



Pilotage Advisory Committee

Ref. : HQ/COM 928/19/1

Working Group on Training and Certification for Pilots

Notes of the Fifth Meeting

Date : 14 June 2005 (Tuesday)
Time : 10 a.m.
Venue : Conference Room B, Marine Department, 22/F, Harbour Building,
Central

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 -
	Mr. TONG Ho-lok	S/MAI(1), Marine Department (MD)
	Mr. Tony CHAN	SMO/Training(Ag), MD
	Mr. Tony LI	MO/Pilotage, MD
Secretary :	Ms. Shirley HO	ADS/C&G, MD

Absent with Apologies

	Capt. Alan LOYND	Representing Tug Operators
	Capt. Joseph FONSEKA	Master Mariner
	Mr. SHUM Yum-pui	Representing HK Pilots Association Ltd.

I. Opening Remarks

1. The Chairman welcomed all to the meeting.
2. Capt. LAM Tsan-wa and Capt. YEUNG Man-chor informed members that, given the present limitation of manpower resources of the Hong Kong Pilots Association (HKPA), Capt. CHIN Wai-chung would not be available to attend the meetings of this working group and after a due consideration would therefore like to propose a stepping down. Members expressed their understanding and held no objection to Capt. CHIN's resignation.
3. The Chairman told the meeting that Capt. Alan LOYND, Capt. Joe FONSEKA and Mr. SHUM Yum-pui were out of town and had sent apologies for absence from the meeting.

II. Confirmation of Minutes of Last Meeting

4. Capt. YEUNG Man-chor commented that a change of some wordings of paragraph 6(c) of the minutes of last meeting held on 18 April 2005 would better reflect what he had elaborated on HKPA's training procedure at last meeting. The Secretary was therefore requested to rewrite that paragraph and circulate it for members' endorsement after the meeting.

(Post-meeting notes: The notes of last meeting were circulated for members' views again on 16 June 2005 and confirmed at last with the following amendment:

Paragraph 6(c) on page 4 to be rewritten as "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.")

III. Matters Arising from Previous Meeting

(a) *Examination Syllabus for Pilots*

5. Regarding the discussion recorded in paragraphs 5 and 6 of the notes of last meeting, Mr. TONG Ho-lok reported that AD/PC's opinions had been further sought and the following underlined amendments to the syllabus of the practical examination for Class I were proposed -

The practical examination should consist of three berthings as follows:

- (i) *Berthing a container vessel of not less than 260m in length to Kwai Chung terminal.*
- (ii) *Berthing a dry cargo vessel/bulker of not less than 260m^{*1} in length to any dry cargo vessel/bulker berth.*
- (iii) *Berthing an oil tanker of not less than 260m^{*2} in length to any oil tanker berth.*

^{*1} *If a dry cargo vessel/bulker of not less than 260m is not available within 3 months prior to the date of upgrading, the candidate may take the practical examination with a dry cargo vessel/bulker of less than but as far as practical close to 260m in length.*

^{*2} *If an oil tanker of not less than 260m is not available within 3 months prior to the date of upgrading, the candidate may take the practical examination with an oil tanker of less than but as far as practical close to 260m in length.*

6. Capt. YEUNG Man-chor commented that the above-proposed amendments were flexible and reasonable revision. Members endorsed the amended syllabuses and the Secretary would prepare and submit another PAC paper on "Revised Examination Syllabuses for Class I and Class II Pilots" for discussion and endorsement at the next PAC meeting.

(Post-meeting notes: PAC Paper No. 4/2005 on "Revised Examination Syllabuses for Class I and Class II Pilots" was discussed at the PAC

meeting held on 30 June 2005. Without any comments, PAC members endorsed the paper unanimously.)

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

7. The HKPA tabled at the meeting a document on “Framework for Class I Pilot Continued Proficiency Training” (See Annex). Capt. SHAM Yiu-tong gave a briefing of the framework and sought members’ views.

8. Members had an active and lengthy discussion on the framework and came out with the following clarifications and conclusions –

(a) The title “Framework for Class I Pilot Continued Proficiency Training” to be replaced by “Framework for Class I Pilot Continued Proficiency *Development Programme (CPDP)*”.

(b) The HKPA would consider adding the following elements in formulating the objectives of the CPDP –

(i) to maintain a high quality of pilotage keeping pace with the international standard or benchmark; and

(ii) to sustain Hong Kong port as one of the safest port in the world.

(c) Regarding the scope of the operational parameters, some other terms e.g. port facilities, port development, local knowledge etc, were proposed for a better categorization. It was agreed that more time should be given to consideration and determination of the name of the categories. The Chairman said that the matter would be discussed further at next meeting and members should also consider if more categories were required to be included in the scope.

(d) It was suggested that, “Maritime Organization”, e.g. Nautical Institute, to be added as point 4 in part C “Resources”. The Chairman took the opportunity to clarify that, for C(2)(i), “Polytechnic University” should be read as “The Hong Kong

Polytechnic University”.

- (e) As to the 5-year interval of the programme, it was set in line with paragraph 6.1 of IMO Resolution A960 saying that “in order to ensure the continued proficiency of pilots and updating of their knowledge, the competent pilotage authority should satisfy itself, at regular intervals not exceeding five years, that all pilots under its jurisdiction...” Given due consideration, members had no objection to HKPA’s proposed interval, i.e. 5 years, of full participation of the programme.
 - (f) To facilitate the Pilotage Authority (PA) to consider renewing license of each pilot, the HKPA would provide 5-year training record to PA for consideration if and when required.
9. The Chairman requested the HKPA, in response to the above discussion, to further elaborate the framework of the CPDP, work out the details of each point and circulate it to members for discussion at the next working group meeting.
10. The Chairman proposed and Members seconded that review(s) of the CPDP for pilots would be required for the following purposes –
- (i) to monitor the implementation of the system;
 - (ii) to evaluate the effectiveness of the system;
 - (iii) to identify weaknesses and difficulties in running the system; and
 - (iv) to suggest ways for improvement.
11. To maintain a continuity of discussion and review of this subject, the meeting would like to raise the following two ways for PAC’s consideration when the missions of the working group had been completed –
- (i) keeping this working group as an established advisory panel but

with new terms of reference; or

- (ii) forming a separate panel with new membership to monitor the progress of the CPDP after the dissolution of this working group.

IV. Any Other Business

(a) *Positive Feedback of the Simulator Training*

- 12. Mr. Tony LI reported that the recent simulator trainings provided to the apprentice pilots gained very positive and rewarding feedback from the participants. He also thanked for the partaking by the coach pilots, which undoubtedly benefited the apprentice pilots a lot.

(b) *HKPA's Pilot's Accident Report*

- 13. Mr. H L TONG suggested that it would be easier to read if the type of the accident could be specified on the front page, instead of the third page, of the Pilot's Accident Report. Capt. YEUNG Man-chor thanked for the comment and would make necessary amendment.
- 14. There being no other business, the meeting ended at 12:20 p.m.

V. Date of Next Meeting

- 15. The next meeting was scheduled for 23 August 2005 (Tuesday) in the Conference Room of Marine Department Headquarters at Harbour Building. Members would be informed of its details in due course.

Framework for Class 1 Pilot Continued Proficiency Training

A. Objective of the training

1. To update the pilots of the recent changes in operational parameters so that the competence of the pilots is enhanced. Therefore a high standard of professionalism in safe pilotage is expected.
2. To refresh and validate the existing practices of pilotage is appropriate to the changing environment.

B. Scope of the Operational Parameters

1. Geographical: harbour
2. Technological: navigational aids, equipments and machineries, ship design etc.
3. Legal: latest local and international rules and requirements
4. Managerial: Bridge Resources Management, Human factors
5. Practical: draw up the best practices and experiences and establish standard procedures

C. Resources

1. In-house training: e.g. workshops, case study
2. External institutions:
 - i) courses offered by the Marine Department, Vocational Training Centre, Polytechnic University, Universities in Mainland China.
 - ii) courses offered overseas e.g. U.K., Australia, Singapore.
3. International Conferences: e.g. IMPA, IMO

D. Methodology

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

E. Interval of Training

To be in line with STCW Master Mariner's refreshment requirement, it is reasonable to propose the same period interval i.e. 5 years between successive trainings.

End