



Pilotage Advisory Committee

Ref. : HQ/COM 928/19/1

Working Group on Training and Certification for Pilots

Notes of the Third Meeting

Date : 14 January 2005 (Friday)
Time : 10 a.m.
Venue : Conference Room, Hong Kong Pilots Association Ltd., Room
1601-1606 Hong Kong Plaza, 186-191 Connaught Road West, HK

Present

Chairman :	Mr. Jimmy NG	Master Mariner
Members :	Capt. LAM Tsan-wa	Representing HK Pilots Association Ltd.
	Capt. SHAM Yiu-tong	- ditto -
	Capt. YEUNG Man-chor	- ditto -
	Capt. Alan Loynd	Representing Tug Operators
	Mr. TONG Ho-lok	S/MAI(1), Marine Department (MD)
	Mr. Tony CHAN	MO/Training(1), MD
	Mr. Tony LI	MO/Pilotage, MD
Secretary :	Ms. Shirley HO	ADS/C&G, MD

Absent with Apologies

Capt. Joseph FONSEKA Master Mariner

I. Opening Remarks

1. The Chairman welcomed all to the meeting. Mr. Tony CHAN told the meeting that Mr. Steven LAM, SMO/Training, MD, was not able to attend the future meetings and he would represent MD Training Section to give views for the time being. The Chairman confirmed that Capt. YEUNG Man-chor would also be a member of this working group representing the Hong Kong Pilots Association (HKPA) starting the second meeting.

II. Confirmation of Minutes of Last Meeting

2. The minutes of the second meeting held on 26 November 2004 were confirmed without any amendments.

III. Matters Arising from Previous Meeting

(a) *Examination Syllabus for Pilots*

3. A draft PAC Paper No. 1/2005 recommending the revised examination syllabuses for Class I and Class II Pilots as agreed at the last working group meeting was tabled for members' endorsement. The meeting endorsed the paper subject to the following three amendments –
 - (a) For Class I Pilots Examination Syllabus, to delete the word “blackboard” on line 3 of point (iv) of the Oral Examination;
 - (b) For Class I Pilots Examination Syllabus, to add into the “Note” an item “(iii) Candidates will be required to produce their training record of any internal and external training and courses attended”; and
 - (c) For Class II Pilots Examination Syllabus, to add into the “Note” an item “(i) Candidates will be required to produce their training record of any internal and external training and courses attended”.

4. The Chairman asked the Secretary to amend the draft PAC Paper as endorsed and circulate the revised paper to members for endorsement before putting it for discussion at the next PAC meeting.

(Post-meeting Notes: Further comments were received on the revised paper after the meeting. The finalized version was re-circulated by email to all members on 19 January 2005 and endorsed by all PACWG members by 25 January 2005. The paper was put up for discussion at the PAC meeting held on 7 February 2005. The PAC queried why the practical examination for Class I Pilots consisted of berthing of vessels up to 260m in length only. They were of the views that number of vessels over this length grew fast in these years. The paper was not endorsed at the PAC meeting and needed further discussion at the PACWG meetings.)

(b) *Training and Continued Proficiency of Class I Pilots*

5. In response to para. 5(c) of the minutes of last meeting, Mr. Tony LI reported that, according to the record, all of the past accidents were found caused by human factor but not equipment/machine failure. The Chairman thanked for Mr. LI's clarification.
6. In response to para. 5(d) of the minutes of last meeting, Capt. YEUNG Man-chor referred members to a list of statistics tabled at the meeting about the training activities provided to the pilots. He briefed the meeting that, in average, about two to three workshops were organized each year, with no minimum or mandatory attendance required. About 30% of the harbour pilots had attended these training activities. Notes and VCDs of the workshops would normally be made and distributed to all pilots for self-learning.
7. Members expressed the following different views on the existing pilot training practices –
 - (a) The Chairman opined that self-learning method might not be interactive enough;

- (b) Capt. Alan LOYND suggested that CPD Points System should be introduced to demonstrate the continued proficiency and development of the pilot profession. He quoted that many other professional bodies, such as medical practitioners, lawyers etc., had established their own CPD Systems;
 - (c) Mr. Tony LI said that continuous training and development of pilots' proficiency was a major part of the IMO Resolution A960. HKPA might consider establishing requirements for pilots to attain the CPD points;
 - (d) Mr. TONG Ho-lok proposed that identical workshops or seminars provided by internal speakers should be organized in different time of a certain period to facilitate an easy attendance by more pilots; and
 - (e) Mr. Tony CHAN raised that the training and development for pilots should include mandatory programmes and advisory programmes. To implement the CPD System, HKPA should work out a checking and points awarding mechanism in details.
8. Capt. LAM Tsan-wa acknowledged all comments given by the members and said that the HKPA Training Team fully supported an introduction of CPD Points System to enhance the professional image of the harbour pilots but a considerable period of time might be required for all the pilots to accept it. He added that the HKPA was seriously considering arranging pilots to attend the MD Simulator Training Programme and organizing training activities emphasising on emergency control. Capt. YEUNG Man-chor and Capt. LAM Tsan-wa contemplated that the following subjects should be included as mandatory programmes if and when the CPD System was introduced –
- (a) Ship Simulator Training;
 - (b) Case Studies on Accident Prevention; and
 - (c) Bridge Resource Management.

9. Subsequent to a discussion at length, the Chairman and all members agreed that, though a structured CPD System might take years to work out, the HKPA should start the ball rolling and arrange to plan and design for a continued proficiency and development system for Hong Kong Harbour Pilots.
10. As regards to the framework of the Pilots CPD System, the Chairman requested the HKPA to look into it thoroughly, concentrate at the training for Class I Pilots and report to the working group at the next meeting.
11. Capt. SHAM Yiu-tong called for the co-operation from MD and/or other industries concerned to provide relevant information about training programme organized to facilitate the design of the pilot CPD system.
12. The Chairman asked Mr. Tony LI to check if any legislative amendments would be required given the introduction of a CPD System for pilots and to report back to the working group.
13. The meeting agreed that the Pilot's Accident Report (HKPA) and the Report of Marine Accident (MD), which were tabled at the meeting, would be discussed at the next meeting to see whether the two reports should be included in the training and development programme for pilots.

IV. Any Other Business

14. There being no other business, the meeting ended at 12:15 p.m.

V. Date of Next Meeting

15. The next meeting was tentatively scheduled for 22 March 2005 (Tuesday) in the Conference Room of Marine Department Headquarters at Harbour Building. Members would be informed of its details in due course.