

## **BERTHING CLEARANCE GUIDELINES**

### **BERTH CLEARANCES FOR DRY CARGO AND CONTAINER VESSELS AT CONTAINER AND CONVENTIONAL CARGO TERMINALS**

<b>VESSEL LOA (m) (Own Power)</b>	<b>OVERALL CLEARANCE (m)</b>
≤100	14
>100 – 180	20
>180 – 220	30
>220 – 300	40
<b>&gt;300 – 350</b>	<b>50</b>
<b>&gt;350 – 400</b>	<b>60</b>
<b>&gt;400</b>	<b>70</b>

<b>VESSEL LOA (m) (Under Tow)</b>	<b>OVERALL CLEARANCE (m)</b>
≤70	20
>70 – 100	30
>100 – 140	40
>140 – 180	60
>180 – 220	80
>220 – 300	100
<b>&gt;300 – 350</b>	<b>120</b>
<b>&gt;350 – 400</b>	<b>140</b>
<b>&gt;400</b>	<b>160</b>

### **DISTANCES TO DEAD END BERTH**

#### **GENERAL**

<b>LOA OF VESSEL (m)</b>	<b>DAY/NIGHT CLEARANCE (m)</b>
≤ 150	15
>150 - 250	20
>250 - 300	25
<b>&gt;300 – 350</b>	<b>30</b>
<b>&gt;350 - 400</b>	<b>35</b>
<b>&gt;400</b>	<b>40</b>

*Note: Clearance is measured from the toe of the revetment when the dead end involves a slope revetment.*