

PILOTAGE ADVISORY COMMITTEE

Review of Pilotage Dues for Pilot's Boarding / Disembarkation in the Mirs Bay

Purpose

The purpose of this paper is to seek members' advices and endorsement on revising the additional dues for pilotage service performed if a pilot is required to board, or disembark from, a ship in the Mirs Bay as provided under paragraph 5D and 5E¹ in part 2 of the Schedule to the Pilotage (Dues) Order Cap. 84D (the Schedule).

Background

2. In view of environmental sensitivity and the ever increased number and size of vessels in Mirs Bay, the Pilotage Advisory Committee (PAC) endorsed the establishment of three pilot boarding stations (PBS) in the Mirs Bay² in 2016 to enhance pilotage service in that area.

3. The amount of additional pilotage dues for pilotage service that would be performed for a pilot required to board, or disembark from, a ship in the Mirs Bay was discussed in the PAC meeting held on 13 December 2017 (vide PAC paper 8/2017). It was noted that the use of tugs was not primarily designed for serving the boarding and disembarkation of pilots, however, the use of tugs was needed at the time for the implementation of pilotage service in the exposed water of Mirs Bay. Based on scientific calculations and compliance with relevant regulations, the additional pilotage dues comprised of two parts³, i.e. additional

¹ New paragraphs 5D and 5E were added to part 2 of the Schedule on 1 January 2020.

² Three PBSs off Ping Chau, Crooked Island and Shek Ngau Chau in the Mirs Bay, added in the Schedule 2 to the Pilotage Ordinance (Cap. 84), came into operation on 1 January 2020.

³ The part of additional due for boarding/disembarking at the three PBSs in Mirs Bay is modeled on the additional dues for Tolo Harbour which was \$4200 in 2017; and the tug cost of \$15,900 was equally shared between any two pilot stations involved in the pilotage voyage in the Mirs Bay.

due for boarding/disembarking at the PBS and tug cost⁴, as shown below:

Item	HK\$
Additional pilotage dues for Ping Chau (PC) pilot boarding station, i.e. \$2,400 + \$7,950 (50% of tug cost)	\$10,350
Additional pilotage dues for Shek Ngau Chau (SNC) pilot boarding station, i.e. \$4,200 + \$7,950 (50% of tug cost)	\$12,150
Additional pilotage dues for Crooked Island (CI) pilot boarding station, i.e. \$4,200 + \$7,950 (50% of tug cost)	\$12,150

4. The PAC endorsed the above-mentioned level of additional pilotage dues for any pilotage service performed if a pilot is required to board, or disembark from, a ship at the three PBS areas off Ping Chau, Crooked Island and Shek Ngau Chau, and agreed to review the associated tug cost two years after the provisioning of pilotage service in Mirs Bay be commissioned.

Use of Tugs Since Year 2020

5. Pilotage services in the Mirs Bay were commissioned in January 2020 with tugs being deployed for safe boarding and disembarkation of pilots. HKPA advised that tugs have no longer been used for serving the boarding and disembarkation of pilots in that area since 1 February 2022.

6. The HKPA, at the meeting with Transport and Logistic Bureau (TLB) and MD held on 15 December 2023, expressed that as tugs are no longer required for pilot's embarkation/disembarkation in Mirs Bay, the additional pilotage dues for pilotage service performed if a pilot is required to board, or disembark from, a ship in the Mirs Bay might be lower.

⁴ The Pilotage (Dues) Order, Cap. 84D, was amended on 1 January 2020 and put these additional pilotage dues into effect.

The Proposal

7. In view of the fact described in paragraph 3 to 6 above, it is proposed to remove the obsoleted tug cost and revise the relevant additional pilotage dues as follows:

Paragraph	Item	HK\$
5D	Additional pilotage dues for Ping Chau (PC) PBS	\$2,400
5E(a)	Additional pilotage dues for Crooked Island (CI) PBS	\$4,200
5E(b)	Additional pilotage dues for Shek Ngau Chau (SNC) PBS	\$4,200

Consultation

8. A PAC working Group (PACWG) meeting was convened on 29 July 2024 and, among others, discussed the proposal on the additional pilotage dues for pilotage service in Mirs Bay.

9. Members agreed that as tug was no longer being used for pilot's embarkation/disembarkation in Mirs Bay, the associated tug cost has become obsolete and should be removed from the additional dues.

Way Forward

10. Subject to members' comments, MD would commence the legislative process for amending paragraphs 5D and 5E in part 2 of the Schedule as detailed in the Annex.

Advice Sought

11. Members are invited to comment and endorse the proposed amendment.

**Marine Department
August 2024**

Proposed Amendments to Part 2 of the Schedule to the Pilotage (Dues) Order (Cap.84D)

Item No.	General Heading	Proposed Amendment
1	Additional Pilotage Dues	<p>To amend the amount of additional dues in paragraph 5D in part 2 of the schedule from \$10,350 to \$2,400.</p> <p>The amended paragraph should read:</p> <p>“An additional pilotage due of \$10,350 \$2,400 is payable for any pilotage service performed if a pilot is required to board, or disembark from, a ship at the pilot boarding station described in item 6 of Schedule 2 to the Ordinance (area off Ping Chau in Mirs Bay).”</p>
2	Additional Pilotage Dues	<p>To amend the amount of additional dues in paragraph 5E(a) and 5E(b) in part 2 of the schedule from \$12,150 to \$4,200.</p> <p>The amended paragraph should read:</p> <p>“An additional pilotage due of \$12,150 \$4,200 is payable for any pilotage service performed if a pilot is required to board, or disembark from, a ship at—</p> <ul style="list-style-type: none">(a) the pilot boarding station described in item 7 of Schedule 2 to the Ordinance (area off Crooked Island in Mirs Bay); or(b) the pilot boarding station described in item 8 of Schedule 2 to the Ordinance (area off Shek Ngau Chau in Mirs Bay).”