

PILOTAGE ADVISORY COMMITTEE

Notes of Working Group Meeting

Date : 3 January 2018
Time : 3:15 p.m.
Venue : Meeting Room, Hong Kong Pilots Association,
16/F, Hong Kong Plaza

Present

Chairman:	WONG Wing-hung	General Manager/Vessel Traffic Services, Marine Department (“MD”)
Members:	YIM Kong, Erik	Break Bulk Cargo Operators
	YIP Hang-hong	Dockyard Industry
	CHU Wai-leung	Oil Terminal Operators
	CHOW Shiu-bong, Cliff	Tug Operators
	CHAN Kam-wing	Master Mariner
	TSANG Cheuk-yin, Joe	Master Mariner
	LEE Koon-wah, Bruce	Licensed Pilot
Secretary:	Anson MC SINN	Executive Officer (Committee & General), MD

In attendance

Summy CHU	Hong Kong Pilots Association (HKPA)
Steven LAM	HKPA
Jackson LAU	HKPA
HUANG Jihe	Senior Marine Officer/Vessel Traffic Centre, MD
George TANG	Marine Officer/Pilotage, MD
Basil LEUNG	Marine Officer/Training (1), MD

Absent with apologies

Members:	LAM Ming-fung, Lothair	Hong Kong Shipowners Association
	MA Kam-fai	HK Liner Shipping Association
	NG Che-kan, Deforest	Shipping Agencies
	NING Fuk-kei, Franco	Container Terminal Operators
	Ms LU Zheng, Caroline	Dry Bulk Cargo Operators
	ZHOU Wei	Master Mariner
	Marso LAW	Licensed Pilot
	LEE Yam-wo	Surveyor of Ships (Nautical) Examiner, MD

I. Opening remarks

1. The Chairman welcomed all to the meeting and thanked HKPA for its venue for the purpose of this meeting.

II. Confirmation of notes of the last meeting

2. The notes of the last meeting held on 20 December 2016 were confirmed without amendment.

[Post-meeting note: The meeting notes were uploaded to the website of Marine Department on 9 January 2018.]

III. Discussion items

- (a) Hong Kong Pilots Association's proposal on setting up a ship simulation system
3. The Chairman briefed members on the background. At the Pilotage Advisory Committee (PAC) meeting of 13 December 2017, a three-page paper entitled "Proposed ship simulation system for training and assessment by HKPA" (*Annex I*) was distributed by Bruce Lee, licensed pilot qua the Chairman of HKPA at the meeting. The Deputy Director of Marine qua the Chairman of PAC directed that this issue should be thoroughly examined at the working group level first.
4. Steven Lam, HKPA gave a powerpoint presentation titled "Ship Simulator" (*Annex II*) to the working group members. He emphasised that HKPA's proposed ship simulator intended for pilotage training instead of general seamanship training. Bruce Lee, Chairman of HKPA supplemented that all the capital cost and recurrent cost would be incurred by HKPA and the procurement / tendering process would be conducted by HKPA.
5. Upon clarification with HKPA regarding para. 8 of its paper at *Annex I*, the Chairman and members understood that HKPA intended that the proposed ship simulator to be procured by HKPA should cater for the purposes of both training and assessment (i.e. upgrading of pilots). George Tang, MO/Pilotage briefed members of the background of

classification of pilots that (i) prior to 23 December 2016, there were simply five classes (IID, IIC, IIB, IIA and I) and there was no simulation training requirement for each class; and (ii) with effect from 23 December 2016, there were seven classes (IIF, IIE, IID, IIC, IIB, IIA and I) and there would be simulation training requirement for each class to be jointly evaluated by MD and licensed pilots. It was noted that in-house simulation training had always been required by HKPA prior to the pilot's advancement to the next higher class.

[Post-meeting note: For the new classification requirement of pilots, please refer to Annex III of PAC Paper No. 5/2016 endorsed at its meeting of 29 June 2016.]

6. In response to an enquiry by Erik Yim, break bulk cargo operators, the Chairman estimated that HKPA's proposed ship simulator could cater for some 60 times of simulation training per year having regard to some six new apprentice pilots to progress for the seven-class pilotage and some 20 Class I pilots to attain Continued Proficiency Development Programme. As one round of simulation training would involve two or three persons, it was inferred that some 20 to 30 whole days would be needed to cater for the purpose of training and assessment of apprentice / licensed pilots. The Chairman assured members that the Training Centre in MD would still support simulation training of apprentice / licensed pilots even after HKPA installed its ship simulator in future.
7. In response to an enquiry by Basil Leung, MO/Training (Acting), on whether HKPA intended to procure a full-mission ship simulator, Steven Lam and Summy Chu of HKPA replied that HKPA would not consider procuring a full-mission ship simulator system given the enormous financial cost and that HKPA only intended to cater for specific training of pilotage but not general navigational training.
8. In general, the Chairman and working group members supported HKPA's initiative of procuring a ship simulator, but raised the following comments for HKPA's consideration –
 - (a) While it was agreed at the meeting that some components (e.g. Global Maritime Distress and Safety System (GMDSS)) and chart table) were not necessary,

HKPA should make reference to Class B multi-task simulator set out by DNV (*Annex III*), which could be regarded as a yardstick for a ship simulator to meet the purpose of training and assessment of apprentice / licensed pilots. The existing simulator bridge A and bridge B of the Training Centre of MD could also be made reference to.

- (b) It would be preferable to have a visual system with at least 210⁰ angle of view instead of 180⁰ for which HKPA originally intended.
- (c) The physical environment of the simulation system is an important element, hence the simulation system should be able to provide a sufficiently realistic and undisturbed environment for the candidate to conduct simulation. Specifically, the simulation bridge should be enclosed so as to be fair to the candidate for the assessment purpose. The picture of a navigating bridge provided by HKPA (*Annex IV*) would be an illustrative example.
- (d) The instructor station should be physically separate with the simulator bridge.
- (e) As for the exercise area, not only would the navigable waterways be reproduced realistically using 3D objects, but also the land terrain and building structure relevant to pilotage would be important to provide the relative movements and transit changes of visual objects which would be crucial to ship handling and pilotage.
- (f) For assessment purpose, the ship simulator system should have higher flexibility to create new types of ships, exercise areas and scenarios. For instance, specialised vessels (e.g. working barges) apart from conventional vessels should be added to the scenarios in view of the current reclamation / construction works at the waters north of Lantau.
- (g) For assessment purpose, adequate place should be provided for observers and assessors.

- (h) Apart from the product *per se*, it was advisable that HKPA should also take into consideration the database management to cater for changes of scenarios in future.
- 9 Summy Chu of HKPA proposed to move a motion: “Principle Endorsement by the Working Group for accepting the proposed simulator system for pilotage assessment with specifications based on DNV’s Class B multi-task simulator to be mutually agreed by HKPA and MD”. Mr Chu further explained that without such endorsement, HKPA would be almost impossible to proceed forward to convince pilot members of such a huge investment. Furthermore, the future acceptance of the system should be based on the specifications and performance which can be quantified. The Chairman responded that it should not be a prerequisite to have endorsement from PAC working group or PAC for procurement of the ship simulator as the working group or PAC had yet to see what product would be procured and its set-up. The Chairman pointed out that it would be more appropriate for PAC working group and PAC to determine if the ship simulator would be suitable for using as an assessment tool after it had been set up and tested to the satisfaction of the working group and PAC.
- 10 Summy Chu of HKPA expressed that specification of the proposed simulator would meet in all aspects of the needs and requirements for the training and assessment purpose. Huang Jihe, SMO/Vessel Traffic Centre remarked and opined that, with the limited proposed budget of HK\$2 million, it would be unlikely that the proposed simulation system was able to meet in all aspects of the training and assessment requirements.
11. After discussion, the Chairman and members supported in principle HKPA’s initiative to procure a ship simulator **according to** the product specifications and requirements discussed at the meeting **and subject to** the outcome of the product which should conform to the product specifications in order that the working group could consider making a recommendation to PAC.

IV. 12. Adjournment of meeting

- . There being no other business, the meeting was adjourned at 6:00 p.m.

V. 13. Date of next meeting

The date of next meeting would be announced in due course.

The notes of the meeting were confirmed on 31 October 2018.

Distribution list

Chairman, PAC Working Group
Members, PAC Working Group
SMO/Vessel Traffic Centre, MD
MO/Pilotage, MD
MO/Training (1), MD

c.c.

AD(PC), MD
DD, MD

Committee Unit

Marine Department

Ref.: HQ/COM 928/19 (9)