean Terminal south berth
OTSO	Ocean Terminal south berth outer-foul
PSSA-E	Pun Shan Shek anchorage east
PSSA-W	Pun Shan Shek anchorage west
RDGA	Reserved dangerous goods anchorage
RTT-1	River Trade Terminal No.1 berth
RTT-2	River Trade Terminal No.2 berth
SEATRIAL	Sea trial, compass adjustment & DF calibration
SHACHAU	Sha Chau oil terminal (TSK)
SHELL	Shell oil terminal main berth
SHELL-1E	Shell No. 1 east & west berth
SHELL-2E	Shell No. 2 & 3 east & west berth
SHELL-LPG	Shell oil terminal LPG berth
SLA	Anchorage South of Lamma Island
SSK-1	Sham Shui Kok Anchorage No.1
SKK-2	Sham Shui Kok Anchorage No.2
SWSTL	Shiu Wing steel wharf (TSK)
THA	Tolo harbour anchorage
TOW	Ship under tow
TOW-BERTH	Ship under tow to/from berth
TPGAS	Tolo harbour Town Gas wharf
TYD	Floating docks west of T/Y Island
WA-1	Western anchorage No.1
WA-2	Western anchorage No.2
WA-3	Western anchorage No.3
WQA	Western quarantine anchorage
URMPS / URMA	Transit Mawan – Bulker & Tanker (All vessels other than passenger & container ship)
URMPS-C / URMA-C	Transit Mawan – Passenger & Container ship
YMTA	Yau Ma Tei anchorage
YOD	Yam O floating dock
YUENFAT	Yuen Fat wharf No.2 berth

## Berthing Guidelines

PAC endorsed on 13 February 2004

Location : KC1,2,3,5

**Kwai Chung berth 1, 2, 3 & 5**

*(Declared Depth 14.0m)*

010 **Berthing** LOA: Max 130m  
**Draft:** Max. 14.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 1. If Draft>8m 2  
**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. If no anchor down 2.  
**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 est. 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 350m  
**Draft:** Max. 14.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:**

041 **Unberthing** LOA: Max 350m  
**Draft:** Max. 14.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 2. 1 if bow & stern thrusters fitted.  
**Remarks:**

### General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

**Berthing Guidelines***Pending*

Location : KC1,2,3,5

**Kwai Chung berth 1, 2, 3 & 5***(Declared Depth 14.0m)*

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b>   Max. 14.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     1. If D&gt;8m 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>   LOA: Max 130m  <b>Draft:</b>   Max. 14.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     1. If no anchor down 2.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>   Max. 14.0m + 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. 14.0m + 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. 14.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2 incl. 1 GI est. if no bow thruster.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>031     <b>Unberthing</b>   LOA: Max 270m  <b>Draft:</b>   Max. 14.0m + 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 367m  <b>Draft:</b>   Max. 14.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>041     <b>Unberthing</b>   LOA: Max 367m  <b>Draft:</b>   Max. 14.0m + tide – 10%UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     2.                1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>050     <b>Berthing</b>     LOA: Max 410m  <b>Draft:</b>   Max. 14.0m + tide – 10% UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.                2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>051     <b>Unberthing</b>   LOA: Max 410m  <b>Draft:</b>   Max. 14.0m + tide – 10% UKC  <b>Time:</b>    24 hrs.  <b>Tugs:</b>     3.                2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- **KC1, 2 & 3 – Berth Length 305m each, except KC5 - 457m.**
- **LOA > 367m – 410m ON TRIAL**

## Berthing Guidelines

PAC endorsed on 13 February 2004

Location : KC4,6

**Kwai Chung berth 4 & 6**

*(Declared Depth 12.2m)*

010     **Berthing**     LOA: Max 130m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    1. If Draft>8m 2  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

011     **Unberthing**    LOA: Max 130m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    1. If no anchor down 2.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

020     **Berthing**     LOA: Max 230m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2  
**Remarks:**

021     **Unberthing**    LOA: Max 230m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2  
**Remarks:**

030     **Berthing**     LOA: Max 270m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2 incl. 1 GI est. if no bow thruster.  
            1 if bow & stern thrusters fitted.  
**Remarks:**

031     **Unberthing**    LOA: Max 270m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2. 1 if bow & stern thrusters fitted.  
**Remarks:**

040     **Berthing**     LOA: Max 350m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    3 incl. 1 GI est. if no bow thruster.  
            1 if bow & stern thrusters fitted.  
**Remarks:**

041     **Unberthing**    LOA: Max 350m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2. 1 if bow & stern thrusters fitted.  
**Remarks:**

### General Remarks:

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals



**Berthing Guidelines***Pending*

Location : KC4

**Kwai Chung berth 4***(Declared Depth 12.2m)*

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b>     Max. 12.2m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     1. If D&gt;8m 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>     LOA: Max 130m  <b>Draft:</b>     Max. 12.2m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     1. If no anchor down 2.  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>     Max. 12.2m + 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. 12.2m + 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. 12.2m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     2 incl. 1 GI est. if no bow thruster.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>031     <b>Unberthing</b>     LOA: Max 270m  <b>Draft:</b>     Max. 12.2m + 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 <b>367m</b>  <b>Draft:</b>     Max. 12.2m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>041     <b>Unberthing</b>     LOA: Max <b>367m</b>  <b>Draft:</b>     Max. 12.2m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     2.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>050     <b>Berthing</b>     LOA: Max 410m  <b>Draft:</b>     Max. 12.2m + tide – 10% UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     3 incl. 1 GI est. if no bow thruster.                    2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>051     <b>Unberthing</b>     LOA: Max 410m  <b>Draft:</b>     Max. 12.2m + tide – 10% UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>     3.                    2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Berth length 305m.
- **LOA > 367m – 410m ON TRIAL**

**Berthing Guidelines***PAC endorsed on 13 February 2004*

Location : KC4,6

**Kwai Chung berth 4 & 6*****(Declared Depth 12.2m)***

010     **Berthing**     LOA: Max 130m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    1. If Draft>8m 2  
**Remarks:** Ro-Ro vessel 2 tugs if adverse  
                  weather.

011     **Unberthing**   LOA: Max 130m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    1. If no anchor down 2.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse  
                  weather.

020     **Berthing**     LOA: Max 230m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2  
**Remarks:**

021     **Unberthing**   LOA: Max 230m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2  
**Remarks:**

030     **Berthing**     LOA: Max 270m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

031     **Unberthing**   LOA: Max 270m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2. 1 if bow & stern thrusters fitted.  
**Remarks :**

040     **Berthing**     LOA: Max 350m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:**

041     **Unberthing**   LOA: Max 350m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    2. 1 if bow & stern thrusters fitted.  
**Remarks:**

**General Remarks:**

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals

**Berthing Guidelines***Pending*

Location : KC6

**Kwai Chung berth 6***(Declared Depth 12.2m)*

010     **Berthing**     LOA: Max 130m  
**Draft:**   Max. 12.2m + tide – 10%UKC  
**Time:**    24 hrs.  
**Tugs:**     1. If Draft>8m 2  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

011     **Unberthing**    LOA: Max 130m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     1. If no anchor down 2.  
**Remarks:** Ro-Ro vessel 2 tugs if adverse weather.

020     **Berthing**     LOA: Max 230m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

021     **Unberthing**    LOA: Max 230m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     2  
**Remarks:**

030     **Berthing**     LOA: Max 270m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     2 incl. 1 GI est. if no bow thruster.  
               1 if bow & stern thrusters fitted.  
**Remarks:**

031     **Unberthing**    LOA: Max 270m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     2. 1 if bow & stern thrusters fitted.  
**Remarks:**

040     **Berthing**     LOA: Max 350m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     3 incl. 1 GI est. if no bow thruster.  
               1 if bow & stern thrusters fitted.  
**Remarks:**

041     **Unberthing**    LOA: Max 350m  
**Draft:**    Max. 12.2m + tide – 10%UKC  
**Time:**     24 hrs.  
**Tugs:**     2. 1 if bow & stern thrusters fitted.  
**Remarks:**

**General Remarks:**

Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals

## Berthing Guidelines

PAC endorsed on 1 November 2005

Location : KC8,9

**Kwai Chung berth 8 & 9**

*(Declared Depth 15.5m)*

010     **Berthing**     LOA: Max 130m  
**Draft:**   Max. 15.0m + tide – 10%UKC  
**Time:**   24 hrs.  
**Tugs:**    1. If D>8m 2  
**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. If no anchor down 2  
**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 est. 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 350m  
**Draft:**   Max. 15.0m + tide – 10%UKC  
**Time:**    24 hrs.  
**Tugs:**    3 incl. 1 GI est. if no bow thruster.  
            1 if bow & stern thrusters fitted.  
**Remarks:**

041     **Unberthing**    LOA: Max 350m  
**Draft:**   Max. 15.0m + tide – 10%UKC  
**Time:**    24 hrs.  
**Tugs:**    2. 1 if bow & stern thrusters fitted.  
**Remarks:**

### General Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessel intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.

**Berthing Guidelines***Pending*

Location : KC8,9

**Kwai Chung berth 8 & 9***(Declared Depth 15.5m)*

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b>    Max. 15.0m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      1. If D&gt;8m 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>     LOA: Max 130m  <b>Draft:</b>    Max. 15.0m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      1. If no anchor down 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b>    Max. 15.0m + 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. 15.0m + 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. 15.0m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      2 incl. 1 GI est. if no bow thruster.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>031     <b>Unberthing</b>     LOA: Max 270m  <b>Draft:</b>    Max. 15.0m + 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 367m  <b>Draft:</b>    Max. 15.0m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      3 incl. 1 GI est. if no bow thruster.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>041     <b>Unberthing</b>     LOA: Max 367m  <b>Draft:</b>    Max. 15.0m + tide – 10%UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      2.                    1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>
<p>050     <b>Berthing</b>     LOA: Max 410m  <b>Draft:</b>    Max. 15.0m + tide – 10% UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      3 incl. 1 GI est. if no bow thruster.                    2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>	<p>051     <b>Unberthing</b>     LOA: Max 410m  <b>Draft:</b>    Max. 15.0m + tide – 10% UKC  <b>Time:</b>     24 hrs.  <b>Tugs:</b>      3.                    2 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- **LOA > 367m – 410m ON TRIAL**

Location : KC10-14

**Kwai Chung berth 10-14**(Declared Depth 15.5m)

010      **Berthing**      LOA: Max 130m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      1. If D>8m 2  
**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. If no anchor down 2  
**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 est. 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 350m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      3 incl. 1 GI est. if no bow thruster.  
                  1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs

041      **Unberthing**      LOA: Max 350m  
**Draft:**      Max. 15.0m + tide – 10%UKC  
**Time:**      24 hrs.  
**Tugs:**      2. 1 if bow & stern thrusters fitted.  
**Remarks:**

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP.

## Berthing Guidelines

Pending

Location : KC10-12

Kwai Chung berth 10-12

(Declared Depth 15.5m)

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 1. If D&gt;8m 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>     LOA: Max 130m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 1. If no anchor down 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15.0m + 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. 15.0m + 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. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 2 incl. 1 GI est. 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. 15.0m + 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 367m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 3 incl. 1 GI est. if no bow thruster.  1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs.</p>	<p>041     <b>Unberthing</b>     LOA: Max 367m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 2. 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- 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/stern thruster are fitted.**

Location : KC10-14

**Kwai Chung berth 10-14**(Declared Depth 15.5m)

<p>010     <b>Berthing</b>     LOA: Max 130m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 1. If D&gt;8m 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>	<p>011     <b>Unberthing</b>     LOA: Max 130m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 1. If no anchor down 2  <b>Remarks:</b> Ro-Ro vessel 2 tugs if adverse weather.</p>
<p>020     <b>Berthing</b>     LOA: Max 230m  <b>Draft:</b> Max. 15.0m + 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. 15.0m + 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. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 2 incl. 1 GI est. 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. 15.0m + 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 350m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 3 incl. 1 GI est. if no bow thruster.            1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b> Stern in 3 tugs</p>	<p>041     <b>Unberthing</b>     LOA: Max 350m  <b>Draft:</b> Max. 15.0m + tide – 10%UKC  <b>Time:</b> 24 hrs.  <b>Tugs:</b> 2. 1 if bow &amp; stern thrusters fitted.  <b>Remarks:</b></p>

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- LOA>270m berthing stern in, each tug 3600 HP min. In case 3 tugs are used, min. total 10800 HP.



## Berthing Guidelines

Pending

Location : KC13-14

Kwai Chung berth 13-14

(Declared Depth 15.5m)

010 **Berthing** LOA: Max 130m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 1. If D>8m 2  
**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. If no anchor down 2  
**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 est. 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 367m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.  
**Remarks:** Stern in 3 tugs.

041 **Unberthing** LOA: Max 367m  
**Draft:** Max. 15.0m + tide – 10%UKC  
**Time:** 24 hrs.  
**Tugs:** 2. 1 if bow & stern thrusters fitted.  
**Remarks:**

050 **Berthing** LOA: Max 410m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
**Remarks:**

051 **Unberthing** LOA: Max 410m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 3.  
2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK Pilots in ample time for consideration.
- 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/stern thruster are fitted.**
- **LOA > 367m – 410m ON TRIAL**

## Berthing Guideline

Location: KC15

**Kwai Chung berth 15**(Declared Depth 15.5m)

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

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

020 **Berthing** LOA: Max 183m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 2.  
**Remarks:** LOA >200m port side alongside

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

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

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

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

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

050 **Berthing** LOA: Max 367m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1.if bow & stern thrusters fitted.  
**Remarks:** Port side alongside

051 **Unberthing** LOA: Max 367m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 2  
1. if bow & stern thrusters fitted.  
**Remarks:**

060 **Berthing** LOA: Max 410m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 3 Incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.  
**Remarks:** Port side alongside

061 **Unberthing** LOA: Max 410m  
**Draft:** Max. 15.0m + tide – 10% UKC  
**Time:** 24 hrs.  
**Tugs:** 3.  
2 if bow & stern thrusters fitted.  
**Remarks:**

**General Remarks:**

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
- Berthing: Swing around minimum 2 tugs.
- LOA > 367m – 410m ON TRIAL

## Berthing Guideline

*Pending*

Location: KC16-19

**Kwai Chung berth 16-19**

(Declared Depth 15.5 m)

010 **Berthing** LOA: Max 130m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 1. If D > 8m 2**Remarks:**011 **Unberthing** LOA: Max 130m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 1. If no anchor down 2**Remarks:**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 est. 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 367m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
1 if bow & stern thrusters fitted.**Remarks:**041 **Unberthing** LOA: Max 367m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 2.  
1 if bow & stern thrusters fitted.**Remarks:**050 **Berthing** LOA: Max 410m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 3 incl. 1 GI est. if no bow thruster.  
2 if bow & stern thrusters fitted.**Remarks:**051 **Unberthing** LOA: Max 410m**Draft:** Max. 15.0m + tide – 10% UKC**Time:** 24 hrs.**Tugs:** 3.  
2 if bow & stern thrusters fitted.**Remarks:**

Remarks:

- Please see Chapter 4(1) Berthing Remarks for Kwai Chung Terminals.
- Vessels intending to sail or arrive with draft exceeding 15.0m should inform VTC & HK pilots in ample time for consideration.
- Berthing: LOA > 130m swing around &/or Wedge-in minimum 2 tugs.
- LOA > 367m – 410m ON TRIAL

## Berthing Guideline

*Pending***ON TRIAL**

**Provisional Berthing Guideline  
for Bulker & Tanker LOA>280m – 290m Transiting Mawan**

**Berthing Guidelines**

Location : URMPS/URMA                      **Transit Mawan – Bulker & Tanker**

*LOA>255m : Restricted transit period @ Mawan = Current Against >1.5 knots / With >0.5 knots*

*(per current info. supplied by HYDRO office)*

*Transit @ Mawan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

060      **N. bound**      LOA: Max 290m  
**Draft:**      Max. 16.8m (min. 10% UKC)  
**Time:**      Day light only  
                  Subject to current condition @  
                  Mawan  
**Tugs:**      1 escort from GI for Mawan  
                  Transit; +1 @ Mawan if  
                  Draft>14m.

To URMA: 1 escort from GI to  
 URMA; +1 @ from Mawan to  
 URMA if Draft>14m.

**Remarks:** 2 pilots.

061      **S. bound**      LOA: Max 290m  
**Draft:**      Max. 16.8m (min. 10% UKC)  
**Time:**      Day light only  
                  Subject to current condition @  
                  Mawan  
**Tugs:**      1 escort @ Mawan for Mawan  
                  Transit; 2 if Draft>14m.

From URMA: 1 escort from  
 URMA for Mawan Transit; +1 @  
 Mawan if Draft>14m.

**Remarks:** 2 pilots.

**General Remarks:**

- Thrusters not considered for transit.
- Tidal window current reference point: **22-21.599N 114-04.125E**
- **PILOT BOARDING TIME FOR MAWAN TRANSIT:**  
     @URMPS, URMA, NC & WITHIN HARBOUR:
  - Mawan transit time minus 1 hour;
  - Draft exceeds 14m or harbour speed less than 11 knots shall allow 1.5 hours.
- Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
- In case of special circumstances and conditions, vessel is required to anchor at URMA, she shall obtain prior approval from VTC.

## Berthing Guideline

*Pending***ON TRIAL**

**Provisional Berthing Guideline  
For Over length Container Ship (LOA>310m) Transiting Ma Wan**

**Berthing Guidelines**

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

*Restricted transit period @ Ma Wan = Current Against >3 knots / With >2 knots  
(per current info. supplied by HYDRO office)*

*Transit @ Ma Wan : Day = (Sunrise – 30mins.) To (Sunset + 30mins.)*

060	<b>N. bound</b>	LOA: Max 352m	061	<b>S. bound</b>	LOA: Max 352m
<b>Draft:</b>	Max. 14.5m (min. 10% UKC)		<b>Draft:</b>	Max. 14.5m (min. 10% UKC)	
<b>Time:</b>	Subject to current condition @ Ma Wan D>14.5m Daylight transit only		<b>Time:</b>	Subject to current condition @ Ma Wan D>14.5m Daylight transit only	
<b>Tugs:</b>	1 escort from Kellett buoy for Ma Wan Transit		<b>Tugs:</b>	1 escort @ Ma Wan for Ma Wan Transit	
<b>Remarks:</b>	2 pilots. <b>See General Remarks</b>		<b>Remarks:</b>	2 pilots. <b>See General Remarks</b>	

**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 a 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 vessels of LOA > 340m – 352m, transiting Ma Wan for the first time, are subject to Practical Assessment through (a) Restricted Ma Wan Transit tidal window (b) Special tug requirement.

**Berthing Guideline***Pending***ON TRIAL**

Location : EUROASIA - DCB

**Euro-Asia wharf T/Y with Double Crane Barge**010     **Berthing**     LOA: Max 150m**Draft:**   Max. 9.5m (min 10% UKC)**Time:**   24 hrs.**Tugs:**    2**Remarks:**011     **Unberthing**    LOA: Max 150m**Draft:**   Max. 9.5m (min 10% UKC)**Time:**   24 hrs.**Tugs:**    2**Remarks:****General Remarks:**

- 1) The Double Crane Barge (DCB) of LOA about 50m, the center of which shall be to be positioned and properly moored at the point of 175m from the south end (turn of the corner) of the berth.
- 2) DCB shall maintain with suitable freeboard and equipped with adequate fenders.
- 3) The terminal shall be responsible to ensure the structure of the DCB are in sound condition and suitable for berthing of vessel up to maximum 200m LOA.
- 4) This on trial BGL shall be further reviewed upon the future relocation of the floating dock nearby.

**Berthing Guideline***Pending***ON TRIAL**

Location : EUROASIA - DCB+FB

**Euro-Asia wharf T/Y with Double Crane Barge & Flat Barge**010 **Berthing** LOA: Max 200m**Draft:** Max. 9.5m (min 10% UKC)**Time:** D&N HW-1 to HW+2 &  
D&N LW-2 to LW+1**Tugs:** 2**Remarks:**011 **Unberthing** LOA: Max 200m**Draft:** Max. 9.5m (min 10% UKC)**Time:** 24 hrs.**Tugs:** 2**Remarks:****General Remarks:**

- 1) The Double Crane Barge (DCB) and the Flat Barge (FB), each of LOA about 50m, the center of which, shall be positioned and properly moored at the point of 175m from the south end (turn of the corner) of the berth.
- 2) Both the DCB and FB shall maintain with suitable freeboard and equipped with adequate fenders.
- 3) The terminal shall be responsible to ensure the structure of the DCB and FB are in sound condition and suitable for berthing of the vessel up to maximum 200m LOA.
- 4) This on trial BGL shall be further reviewed upon the future relocation of the floating dock nearby.