#### PILOTAGE ADVISORY COMMITTEE WORKING GROUP

# <u>Training, Assessment and Examination Arrangements</u> for Upgrading from Class IIA to Class I Pilots

#### **Purpose**

The purpose of this paper is to seek members' comments and advice on training, assessment and examination arrangements for upgrading from class IIA to class I pilots under the framework endorsed at the Pilotage Advisory Committee (PAC) meeting held on 18 January 2013<sup>1</sup>.

#### **Background**

- 2. The latest Pilotage (Amendment) Order came into operation on 23 December 2016 (hereafter "the Amended Order"). Classes of pilots were amended from a five-tier structure (4 levels of class II and 1 level of class I) to a seven-tier structure (6 levels of class II and 1 level of class I).
- 3. The training, assessment and examination arrangements for apprentice and class II pilots (up to class IIA pilot) under the Amended Order were endorsed by the Pilotage Authority after consulting the Pilotage Advisory Committee (PAC) on 29 June 2016<sup>2</sup> vide PAC paper no. 5/2016<sup>3</sup>.
- 4. Numerous meetings on details of training, assessment and examination arrangement for upgrading from class IIA to class I were held between the Marine Department (MD) and Hong Kong Pilots Association Limited (HKPA) since the endorsement of framework in 2013.
- 5. Consultation on the requirements for upgrading from class IIA to class I pilots was made at the PAC Working Group (PACWG) meeting held on 14 December 2015 vide PACWG paper no. 5/2015. No negative feedback has been received on the content for simulation training, practical vessel training, practical assessment and syllabus for oral examination. MD had later added the new elements on "complete blackout" and "near submarine infrastructures" under item (xiii) in the oral examination syllabus (Annexes I and II).

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- 6. At the PACWG meeting held on 31 October 2018, consensus was reached on two of the three occasions of joint practical examination vide PACWG Paper No. 1/2018<sup>4</sup>, these two occasions were:
  - (i) piloting and berthing a container ship with LOA >350m, but need not be >364m, to Kwai Chung terminal on one occasion; and
  - (ii) Unberthing and piloting a container ship with LOA >350m, but need not be >364m, from Kwai Chung terminal on one occasion.
- 7. In respect of the third occasion proposed by MD,

"piloting and berthing a dry cargo/bulker ship with LOA >350m\* to any dry cargo vessel/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."

as the CLPTSK berth was the only berth suitable for the above examination, the meeting agreed to put it on hold until consent from the berth operator could be obtained.

# Latest development

- 8. MD met with the operator of CLPTSK berth, CLP Power Hong Kong Limited (CLPHK), explaining the change in legislation and needs to use the berth for joint practical examination<sup>5</sup>.
- 9. CLPHK took a positive view and understood that the proposal is to ensure the safe operation of cape-size vessel through a more stringent training path and examination process; manpower during examination would be no less than the current normal operation. As such, there should be no additional risk to their berth and the vessel; CLPHK believed the new system would bring positive improvement to their vessels' safety in the long run and gave their

https://www.mardep.gov.hk/en/aboutus/pdf/pacwgp1\_18.pdf

See attached presentation materials vide *Annex IV* for reference.

support in principle.

- 10. Further discussion with HKPA has suggested that for the practical examination on container ships, there was no need to specify "but need not be >364m".
- 11. It was noticed that the term "Kwai Chung terminal" was used in the existing syllabus. While it matches with the term "Kwai Chung berth" (KC berth) that is widely used in the berthing guidelines, it does causing confusion with the newer term "Kwai Tsing terminal/basin". In order to precisely indicate the applicable berths, it is suggested aligning with the berthing guidelines and use the term "any Kwai Chung berth"; hence, the practical examination on container ship should be:
  - (i) piloting and berthing a container ship with LOA >350m to any Kwai Chung berth on one occasion; and
  - (ii) Unberthing and piloting a container ship with LOA >350m from any Kwai Chung berth on one occasion.

# **Proposal**

- 12. In consideration of the discussions and consensus reached on the training, assessment and examination arrangements for upgrading from class IIA to class I pilots, in addition to the content for simulation training, practical vessel training, practical assessment and syllabus for oral examination previously endorsed by PACWG at *Annexes I and II*, the content for the joint practical examination is proposed as follows, reproduced at *Annex III*:
  - (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."

# **Advice sought**

13. Members' comments and advice are sought on the content for simulation training, practical vessel training, practical assessment and syllabus for oral examination at *Annexes I and II*; and the proposed joint practical examination for upgrading from class IIA to class I pilots in paragraph 11 above (*Annex III*).

Pilotage Unit Marine Department September 2019

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

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 but need not be >364m <sup>note 2</sup> on 2 occasions.
		1 practical assessment (Pilots)	Piloting & berthing a ship of any type with LOA >350m but need not be $\Rightarrow$ 364m <sup>note 2</sup> on 1 occasion.
		3 joint practical examination (MD and Pilots)	(Please refer to the proposal at Annex III to this paper)
		Oral Examination (PAC)	As per Annex II to this paper
		Experience required	As required under Schedule 3 to the Pilotage Order, Cap. 84C

Note 1: Adjusted to match with endorsement for other classes made at the PAC meeting held on 29 June 2016.

Note 2: Deleted as per latest discussion with HKPA.

### <u>Proposed Examination Syllabuses for</u> Upgrading from Class IIA to Class I Pilot

#### **Practical Examination**

(Please refer to Annex III to this paper)

#### **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 note letc. in a narrow channel, fairway, or near submarine infrastructures note letc.
- (xiv) Knowledge required in the examination syllabus of class II Pilots.

Note 1: newly added components

#### **Other Requirements**

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

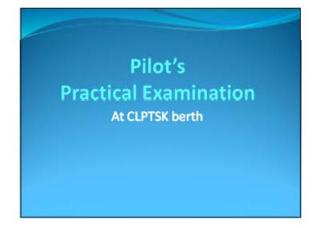
- (i) Simulation training;
- (ii) 2 practical vessel training;
- (iii) 1 practical assessment; and
- (iv) any other training and courses attended.

# Proposed Joint Practical Examination for Upgrading from Class IIA Pilot to Class I Pilot

- (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.

#### Annex IV

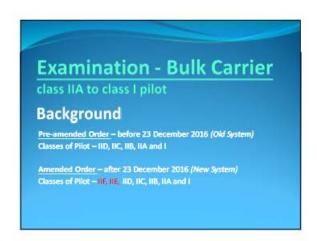
## <u>Presentation Materials on CLPTSK berth delivered to</u> the operator of CLPTSK berth, CLP Power Hong Kong in May 2019



# Pilotage Advisory Committee (PAC) Established under the Pilotage Ordinance, Cap.84 Director of Marine shall be the Pilotage Authority 17 PAC members appointed by CE Ms. Caroline Lu represents the interest of dry bulk cargo terminal operators

# Functions of the PAC Advice the Pilotage Authority (PA) on any matter which is connected or incidental to: The exercise of PA's powers, or the performance of PA's duites under Cap.84; The general regulation or control of pilotage in Hong Kong.

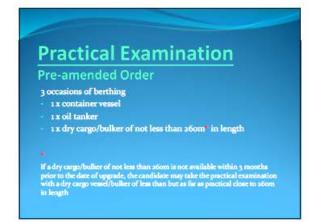










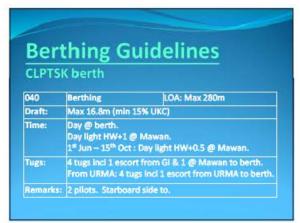


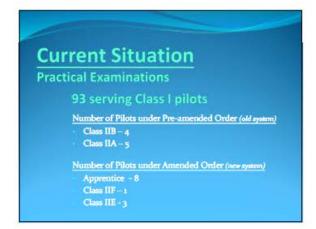


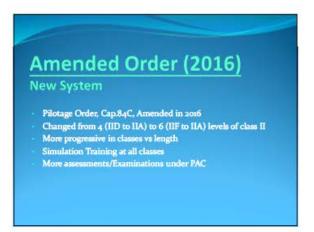




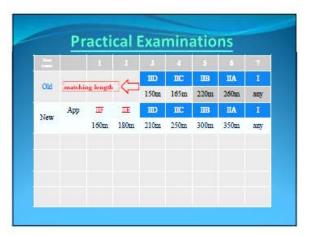


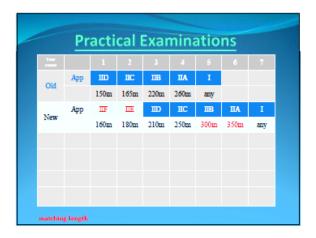


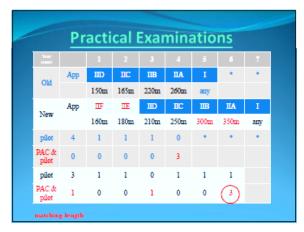




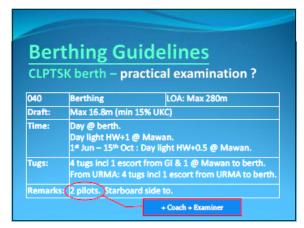


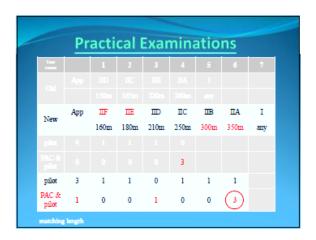


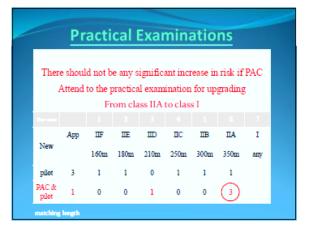












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