

PILOTAGE ADVISORY COMMITTEE

Proposed Adjustment to Pilotage Dues

Purpose

The purpose of this paper is to seek members' comments and endorsement on the proposed adjustment to pilotage dues.

Background

2. It has always been the Hong Kong Pilots Association's (HKPA) mission to provide quality, efficient and safe pilotage services, as well as offering contributions to the shipping community. For examples, the relaxation of Kwai Tsing Berthing Guidelines, extension of pilot boarding area at the Urmston Road, maximization of convoy time slots and the availability of air-draft calculator, allowing more ships to transit the Ma Wan Fairway, assist in developing a Green Maritime Fuel Bunkering Centre, and etc.

3. Hong Kong pilots have always strived to provide pilotage service up to the very last minute whenever a typhoon was directly approaching Hong Kong. To this end, HKPA's pilot boats have correspondingly upgraded. Also, Hong Kong pilots maintained pilotage service during foggy seasons without compromising safe pilotage, not to mention the tug requirements for most port operations here in Hong Kong is much less than others, if not the least.

4. The negotiation for the existing pilotage dues was started in the year of 2021, and endorsed by PAC on 18 January 2022. However, because of the prolonged time required for the concerned legislative procedure, it could only become effective on 2 December 2022. The process for the adjustment proposal lasts well over one year.

5. Members may wish to know that no proper adjustment for any prolonged period of time, including the increase in office recurrent cost generated by the rise in staff salary etc, has put an excessive burden on HKPA. In the meantime, the sea transport sector has been facing severe recruitment difficulties resulting in much higher pay for the boat crews. Together with the increase of costs of supplies, expenses on the maintenance and upgrade of the pilot boats and extensive trainings for the pilots to provide quality pilotage, HKPA have been suffering severe financial loss. To maintain professional and distinctive pilotage services, reasonable adjustment is deemed necessary.

Proposal

6. The trend of the Consumer Price Index (CPI) and the Monthly Wage Index (sea transport) for the past 3 years were respectively +1.9% and +4.17% (Annex 1). After discussions with members of the Hong Kong Liners Shipping Association (HKLSA) starting from March 2025, and taking consideration of the high percentage of Monthly Wage (sea transport), and being mindful of the industry's limited tolerance for a significant increase, a mild CPI-based adjustment for its simplicity and transparency would be more suitable. HKPA now proposes the adjustment of +9.43% in pilotage dues incorporating the years of 2022-2026 (Annex 2), which equates to an average increase of 1.89% aligned with the CPI to catch up with the inflation for these 5 years.

7. HKPA has consulted the industry and met with members of and representatives of the HKLSA on pilotage dues adjustment, HKLSA has no objection that this proposal be tabled at the PAC meeting, and HKLSA will submit to the PAC's decision. The new pilotage dues will be held for 2 years before next adjustment as compromised with HKLSA, and will only become effective after 1 July 2026 or on the date the proposed legislation passed by the Legislative Council, even the concerned legislative procedure has completed earlier.

Presentation

8. This paper will be presented by the HKPA.

Advice Sought

9. Members are invited to comment and endorse the proposed adjustment.

Hong Kong Pilots Association
September 2025

Annex 1

Year	CPI	Monthly Wage (Sea Transport)	Remarks
2022	+1.9%	+1.4%	Note (1)
2023	+2.1%	+3.9%	-“-
2024	+1.7%	+7.2%	-“-
Mean	+1.9%	+4.17%	Note (2)
2025	+1.7%	+1.9%	Projection Note (3)
2026	+1.7%	+1.9%	-“-
Total	+9.43%	+17.27%	Note (4)

Note (1): HKSAR Government Statistical Table

Note (2): Mean of 2022 – 2024 (3 years)

Note (3): Use “Mean of CPI (2022 – 2024)” (least figure) for projection

Note (4): Summation (compound) of 2022 – 2026 (5 years)

Pilotage Dues Adjustment Proposal by Hong Kong Pilots Association Limited

Part	Item	Items Summary	w.e.f. 2.12.2022		2025 Proposal		% Increase
1		Standard Pilotage Dues		\$5,150		\$5,635	9.42
		<i>plus</i>	<i>(per ton)</i>	<i>(minimum)</i>	<i>(per ton)</i>	<i>(minimum)</i>	
	a	GT < 40,000	\$0.0768		\$0.0840		9.38
	b	GT ≥ 40,000 to ≤ 80,000	\$0.0712	\$3,072	\$0.0779	\$3,360	9.41
	c	GT > 80,000 to ≤ 120,000	\$0.0685	\$5,696	\$0.0750	\$6,232	9.49
	ca	GT > 120,000 to ≤ 140,000	\$0.0603	\$8,220	\$0.0660	\$9,000	9.45
	d	GT > 140,000	-	\$8,448	-	\$9,245	9.43
2	Additional Pilotage Dues						
	4	Pilotage beyond pilot boarding area per 1/2 hr	-	\$1,482	-	\$1,622	9.45
	5	Ngan Chau or West of Lamma Island	-	\$2,191	-	\$2,398	9.45
	5A	West of East Brother Island	-	\$3,070	-	\$3,360	9.45
	5B	North of Black Point	-	\$1,425	-	\$1,560	9.47
	5C	Tolo Harbour	-	\$4,605	-	\$5,039	9.42
	5D	Ping Chau	-	\$4,230	-	\$4,628	9.40
			(adjusted from \$10,350 w.e.f. 21.3.2025)				
	5E	a) Crooked Island b) Shek Ngau Chau	-	\$7,400	-	\$8,098	9.43
			-	\$7,400	-	\$8,098	9.43
			(adjusted from \$12,150 w.e.f. 21.3.2025)				
	6	Detention	-	\$1,720	-	\$1,882	9.42
3							
	1	Cancellation	-	\$5,150	-	\$5,635	9.42
	2	Alternation	-	\$349	-	\$382	9.45
	3	Altered more than twice	-	\$349	-	\$382	9.45

Average 9.43