



Pilotage Advisory Committee

Ref. : HQ/COM 928/19/1

Working Group on Training and Certification for Pilots

Notes of the Seventh Meeting

Date : 4 October 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 (HKPA)
	Capt. SHAM Yiu-tong	- ditto -
	Mr. SHUM Yum-pui	- 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	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. He told the meeting that Capt. Joe FONSEKA was working overseas and had sent apologies for absence from the meeting.

II. Confirmation of Minutes of Last Meeting

2. Members had some minor comments on the use of words in the framework for Class 1 Pilot Continued Proficiency Development Programme (CPDP) at Annex II of the minutes of last meeting. It was agreed that the amendments would be made when the CPDP was updated at this meeting. The notes of last meeting were therefore confirmed without any amendments.

III. Matters Arising from Previous Meeting

Training and Continued Proficiency of Class I Pilots

3. At the sixth meeting, details of the first two aspects of the “Scope of the Operational Parameters” had been worked out and accepted by members. Elaboration of the remaining three aspects was proposed by the HKPA and forwarded to members for consideration before the meeting.
4. Capt. SHAM Yiu-tong explained to members the details of the proposal. Subsequent to an active and fruitful discussion, members agreed that the CPDP should be revised as per the attached at Annex I of the minutes.
5. The salient points of the discussion were recorded as follows –
 - (a) Capt. LAM Tsan-wa reiterated that the ship handling simulator would serve as a powerful tool for pilot training and refreshers’ development but not an assessment tool. The existing co-pilot system was also a very good alternative for pilot training;

- (b) Capt. SHAM Yiu-tong said that the initial thinking of a core programme for the CPDP would be a mandatory workshop with a length of a total of 2 days. That could be a one-day classroom course plus a one-day simulator training, or alternatively, that could be a programme comprising several shorter sessions to be spread out throughout the five years. Details had to be further worked out when the CPDP was to be finalized. The Chairman supplemented that, apart from the core sessions to be received by the pilots, there should be ongoing seminars / courses / workshops to be organized by the Hong Kong Pilots Association or otherwise for the CPDP;
- (c) The Chairman suggested that the delivery of the mandatory training sessions should be evenly distributed within the five years;
- (d) With regard to the method of quantifying the effectiveness of the continuous proficiency of pilots, Capt. YEUNG Man-chor had strong reservation in respect to a system of point accumulation in the CPDP. He was of the view that the point system would discourage pilots to take part in additional courses when they had attained the basic requirements. The Chairman commented that it would be very difficult to assess the effectiveness of the CPDP if there was not any quantitative method of recording how many pilots have attended which sessions offered or arranged by the Hong Kong Pilots Association in the CPDP. Mr. SHUM Yum-pui suggested that, as it was only a preliminary framework which would take time to develop, more flexibility and allowance should be given to HKPA to digest and implement the CPDP.
6. To conclude the meeting, the Chairman proposed that the discussion would be continued at the next meeting by talking about the method of implementation of the CPDP.

IV. Any Other Business

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

V. Date of Next Meeting

8. The next meeting was scheduled for 10:30 a.m. on 29 November 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 international standards or benchmarks.
4. To sustain the port of Hong Kong as one of the safest ports in the world.

B/ Scope of the Operational Parameters

1. Geographical and local knowledge: harbour and port facilities
2. Technological aspects: electronic navigational aids, bridge instruments, new ship and machinery design etc.
3. Legal aspects: latest local and international rules and requirements
4. Managerial aspects: Bridge Resources Management
5. Practical aspects: draw up the best practices from experience 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 IMO Resolution A960, the proposed interval of full participation in 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 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.***