

Pilotage Advisory Committee

Ref. : HQ/COM 928/19/1

Working Group on Training and Certification for Pilots

Notes of the Sixth Meeting

Date : 23 August 2005 (Tuesday)
Time : 10 a.m.
Venue : Conference Room B, Marine Department, 22/F, Harbour Building,
Central

Present

Chairman :	Dr. Jimmy NG	Master Mariner
Members :	Capt. LAM Tsan-wa	Representing HK Pilots Association Ltd.
	Capt. SHAM Yiu-tong	- ditto -
	Mr. SHUM Yum-pui	- ditto -
	Capt. SIU Wai-lim	- ditto -
	<i>(on behalf of Capt. YEUNG Man-chor)</i>	
	Capt. Alan LOYND	Representing Tug Operators
	Mr. TONG Ho-lok	S/MAI(1), Marine Department (MD)
	Mr. Tony CHAN	SMO/Training(Ag), MD
	Mr. Andrew NG	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 and extended his particular welcome to the following persons who were attending the meeting for the first time –
 - (a) Capt. SIU Wai-lim, on behalf of Capt. YEUNG Man-chor; and
 - (b) Mr. Andrew NG, the new MO/Pilotage replacing Mr. Tony LI.
2. The Chairman told the meeting that Capt. Joe FONSEKA was working out of town and had sent apologies for absence from the meeting.

II. Confirmation of Minutes of Last Meeting

3. The notes of last meeting were confirmed with the following amendments:

<u>Paragraph</u>	<u>Line</u>	<u>Amendments</u>
5	2	To add an 's' behind AD/PC'
8(a)	3	To replace 'System (CPDS)' by 'Programme (CPDP)'
8(b)	2	To replace 'CPDS' by 'CPDP'
8(e)	1	To replace 'training' by 'the programme'
8(e)	7	To replace 'for a cycle of mandatory training' by 'of full participation of the programme'
9	2	To replace 'CPDS' by 'CPDP'
10	2	To replace 'CPDS' by 'CPDP'
11	2	To add an 's' behind PAC'
11	(ii)	To amend the sentence to read as 'forming a separate panel with new membership to monitor the progress of the CPDP after the dissolution of this working group'

III. Matters Arising from Previous Meeting

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

4. Capt. SHAM Yiu-tong reported that, as per Mr. TONG Ho-lok's suggestion given in paragraph 13 of the notes of last meeting, the Pilot's Accident Report had been revised accordingly and a copy of which was tabled at the meeting for members' reference.
5. Capt. Alan LOYND opined that it was a very comprehensive report but wondered if the pilot involved would have time to record the details required by the 'Speed Table' on the front page of the report right after an accident. Capt. SHAM Yiu-tong replied that there would be another pilot boarding the vessel to assist the pilot involved in collecting the necessary information.
6. Having confirmed that members had no further comments on the report, the Chairman ended the discussion of the subject.

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

7. Following up the discussion and views collected at the last meeting, Capt. SHAM Yiu-tong said that the "Framework for Class I Pilot Continued Proficiency Development Programme (CPDP)" had been amended and elaborated. A copy of which (See Annex I) was sent to members on 20 August 2005 for comments and further discussion at the meeting. Capt. SHAM Yiu-tong explained to members the details of the amendments, which had been highlighted in green in the document, and the elaborations made for the first two aspects under the 'Scope of the Operational Parameters'.
8. Members had an active and lengthy discussion on the document and they subsequently agreed to accept the revised version at Annex II, of which amendments were highlighted in red.

9. Capt. SHAM Yiu-tong told members that the remaining parts of the framework would be elaborated and a draft would be sent to members for discussion at the next meeting.
10. In reply to the Chairman and Capt. Alan Loynd, Mr. SHUM Yum-pui said that all pilots would be updated via email with need-to-know pilotage information in all aspects, such as new legislations and changes in terms of technology or harbour knowledge, but pilots' acknowledgement of receipt of the emails was not required.
11. The Chairman encouraged the HKPA to consider keeping a record of materials confirmed to have been received by pilots so that interests of both the pilots and the management could be protected, particularly in case of any unpredictable disputes. Mr. SHUM Yum-pui responded that the management side of the HKPA noted the suggestion.
12. Mr. Tony CHAN suggested that the "Framework for Class I Pilot CPDP" should be more organized and inclusion of introduction and annexes were recommended. Capt. LAM Tsan-wa replied that the "Framework" would be incorporated into the HKPA's RPO when it was finalized. The structure and layout of which would be further fine-tuned at the finalization stage.
13. The Chairman added that the HKPA could make reference to the CPD System or Code of Practice of other professional bodies and then work out a mechanism for accreditation of CPD points to pilots.

IV. Any Other Business

14. Capt. SHAM Yiu-tong enquired and the Chairman replied that the Code of Practice or the CPD Information Package of some other professions, such as lawyers or insurance agents, could be easily obtained from the internet. The Secretary was asked to check for a few relevant website addresses for ease of reference by the HKPA.

(Post-meeting notes: The following websites were found relevant and listed for the HKPA's easy reference-

(a) Mandatory Continuing Professional Development Information Package of the Law Society of Hong Kong –

http://www.hklawsoc.org.hk/pub_c/cpdcourse/default.asp

(b) Guidance Note on Compliance with the Requirements of the Continuing Professional Development (CPD) Programme

http://www.hkfi.org.hk/en_for_agents_regulation_practice.asp#a4

15. There being no other business, the meeting ended at 11:30 p.m.

V. Date of Next Meeting

16. The next meeting was scheduled for 4 October 2005 (Tuesday) in Conference Room B of Marine Department Headquarters at Harbour Building. Members would be informed of its details in due course.

Framework for Class 1 Pilot Continued Proficiency **Development Programme (CPDP)**

A/ Objectives of the CPDP

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 the international standard or benchmark.**
4. **to sustain Hong Kong port as one of the safest port in the world.**

B/ Scope of the operational parameters

1. Geographical and **local knowledge**: harbour **and port facilities**.
2. Technological: electronic navigational aids, **bridge equipments, new ship and machineries design etc.**
3. Legal: latest local and international rules and requirements.
4. Managerial: **Bridge Resources Management**
5. Practical: draw up the best practices **from** experiences and establish standard procedures.

C/ 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 Sea Transport HK

D/ Methodology

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

E/ Duration of CPD Programme

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

Context of Operational Parameters

1. Geographical and local knowledge

A. Harbour:

- . recent changes in underwater obstruction and dangers, shoals, submarine cables and pipelines.
- . changes in the limits of restricted areas, anchorages, fairway, channels, traffic separation scheme, terminals, wharves and jetties.
- . knowledge of new fixed bridge and its vertical clearance, harbour tunnel underwater clearance.

B. Tidal stream:

- . change in direction and magnitude of tidal stream due to change in harbour layout.
- . change of areas of turbulence and its magnitude.

C. Navigational aids:

- . changes in lights, buoys, beacons, bridge lighting system
- . government mooring buoys.

D. New charts and their use.

2. Technological

A. Electronic navigational aids and bridge equipments.

Understand and use of new models of navigational aids and bridge equipments including

- . radar and ARPA;
- . electronic chart display and information system ECDIS;
- . GPS/DGPS and its application with special relevance to underkeel clearance;
- . AIS and pilot unit; Pilot Aid Manoeuvring System (PAMS);
- . GMDSS;
- . new and emerging trends in electronic aids to navigation.

B. New design in ship and machineries

- . understand the principle in the new design of ship hull form, main engine and propeller, and rudder which affect the ship handling characteristics.

3. Legal, 4. Managerial, 5. Practical : to be continued

Framework for Class 1 Pilot Continued Proficiency Development Programme (CPDP)

A/ Objectives of the CPDP

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 the international standard or benchmark.
4. to sustain **the port of** Hong Kong as one of the safest port in the world.

B/ Scope of the operational parameters

1. Geographical and local knowledge: harbour and port facilities.
2. Technological **aspect**: electronic navigational aids, bridge **instruments**, new ship and **machinery** design etc.
3. Legal **aspect**: latest local and international rules and requirements.
4. Managerial **aspect**: Bridge Resources Management
5. Practical **aspect**: draw up the best practices from experiences and establish standard procedures.

C/ 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

D/ Methodology

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

E/ Duration of CPD Programme

To be in line with **the IMO Resolution A960**, the proposed interval of full participation of the CPDP is 5 years.

Class 1 Pilot Continued Proficiency Development Programme

B/ 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 its magnitude

C. Navigational aids **and government mooring buoys**

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

D. New charts **and publications of Hong Kong Waters and their properties**

2. Technological Aspect

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 limitation**
- 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 **trend** in ship and **machinery design**

- **Understanding the principles** in the new design of ship hull form, main engine and propeller, and rudder **new control system** which affect the ship handling characteristics.
- **Understanding the principles of tug design, towing arrangements and recent changes in tug technology.**

3. Legal, 4. Managerial, 5. Practical : to be continued