

## **PILOTAGE ADVISORY COMMITTEE**

### **Framework for Class I Pilots Continued Proficiency Development Programme**

#### **Purpose**

This paper seeks members' comments and endorsement on the proposed framework for Class I Pilots Continued Proficiency Development Programme (CPDP) attached in Annex 1.

#### **Background**

2. At its meeting held on 4 October 2004, the PAC agreed that a working group should be set up to review the prevailing practice of pilotage training and development and to follow up on using the ship simulator as a supplementary training tool. Mr. Jimmy NG was elected as the Chairman of the working group and the members included Capt. Joseph FONSEKA, Capt. LAM Tsan-wa, Capt. SHAM Yiu-tong, Capt. YEUNG Man-chor, Mr. SHUM Yum-pui, Capt. Alan LOYND, SMO/Training (MD), S/MAI (1) (MD) and MO/Pilotage (MD).

3. The Working Group on Training and Certification for Pilots had its first meeting on 14 October 2004. Having held a total of eight meetings, the Working Group completed its mission at its last meeting on 29 November 2005 with the attached framework for Class I Pilots CPDP.

#### **The Programme**

4. The Working Group confirmed that, like other professions, the Harbour Pilots also need to sustain the competitiveness by continuously developing their proficiency. A CPDP for Class I Pilots was therefore suggested and the framework in Annex 1 provides an outline of the proposed programme. Details of which will be worked out and implemented by the Hong Kong Pilots Association, subject to the comments and endorsement given by the PAC.

### **Advice Sought**

5. In addition to the outline of the CPDP, members' advice is particularly sought for the following -

- (a) the start date of the CPDP and whether it should be approved by the Pilotage Authority or the PAC; and
- (b) time and frequency of submission of training record or training statistics to the Pilotage Authority.

### **Consultation**

6. The framework for the CPDP was thoroughly discussed in the meetings of the Working Group on Training and Certification for Pilots and endorsed by all members at its last meeting.

### **Presentation**

7. This paper will be presented by Mr. Jimmy NG, the Chairman of the Working Group on Training and Certification for Pilots, to members for comments and endorsement.

*PAC Working Group on Training and Certification for Pilots  
February 2006*

**FRAMEWORK FOR CLASS I PILOTS**  
**CONTINUED PROFICIENCY DEVELOPMENT PROGRAMME**

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**I. Objectives of the Programme**

1. To update the pilots of the recent changes in operational parameters so that the competence of the pilots is enhanced. A high standard of professionalism in safe pilotage is therefore expected.
2. To refresh and validate the existing practices of pilotage that are appropriate to the changing environment.
3. To maintain a high quality of pilotage service keeping pace with international standards or benchmarks.
4. To sustain the port of Hong Kong as one of the safest ports in the world.

## **II. Scope of the Operational Parameters**

### 1. Geographical and Local Knowledge

#### (a) Harbour

- Recent changes in underwater obstructions and dangers, shoals, submarine cables and pipelines
- Changes in the limits of restricted areas, anchorages, fairways, channels, traffic separation schemes, terminals, wharves and jetties
- Knowledge of new fixed bridges and their vertical clearances, harbour tunnel underwater clearances

#### (b) Tidal stream

- Changes in direction and magnitude of tidal stream due to changes in harbour layout
- Changes of areas of turbulence and their magnitude

#### (c) Navigational aids and government mooring buoys

- Changes in lights, buoys, beacons, bridge lighting systems
- Changes in government mooring buoy arrangements

#### (d) New charts and publications of Hong Kong Waters, and their properties

2. Technological Aspects

(a) Electronic navigational aids and bridge instruments -

Understanding the use and limitation of latest models of navigational aids and bridge instruments including:

- Radar and ARPA
- Electronic chart display and information system (ECDIS)
- GPS/DGPS and its application, accuracy and limitations
- AIS and pilot unit; Pilot Aid Manoeuvring System (PAMS)
- Global Maritime Distress and Safety System (GMDSS)
- New and emerging trends in electronic aids to navigation

(b) New trends in ship and machinery design

- Understanding the principles in new designs of ships' hull forms, main engines and propellers, rudders and new control systems which affect ship handling characteristics.
- Understanding the principles of tug design, towing arrangements and recent changes in tug technology

3. Legal Aspects

(a) Understanding the application of any new laws, rules or requirements issued by local authorities concerning navigation, port operation and environmental protection as they apply to pilotage services

(b) Understanding any new international laws, rules and requirements which have relevance to local pilotage services

4. Managerial Aspects

Refresh Bridge Resources Management techniques with special emphasis on –

- Master – Pilot relationship and information exchange
- Passage Planning
- Working relationship between pilot and bridge team in routine and emergency conditions

5. Practical Aspects

- (a) Ship Handling Simulator may be employed for familiarization with new ship types, new berths and new port layout.
- (b) Simulator will be used for emergency procedures exercises.
- (c) Practical ship handling experience and results from simulated scenarios will be used to enhance appropriate operational procedures.
- (d) Transfer of knowledge and experience gained from previous cases will be used to enhance appropriate operational procedures.

\* *Every Class 1 pilot must complete each CPDP cycle within 5 years.*

### **III. Resources**

1. In-house training: e.g. workshops
2. External institutions:
  - (a) Courses offered by Marine Department, Vocational Training Centre, The Hong Kong Polytechnic University, universities in Mainland China
  - (b) Courses offered overseas e.g. U.K., Australia, Singapore
3. Maritime organisations, e.g. IMPA, IMO, NI, Institute of Seatransport HK

#### **IV. Methodology**

1. Workshops
2. Seminars
3. Lectures
4. Conferences
5. Ship Handling Simulator

**V. Duration**

To be in line with IMO Resolution A960, the proposed interval of full participation in the Continued Proficiency Development Programme (CPDP) is 5 years.

## **VI. Implementation**

Hong Kong Pilots Association (HKPA) will arrange a series of courses on the four theoretical operational aspects and ship handling simulator exercises throughout the years.

Every Class 1 pilot must attend all the four different operational aspects courses and the simulator exercises within a cycle of five years. It is proposed that all practicing Class 1 pilots will complete the first CPDP within five years from a specific date. After the start of the CPDP, any new Class 1 pilot will complete his CPDP within five years from the date he obtains his Class 1 pilot license.

HKPA will keep a record of the date and the course of the CPDP that each Class 1 pilot has attended. Copy of the record of individual pilot will be submitted to the Pilotage Authority prior to each annual renewal of the pilot licence.