

PILOTAGE ADVISORY COMMITTEE

Training, Assessment and Examination Arrangements for Upgrading Pilots from Class IIA to Class I

Purpose

The purpose of this paper is to seek members' endorsement on the update of the existing 2013 framework¹ (*Annex I*) in respect of the training, assessment and examination arrangements for upgrading pilots from class IIA to class I.

Background

2. The latest Pilotage (Amendment) Order came into operation on 23 December 2016 ("the Amended Order"). Under the Amended Order, classes of pilots were reshuffled from a five-tier structure (four levels of class II and one level of class I) to a seven-tier structure (six levels of class II and one level of class I).

3. The training, assessment and examination arrangements for apprentices and class II pilots (from class IIF to class IIA) under the Amended Order were endorsed by the Pilotage Authority after consulting the Pilotage Advisory Committee (PAC) on 29 June 2016² vide PAC paper no. 5/2016³.

4. With regard to the update of the existing 2013 framework in respect of the training, assessment and examination arrangements for upgrading pilots from class IIA to class I, MD had arranged numerous meetings at working level with the Hong Kong Pilots Association Limited (HKPA) and Pilotage Advisory Committee Working Group (PACWG). The meetings identified that the berth at Tap Shek Kok China Light Power Station (CLPTSK) should be used for practical examination

¹ The 2013 framework was endorsed at the Pilotage Advisory Committee meeting held on 18 January 2013. Minutes of the meeting can be found at: https://www.mardep.gov.hk/en/aboutus/pdf/pac_m130118.pdf.

² https://www.mardep.gov.hk/en/aboutus/pdf/pac_m160629.pdf

³ https://www.mardep.gov.hk/en/aboutus/pdf/pacp5_16.pdf

5. MD met with the operator of CLPTSK, CLP Power Hong Kong Limited (CLPHK), in May 2019 in explaining the needs to use their berth for pilot's practical examination.

6. CLPHK took a very positive view and understood that the need of conducting practical examination for pilots applying for upgrading from class IIA to class I is a required stringent training path and examination process in order to ensure safe operation of large cape-size vessel. Given that CLPHK's manpower during practical examination would be no less than the current normal operation and that there should be no additional risk to their berth and vessel at berth, CLPHK gave their support in principle.

Proposal

7. At the PACWG meeting held on 6 September 2019, members reached consensus on the final details of training, assessment and examination arrangements for upgrading pilots from class IIA to class I. The details are set out at *Annexes II and III*.

Advice sought

8. Members' comments and endorsement are sought for *Annex II* and *Annex III*.

Pilotage Unit
Marine Department
January 2020

**Training, Assessment and Examination Arrangements
endorsed in PAC meeting held on 18 January 2013⁴**

Appendix		
<u>Proposed Training, Assessment and Examination Arrangement</u>		
Pilot Class	Maximum Length (Proposed)	Training & Assessment for Upgrading to next higher class
I	Any length	Continued Proficiency Development Programme (including simulation practice in a 5-year cycle since 2007)
II A	350m	Oral Examination (by PAC members) 2 practical vessel-training 1 practical assessment by HKPA 3 joint practical assessments by HKPA and MD Simulation training conducted by HKPA and MD
II B	300m	2 practical vessel-training 1 practical assessment by HKPA Simulation training conducted by HKPA and MD
II C	250m	2 practical vessel-training 1 practical assessment by HKPA Simulation training conducted by HKPA and MD
II D	210m	2 practical vessel-training 1 joint practical assessment by HKPA and MD Simulation training conducted by HKPA and MD
II E (new)	180m	2 practical vessel-training 1 practical assessment by HKPA Simulation training conducted by HKPA and MD
II F (new)	160m	2 practical vessel-training 1 practical assessment by HKPA Simulation training conducted by HKPA and MD
Apprentice	Training as per Cap. 84C Schedule 1	4 practical assessments, of which, 1 shall be jointly assessed by HKPA and MD Simulation training conducted by HKPA and MD Oral Examination (by PAC members) & Written Examination

Remarks: All practical vessel training and assessments are set for vessel of next higher class.

For both the simulation training and practical assessment, PAC members would be invited to attend as observers.

⁴ Retrievable from Appendix to minutes of PAC meeting held on 18 January 2013 at http://www.mardep.gov.hk/en/aboutus/pdf/pac_m130118.pdf

Proposed Arrangements for Training, Assessment and Examination for Upgrading Pilots from Class IIA to Class I

Pilot Class	Maximum Length	Training, Assessment and Examination for Upgrading to Class I	
II A	350m	Simulation training (MD and Pilots)	Simulation training should comprise of at least 6 exercise scenarios, include piloting, berthing, anchoring and crisis management of heavy laden bulkers, tankers and vessels with LOA >350m or a length appropriate to the role played in various locations within HK waters.
		2 practical vessel-training (Pilots)	Piloting & berthing a ship of any type with LOA >350m on 2 occasions.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA >350m on 1 occasion.
		3 joint practical examination (MD and Pilots)	As per <i>Annex III</i> to this paper
		Oral Examination (PAC)	As per <i>Annex III</i> to this paper
		Experience required	As required under Schedule 3 to the Pilotage Order, Cap. 84C

Proposed
Examination Syllabuses for
Upgrading Pilots from Class IIA to Class I

Practical Examination

- (i) piloting and berthing a container ship with LOA >350m to any Kwai Chung berth on one occasion;
- (ii) Unberthing and piloting a container ship with LOA >350m from any Kwai Chung berth on one occasion; and
- (iii) piloting and berthing a dry cargo/bulker ship with LOA >350m* to any dry cargo /bulker berth on one occasion.

*note *: If a dry cargo/bulker ship of LOA >350m is not available within 3 months prior to the date of upgrading, the candidate may take the practical examination with a dry cargo/bulker ship of less than but as far as practical close to 350m in length.*

Oral Examination

A comprehensive knowledge of -

- (i) Tidal streams, depths and shoals throughout Hong Kong waters;
- (ii) Characteristics of all lights, buoys, beacons, bridge lighting system and harbour facilities throughout Hong Kong waters;
- (iii) Depths and scope of berth at all Government mooring buoys;
- (iv) Limits of local pilotage areas including prohibited areas, anchorages and areas of restriction of any kind;
(These will be indicated by the candidate on a plan of Hong Kong waters.)
- (v) Berthing and unberthing at various wharves, piers, buoys, etc. in Hong Kong under the influence of wind, current and tide;

- (vi) Manoeuvring behaviour of the types of ships expected to be piloted and the limitations imposed by particular propulsion and steering systems;
- (vii) Use and limitation of various types of tugs;
- (viii) The bridge equipment and navigational aids used for navigation, i.e. radar, Automatic Identification System (AIS), Electronic Chart Display and Information System (ECDIS), etc.;
- (ix) Systems of radio navigational warning broadcasts in Hong Kong and the type of information broadcast;
- (x) International Regulations for Preventing Collisions at Sea 1972 as amended, port regulations and pollution prevention rules;
- (xi) Use of VHF in accordance with the International recognized standards;
- (xii) Hong Kong Merchant Shipping Notice, Hong Kong Merchant Shipping Information Notes and Marine Department Notices (MDN);
- (xiii) Handling emergency conditions, i.e. collision with other vessel, grounding, loss of steering, loss of propulsion, failure of vital systems and automation, complete blackout etc. in a narrow channel, fairway, or near submarine infrastructures, and
- (xiv) Knowledge required in the examination syllabus of class II Pilots.

Other Requirements

Candidate is required to produce the following training records to the Pilotage Authority:

- (i) Simulation training;
- (ii) 2 practical vessel training;
- (iii) 1 practical assessment; and
- (iv) any other training and courses attended.