

I. Opening Remarks

1. The Chairman welcomed all to the meeting. He informed members that the Hong Kong Pilots Association (HKPA) had just appointed Capt. CHIN Wai-chung as member of the working group. As Capt. CHIN was not available for this meeting, Mr. SHUM Yum-pui was attending on his behalf.
2. Mr. SHUM Yum-pui indicated that he would also like to sit in the future working group meetings so that he could know more about what had been discussed in respect of the training and certification for pilots. It was agreed that Mr. SHUM Yum-pui would also be a member of the working group starting from the next meeting.
3. The Chairman told the meeting that Capt. Alan LOYND and Capt. Joe FONSEKA were both out of town and had sent apologies for absence from the meeting.

II. Confirmation of Minutes of Last Meeting

4. The minutes of the last meeting held on 14 January 2005 were confirmed with the following amendment:

To change the word “Resourcing” to “Resource” in para. 8(c) on page 4.

III. Matters Arising from Previous Meeting

(a) Examination Syllabus for Pilots

5. The Chairman briefed the meeting that the PAC Paper No. 1/2005 recommending the revised examination syllabuses for Class I and Class II Pilots 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 and was of the view that number of vessels over this length grew fast in these years. The

PAC did not endorse the paper and requested the Working Group to further discuss the matter.

6. Members had an active discussion and subsequently agreed that -
- (a) the words “and not more than 260m” in points (i) to (iii) under the practical examination of the Class I Pilots Examination Syllabus to be deleted;
 - (b) Mr. TONG Ho-lok would check if the above amendments met with AD/PC’s expectation; and
 - (c) if and when being asked, PAC members shall be referred to HKPA's Training Procedures that all Class IIA pilots would have three opportunities to berth vessels of more than 260m in length during the 6 months period prior to their prospective promotion to Class I. These three exercises include two berthing practices and one internal berthing assessment and would be carried out under the supervision of a coach pilot.

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

7. In response to para. 10 of last minutes, Capt. LAM Tsan-wa confirmed that the framework of the Pilots CPD System for Class I Pilots would most probably consist of programmes within the following five areas –
- (a) Ship simulator training;
 - (b) Case studies on accident prevention;
 - (c) Bridge resource management;
 - (d) Participation in relevant seminars, workshops and conferences; and
 - (e) New technologies and aids to navigation.

8. Upon enquiry from Mr. SHUM Yum-pui, the Chairman clarified that the CPD System being discussed would not be a system to assess the performance or ability of a Class I pilot.
9. Capt. YEUNG Man-chor opined that the government should provide supporting resources, such as free ship simulator training and sponsored overseas conference, to encourage pilots' participation in training and continuous professional development. Members exchanged views on Capt. YEUNG's suggestion and the Chairman concluded that licensed pilots might consider making request for governmental funding resources at the PAC meetings when the framework, structure and programme of the Pilots CPD System had been drawn up for discussion and consideration by the PAC.
10. In response to para. 12 of last minutes, Mr. Tony LI advised that immediate legislative amendments might not be required to introduce the CPD System for pilots. Instead, he suggested that the proposed system should be put up before the PAC. Having sought endorsement from the PAC members, the system should be put on trial and reviewed after a certain period. If it was proven successfully implemented, MD might proceed with the legislative amendments required.
11. The meeting then discussed whether the Pilot's Accident Report (HKPA) and the Report of Marine Accident (MD), which were tabled at the previous meeting, should be improved or included in the training and development programme for pilots. The Chairman gave a minor comment and the pilots accepted to change the "GRT" to "GT/GRT" in the Pilot's Accident Report. Since the existing items in the syllabuses for the pilots were considered sufficient, members unanimously confirmed that it was not necessary to include these two reports into the syllabuses or the training programme for pilots.
12. Upon invitation by the Chairman, Mr. Tony LI presented to members briefly the following two documents, which were tabled at the meeting, on aspects about continuing training and reassessment –

- (a) “Guideline for Licencing and Training of Marine Pilots in Queensland” by Queensland Government; and
 - (b) “Pilotage Licensing and Upgrading Scheme” by MPA Singapore (2003 version).
13. Paragraphs 15.1 to 16.7 of Queensland’s guideline and the shiphandling simulation assessment undergone by the MPA Singapore were particularly highlighted for members’ information. Mr. Tony LI emphasized that the documents were copied for members’ reference only. The design and drafting of the framework or contents of any pilots training programmes were at the liberty of the HKPA.
14. The meeting agreed that the HKPA would prepare the blueprint of the CPD System for Class I pilots for members’ discussion at the next working group meeting.

IV. Any Other Business

15. There being no other business, the meeting ended at 12:30 p.m.

V. Date of Next Meeting

16. The next meeting was scheduled for 14 June 2005 (Tuesday) in the Conference Room of Marine Department Headquarters at Harbour Building. Members would be informed of its details in due course.