

PILOTAGE ADVISORY COMMITTEE WORKING GROUP

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 – Tugs Information –
Update the list of tug by deleting tugs “Nanning”, “Shunde”; “Hai Fa”, “Hai Qi”, “Yiu Lian 26” and “You Da” from the list; and adding “SCT Shekou, 6000HP, 81.85BP, Grade I” to the list as shown in **Annex I.**
 - b. Chapter 10 – Miscellaneous
Add the pilot boarding station at south of Cheung Chau Island to the list and revise the table by adopting the format used in Schedule 2 of the Pilotage Ordinance Cap.84 as shown in **Annex II.**
 - c. Chapter 12 – Berthing Guidelines by Location Code
 - i. Location – EURO-2 - Euro-Asia berth 2
Hong Kong Pilots Association (HKPA) and the berth operator, Euro-Asia Terminal (EAT), has completed trial-run and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m as shown in **Annex III.**
 - ii. Location – EURO-3P - Euro-Asia berth 3P
HKPA and EAT are conducting trial-run at this berth and proposed to amend the maximum LOA items “020” & “021” from 165m to 175m on trial as shown in **Annex IV.**

iii. Location - SLA, SSK-1 and SSK-2 – Anchorages South of Lamma Island and Sham Shui Kok Anchorage No. 1 & 2

In the PAC meeting held on 17 May 2023, it was agreed that there would be no specific requirement of tug for SCCA and requirement for SLA should be reviewed. Noting that it is stated in Chapter 4 of the BGL that, subject to the prevailing circumstance and working parameters, pilot has the discretion in tug requirement to maintain safety margin. It is therefore proposed to remove the cumbersome presentation on tug's requirement and remark from the BGL for SLA as shown in Annex V. Similarly, it is also proposed to remove the redundant remark on requirement of tug in BGL for SSK-1 and SSK-2 as shown in Annex VI.

d. Tugs requirement for anchorages

It is noted that, in most cases in the BGL, tug is required for anchorages, a summary of these requirement is at *Annex VII*. Apparently, tug would be required if draft of the ship is greater than 10.0m or LOA of the ship is greater than 230m. The notes of PAC meeting 17 May 2023 record that *“Any specific requirement for any vessel should be made in the Berthing Guideline of that particular berth for that specific type of vessel.”* Furthermore, the Pilotage Authority opined that the general practice of ships going to anchorage does not use any tug. The requirement of tug for anchorage should be reviewed with an aim to removing the requirement of tug from all Anchorages in the BGL.

3. Subject to the final endorsement from the PAC and Pilotage Authority, contents in chapter 1 would also be updated as appropriate.

Presentation

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

Advice Sought

5. Advices and comments from members are sought for the preparation of a PAC paper for submission to the Pilotage Advisory Committee.

Marine Department
July 2024

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
<u>Bowill Shipping Ltd. (Tel.:2300 1950, 3840 2918)</u>				
Ark	2 x 1600	41.1	II	
<u>Chung Hing Tug (Tel.: 2549 2072, 2549 0395)</u>				
Chung Hing No.1 (忠興壹)	2 x 624	18	II	
Wallex 2 (華力二)	2 x 624	18	II	
<u>Kam Hung Tug (Tel.: 2619 6981-3)</u>				
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	
<u>K-Power Marine Group Co. Ltd (Tel.: 2540 2777, 3913 3605)</u>				
H.K. United 20	2 x 850	20	II	
<u>Hong Kong Tug (Tel.:2612 6800)</u>				
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

Yam O	5000	71.8	I	
Tsing Yuk	2 x 600	18.7	II	
South China Tug (Tel.: 2548 5205)				
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	
SCT Shekou	6000	81.85	I	
Yiu Lian Tug (Tel.: 2497 0655, 2497 0686)				
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	

Chapter 10

MISCELLANEOUS

Width of Fairways

1.	Eastern fairway	395m
2.	Hung Hom fairway	370m
3.	Central fairway	370m
4.	Northern fairway	380m
5.	Southern fairway	590m (East part of Southern Fairway)
6.	Sulphur channel	270m (West part of Southern Fairway)
7.	North Green Island fairway	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

Description		Location	
1.	Area off Ha Mei Wan, west of Lamma Island	22° 11.908'N	114° 05.447'E
2.	Area off the turning buoy in the Tathong Channel	22° 15.908'N	114° 15.814'E
3.	Area off Lam Kok Tsui (Black Point) in Urmston Road	22° 24.925'N	113° 53.347'E
4.	Area off the entrance to Tolo Channel (<i>Chik Chau</i>)	22° 29.508'N	114° 19.848'E
5.	Area off Ngan Chau in East Lamma Channel	22° 12.958'N	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

Item	Description	Position		
1	Ha Mei Wan, west of Lamma Island	An area of 0.5 nautical mile radius centred by position		
		latitude	22°11.908'	north,
		longitude	114°05.447'	east.
2	Turning buoy in the Tathong Channel	An area of 0.4 nautical mile radius centred by position		
		latitude	22°15.908'	north,
		longitude	114°15.814'	east.
3	Lam Kok Tsui (Black Point) in Urmston Road	An area of 0.5 nautical mile radius centred by position		
		latitude	22°24.925'	north,
		longitude	113°53.347'	east.
4	Entrance to Tolo Channel	An area of 0.5 nautical mile radius centred by position		
		latitude	22°29.508'	north,
		longitude	114°19.848'	east.
5	Ngan Chau in East Lamma Channel	An area of 0.5 nautical mile radius centred by position		
		latitude	22°12.958'	north,
		longitude	114°09.847'	east.
6	Ping Chau in Mirs Bay	An area of 0.5 nautical mile radius centred by position		
		latitude	22°32.800'	north,
		longitude	114°23.600'	east.
7	Crooked Island in Mirs Bay	An area of 0.5 nautical mile radius centred by position		
		latitude	22°33.500'	north,
		longitude	114°20.200'	east.
8	Shek Ngau Chau in Mirs Bay	An area of 0.5 nautical mile radius centred by position		
		latitude	22°29.700'	north,
		longitude	114°26.540'	east.
9	South of Cheung Chau Island	An area of 0.7 nautical mile radius centred by position		
		latitude	22°09.663'	north,
		longitude	114°03.055'	east.

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		22° 18.000'N	114° 08.579'E
Northern 2 (N2) buoy		22° 18.722'N	114° 07.707'E
TCS4 buoy		22° 16.333'N	114° 15.500'E

Berthing Guidelines

Proposed July 2024

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 ~~165~~ 175m
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 ~~165~~ 175m
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 ~~165~~ 175m

Draft: Max 8.6m with pontoon
(min 10% UKC)

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

Tugs: 2

Remarks:

021 **Unberthing** LOA: Max ~~165~~ 175m

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.

Location : **SLA**

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: †
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 18.0m (min 15% UKC)
Time: 24 hrs
Tugs: †
Remarks:

General remarks:

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

Berthing Guidelines

Proposed July 2024

Location : **SSK-1**

Sham Shui Kok Anchorage No.1

010 **To anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 8.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

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

Location : **SSK-2**

Sham Shui Kok Anchorage No.2

010 **To anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General remarks:

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

Summary of Proposed Amendments on the Requirement of Tug for Anchorages

Location Code	Location	Max Draft	Max LOA	TUG's Requirement on Draft	TUG's Requirement on Length	Proposed Amendments
JBDGA	Junk Bay DG Anchorage	11.0m	183m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
KEL-1	Kellett Anchorage No.1	11.0m	300m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
KEL-2	Kellett Anchorage No.2	6.5m	150m			
KEL-3	Kellett Anchorage No.3	9.5m	180m			
KYCA	Kau Yi Chau DG Anchorage	7.0m	120m			
MWA	Ma Wan Anchorage	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
``NLA	North Lamma Anchorage	12.9m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
NWLA	North West Lamma Anchorage	7.5m	300m		1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-E	Pun Shan Shek Anchorage East	12.6m	320m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
PSSA-W	Pun Shan Shek Anchorage West	11.0m	195m	1 if D>8.2m	1 if LOA>138m	to remove requirement of tug for going to/from the anchorage

RDGA	Reserved DG Anchorage	12.6m	195m	1 if D>10m	1 if LOA>150m	to remove requirement of tug for going to/from the anchorage
SCCA	South Cheung Chau Anchorage	16.0m	400m			
SLA	Anchorage South of Lamma Island	18.0m	400m			
SSK-1	Sham Shui Kok Anchorage No.1	8.0m	180m			
SSK-2	Sham Shui Kok Anchorage No.2	9.0m	180m			
THA	Tolo Harbour Anchorage	11.0m	180m	1 if D>9.15m	1 if LOA>168m	to remove requirement of tug for going to/from the anchorage
WA-1	Western Anchorage No.1	7.5m	120m			
WA-2	Western Anchorage No.2	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WA-3	Western Anchorage No.3	12.6m	350m	1 if D>10m	1 if LOA>230m	to remove requirement of tug for going to/from the anchorage
WQA	Western Quarantine Anchorage	10.7m	180m	1 if D>10m		to remove requirement of tug for going to/from the anchorage
YMTA	Yau Ma Tei Anchorage	5.5m	100m			
URMA	Urmston Road Anchorage	16.8m	400m			New, no requirement for tug
CCEMENT	Chian Cement Company (TSK)					to remove requirement of tug for

CLPTSK	Chiana Light Power Station (TSK)					URMA from these BGL for berths.
SWSTL	Shui Wing Steel Wharf (TSK)					
URMPS /URMA	Transit Ma Wan - Bulker & Tanker	16.8m	305m	Multiple levels of requirements. Please refer to BGL.		To separate URMA from Ma Wan Transit
URMPS-C /URMA-C	Transit Ma Wan - Container Ship	16.0m	400m			
URMA-PC /URMA-PC	Transit Ma Wan- Passenger Ship (Conventional)	11.0m	345m			
URMA-PH /URMA-PH	Trnsit Ma Wan - Passenger Ship (Highly Maneuverable)	11.0m	345m			

Berthing Guidelines

Proposed - July 2024

Location : **JBDGA**

Junk Bay DG anchorage

010 **To anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

011 **From anchorage** LOA: Max 183m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D > 10m
Remarks:

Location : **KEL-1**

Kellett Anchorage No.1

010 **To anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D > 10m or LOA > 230m~~
Remarks:

011 **From anchorage** LOA: Max 300m
Draft: Max 11.0m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D > 10m or LOA > 230m~~
Remarks:

Location : **KEL-2**

Kellett Anchorage No.2

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

Draft: Max 6.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

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

Draft: Max 6.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **KEL-3**

Kellett Anchorage No.3

010 **To anchorage** LOA: Max 180m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 180m
Draft: Max 9.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : **KYCA**

Kau Yi Chau DG anchorage

010 **To anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 120m
Draft: Max 7m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

Location : MWA

Ma Wan anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: † if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: † if D > 10m
Remarks:

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

Location : NLA

North Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: \pm if D > 10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: \pm if D > 10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: \pm
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.9m (min 10% UKC)
Time: 24 hrs
Tugs: \pm
Remarks:

Location : **NWLA**

North West Lamma anchorage

010 **To anchorage** LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **To anchorage** LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

021 **From anchorage** LOA: Max 300m
Draft: Max 7.5m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

Location : PSSA-E

Pun Shan Shek anchorage east

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: † if D>10m
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: † if D>10m
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

020 **To anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

021 **From anchorage** LOA: Max 320m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

Location : PSSA-W

Pun Shan Shek anchorage west

010 **To anchorage** LOA: Max 195m
Draft: Max 11m (min 10% UKC)
Time: If D>8.2m or L>138m day only
Tugs: ~~1 if D>8.2m or L>138m~~
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

011 **From anchorage** LOA: Max 195m
Draft: Max 11m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>8.2m or L>138m~~
Remarks: ~~Reserved naval anchorage~~
 Commonly used for naval vessel

Location : **RDGA**

Reserved dangerous goods anchorage

010 **To anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 150m
Draft: Max 10m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

020 **To anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

021 **From anchorage** LOA: Max 195m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: † if D > 10m
Remarks:

Location : **SCCA** **South Cheung Chau anchorage**

010 **To anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 400m
Draft: Max 16.0m (min 15% UKC)
Time: 24 hrs
Tugs:
Remarks:

General Remarks:

Location : SLA

Anchorage south of Lamma Island

010 **To anchorage** LOA: Max 400m

Draft: Max 18.0m (min 15% UKC)

Time: 24 hrs

Tugs: 1

Remarks:

011 **From anchorage** LOA: Max 400m

Draft: Max 18.0m (min 15% UKC)

Time: 24 hrs

Tugs: 1

Remarks:

General remarks:

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

Location: **SSK-1**

Sham Shui Kok Anchorage No.1

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

Draft: Max 8.0m (Min 15% UKC)

Time: 24 hrs

Tugs:

Remarks:

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

Draft: Max 8.0m (Min 15% UKC)

Time: 24 hrs

Tugs:

Remarks:

General Remark:

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

Location: **SSK-2**

Sham Shui Kok Anchorage No.2

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

Draft: Max 9.0m (Min 15% UKC)

Time: 24 hrs

Tugs:

Remarks:

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

Draft: Max 9.0m (Min 15% UKC)

Time: 24 hrs

Tugs:

Remarks:

General Remark:

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

Location : **THA****Tolo harbour anchorage**

010 **To anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: ~~Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.~~

011 **From anchorage** LOA: Max 150m
Draft: Max 8m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks: ~~Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.~~

020 **To anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If L>168m or D>9.15m 1 escort from Chik Chau~~
Remarks: Not for dead ship.
~~Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.~~

021 **From anchorage** LOA: Max 180m
Draft: Max 11m (min 10% UKC)
Time: Day light
Tugs: ~~If 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.~~

General Remarks

1. If L>168m or D>9.15m 1 escort tug for Tolo channel to/from Chik Chau.
2. Vessel from Tolo harbour to TSK or vice versa must change pilot at Ngan Chau.

Location : **WA-1**

Western anchorage No.1

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

Draft: Max 7.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

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

Draft: Max 7.5m (min 10% UKC)

Time: 24 hrs

Tugs:

Remarks:

Location : **WA-2**

Western anchorage No.2

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~ if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1~~
Remarks:

Location : **WA-3**

Western anchorage No.3

010 **To anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †if D>10m
Remarks:

011 **From anchorage** LOA: Max 230m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †if D>10m
Remarks:

020 **To anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

021 **From anchorage** LOA: Max 350m
Draft: Max 12.6m (min 10% UKC)
Time: 24 hrs
Tugs: †
Remarks:

Berthing Guidelines

Proposed - July 2024

Location : **WQA**

Western Quarantine anchorage

010 **To anchorage** LOA: Max 180m
Draft: Max 10.7m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks: ~~If D>10.7m anchor to WA.~~
~~If L>180m anchor to WA.~~

011 **From anchorage** LOA: Max 180m
Draft: Max 10.7m (min 10% UKC)
Time: 24 hrs
Tugs: ~~1 if D>10m~~
Remarks:

Location : **YMTA**

Yau Ma Tei anchorage

010 **To anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

011 **From anchorage** LOA: Max 100m
Draft: Max 5.5m (min 10% UKC)
Time: 24 hrs
Tugs:
Remarks:

ON TRIAL

Location : **URMA**

**Urmston Road Anchorage
(All ship types)**

010 To anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

011 From anchorage LOA: Max 400m
Draft: Max 16.8m (min 15% UKC)
Time: 24 hrs.
Tugs:
Remarks: 1 pilot

General Remarks:

1. Bulker or Tanker of LOA>280m are normally not permitted to lighten or anchor at URMA due to limited space of the anchorage.
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, where a vessel is required to anchor at URMA, she shall obtain prior approval from VTC.
4. 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.
5. Escort tug may be required for berthing/unberthing at berths nearby, please refer to BGL for respective berth location.

Location : CCEMENT

China Cement Company (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

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

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
D>10m, Day light HW+1 to HW+3
& Day light LW-1 to LW+1.5 @
Mawan.
Tugs: 2. 1 escort @ Mawan if Draft>10m.
Remarks: 2 pilots. Stem to tide for berthing.
D>10m Starboard side to.

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

030 **Berthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
Day light HW+1 to HW+3 @
Mawan.
Tugs: 3 incl 1 escort @ Mawan / from
URMA to berth.
~~From URMA: 3 incl 1 escort from
URMA to berth.~~

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
Subject to Mawan transit tidal
window.
D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan / from
berth to URMA.
~~To URMA: 2 incl 1 escort from
berth to URMA.~~

Remarks: 2 pilots. Starboard side to.

Remarks: 2 pilots

040 **Berthing** LOA: Max 240m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
Day light HW+1 to HW+1.5 @
Mawan.
Tugs: 4 incl 1 escort from GI + 1 @ Mawan
/ 1 escort from URMA to berth.
D≤12m, 3 incl 1 escort from GI + 1
@ Mawan / 1 escort from URMA to
berth.
~~From URMA: 4 incl 1 escort URMA
to berth. D≤12m, 3 incl 1 escort
from URMA to berth.~~

041 **Unberthing** LOA: Max 240m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
D>12.5m, Day light HW to HW+2
& Day light LW+1 to LW+3 @
Mawan.
D≤12.5m, subject to Mawan transit
tidal window, day light transit only.
Tugs: 2 incl 1 escort @ Mawan / from
berth to URMA.
~~To URMA: 2 incl 1 escort from
berth to URMA.~~

Remarks: 2 pilots. Starboard side to.

Remarks: 2 pilots

General Remark:

Subject to Ma Wan transit tidal window.

ON TRIAL

Location : CLPTSK

China light power station (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

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

020 **Berthing** LOA: Max 183m
Draft: Max 12m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

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

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

031 **Unberthing** LOA: Max 230m
Draft: Max 15m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window.
 D>12.5m, day light transit only.
Tugs: 2 incl 1 escort @ Mawan / from
 berth to URMA.
 ~~To URMA: 2 incl 1 escort from~~
 ~~berth to URMA.~~
Remarks: 2 pilots

040 **Berthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 @ Mawan.
 1st Jun – 15th Oct : Day light HW+0.5
 @ Mawan.
Tugs: 4 tugs incl 1 escort from GI & 1 @
 Mawan / from URMA to berth.
 ~~From URMA: 4 tugs incl 1 escort~~
 ~~from URMA to berth.~~

041 **Unberthing** LOA: Max 280m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit
 only.
Tugs: 2 incl 1 escort @ Mawan / from
 berth to URMA.
 D>14m, 3 incl 2 escort @
 Mawan/from berth to URMA.
 ~~To URMA: 2 incl 1 escort from~~
 ~~berth to URMA.~~
 ~~D>14m, 3 incl 2 escort from berth~~
 ~~to URMA.~~
Remarks: 2 pilots.

Remarks: 2 pilots. Starboard side to.

ON TRIAL

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

050 **Berthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 HW+1 @ Mawan.
 1st Jun – 15th Oct : Day HW+0.5
 @ Mawan.

Tugs: 4 tugs minimum 4,000hp each,
 incl 1 escort from GI & 1 @ Mawan
 to berth / **from URMA to berth** (see
 General Remarks).
 ~~From URMA: 4 tugs, minimum
 4,000hp each incl 1 escort from
 URMA to berth.~~

Remarks: 2 pilots. Starboard side to.

051 **Unberthing** LOA: Max 305m
Draft: Max 16.8m (min 15% UKC)
Time: Day @ berth.
 D>12.5m, Day light HW to HW+2
 & Day light LW+1 to LW+3 @
 Mawan.
 D≤12.5m, subject to Mawan transit
 tidal window, Day light transit only.
Tugs: 2 incl 1 escort @ Mawan / **from**
 berth to URMA.
 D>14m, 3 incl 2 escort @ Mawan /
 from berth to URMA (see General
 Remarks).
 ~~To URMA: 2 incl 1 escort from
 berth to URMA. D>14m, 3 incl 2
 escort from berth to URMA.~~

Remarks: 2 pilots

General Remarks:

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

Berthing Guidelines

Proposed - July 2024

Location : **SWSTL**

Shiu Wing steel wharf (TSK)

010 **Berthing** LOA: Max 168m
Draft: Max 10m (min 15% UKC)
Time: Day @ berth
Tugs: 2
Remarks: Stem to tide for berthing

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

020 **Berthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 D>10m Day light HW+1 to HW+3 &
 Day light LW-1 to LW+1.5 @
 Mawan.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.
 Stem to tide for berthing.

021 **Unberthing** LOA: Max 183m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window. D>10m Day light transit
 only.
Tugs: 2. 1 escort @ Mawan if D>10m.
Remarks: 2 pilots.

030 **Berthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Day light HW+1 to HW+3 & Day
 light LW-1 to LW+1.5 @ Mawan.
Tugs: 3 incl 1 **escort** @ Mawan-~~escort~~ /
 from URMA to berth.
 ~~From URMA: 3 incl 1 escort from-~~
 ~~URMA to berth.~~
Remarks: 2 pilots.
 Stem to tide for berthing.

031 **Unberthing** LOA: Max 200m
Draft: Max 10.3m (min 15% UKC)
Time: Day @ berth.
 Subject to Mawan transit tidal
 window, Day light transit only
Tugs: 2 incl 1 **escort** @ Mawan ~~escort~~ /
 from berth to URMA.
 ~~To URMA: 2 incl 1 escort from-~~
 ~~berth to URMA-~~
Remarks: 2 pilots.

General Remark:

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.~~

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 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 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

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. --

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

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

<p>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</p>	<p>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</p>
<p>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</p>	<p>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</p>
<p>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</p>	<p>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</p>

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.

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:

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

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

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

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

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

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

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. Passenger ships, other than those defined as highly maneuverable in URMPS-PH/URMA-PH, are classified as conventional passenger ships.
2. Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
3. In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

4. Unless otherwise specified, escort tug for Mawan transit is required for the waters:
 - a. North bound : from Kellett buoy to NW Mawan Signal Mast except required at a location earlier by pilot/Master.
 - b. South bound : from Ha Pang to 0.5 n.mile south of Tsing Ma Bridge except required at a location earlier by pilot/Master.

ON TRIAL

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

010 **N. bound** LOA: Max 200m
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 11.0m (min. 15% UKC)
Time: Subject to Mawan transit tidal window
Tugs:
Remarks:

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

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

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

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

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

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

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:

- Highly maneuverable passenger ships should meet the following requirements:
 - bow thrusters of total power ≥ 8000 HP
 - Equipped with azipods.
- Vessels of LOA >310m are not permitted to anchor within the area between Ma Wan West and URMPS.
- In case of special circumstances and conditions, when vessel of LOA >310m is required to anchor within the area between Ma Wan West and URMPS, she shall obtain prior approval from VTC and comply with the conditions required by VTC/MD.

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.