

## **IHO World-Wide Navigational Warnings Service – Sub Committee (WWNWS-SC)**

### **MARITIME SAFETY INFORMATION TRAINING COURSE SUMMARY REPORT**

**Date of report:** 3 June 2013

**Course:** MARITIME SAFETY INFORMATION TRAINING

**Date:** 20-22 May, 2013

**Venue:** Cara Suites Hotel and Resort, Claxton Bay, Trinidad

**Instructors:** Mr. Guy BEALE (United Kingdom Hydrographic Office, UK), Mr. Christopher JANUS (National Geospatial Intelligence Agency, USA).

**Instructional Support:** Captain Vikrant BHARAT (Master Mariner/Senior Instructor Maritime Studies, University of Trinidad and Tobago), Captain Karolina CIRJAK (Master Mariner/Senior Instructor Maritime Studies, University of Trinidad and Tobago)

**Opening Address:** Mr. Guy BEALE and Mr. Christopher JANUS

**Administrative Support:** Mr Keith Miller (Senior Lecturer in Hydrography at the University of the West Indies, St Augustine Campus, Trinidad and Tobago), Mr Suruj Babwah (Graduate Surveyor/Land Surveyor 1, Trinidad and Tobago Lands and Surveys Division), Ms Alisha Cooper (Events Executive, Cara Suites Hotel & Conference Centre)

**Participants:** El Salvador, Guatemala, Costa Rica, Honduras, Guyana, Panama, Trinidad (6), Grenada, St Kitts, Jamaica, Antigua, Dominica, and St Vincent (**Annex A**)

#### **Introduction**

On 20-22 May 2013, a Maritime Safety Information (MSI) Training Course to benefit countries in the area of influence of the Meso American and Caribbean Sea (MACHC) Hydrographic Commission was held on behalf of the International Hydrographic Organization (IHO) Capacity Building Committee (CBC) and the IHO's World-Wide Navigational Warning Service – Sub Committee (WWNWS-SC).

This was the 9<sup>th</sup> learning opportunity facilitated by the WWNWS-SC as a capacity building first phase initiative since the program began in 2007. The first phase is the most urgent and easiest to implement and consists of organising the collection and circulation of nautical information, necessary to provide real-time situation awareness of safety critical information. It also covers the supplementary requirements to maintain and update existing charts and publications to ensure the safe navigation of shipping governed by the International Convention for the Safety of Life at Sea (SOLAS).

The WWNWS is a coordinated global service for the promulgation of warnings regarding hazards to navigation, which might endanger international shipping. The syllabus included guidance on all the subject areas considered suitable for transmission as NAVAREA warnings as described in IMO Res. A.706(17).

The United States (NAVAREA IV Coordinator) is responsible for the sea areas covered by the MACHC and controls the broadcast of NAVAREA messages within this region, making full and effective use of national broadcast facilities in keeping with the provisions of SOLAS. The NAVAREA Coordinator has the responsibility to be informed of all events that could significantly affect the safety of navigation within their area. For the MACHC region, in particular the Caribbean Island chain (French West Indies), there is no NAVTEX station that provides coastal warnings over this area. However, there is a SafetyNET Coastal Warning Area within NAVAREA IV that does. It is centred on the island of Dominica and covers almost the entire Caribbean Island chain. It is operated by NAVAREA II and its Maritime Rescue Coordination Centre (MRCC) Fort de France. What this provides is an easy-to-utilize capability to promulgate Coastal Warnings at NO COST to the Caribbean Island nations. There is another SafetyNET Coastal Warning Area covering the coast of Guyana. These invaluable services demonstrate, almost instantly, the benefits of the WWNWS, the flexibility and efficiency of SafetyNET, and the value MSI can provide to shipping in these waters.

### **Objective**

The objective of the course was to increase the flow of MSI to the NAVAREA IV Coordinator and the SafetyNET Coastal Warning provider for promulgation, and ultimately to emphasise the importance of establishing expertise in the countries within this NAVAREA to fulfil the role of National Coordinators. To achieve this, the course was intended to provide practical instruction and guidance to participants who are involved with MSI and the drafting of Navigational Warnings, or with the issuance of MSI for the high seas. The aim of the course was to ensure that all attendees would:

- Endeavour to be informed of all events that could significantly affect the safety of navigation within their coastal region.
- Assess all information in the light of knowledge for relevance to navigation in the coastal region.
- Draft navigational warnings in accordance with the Joint IMO/IHO/WMO Manual on MSI.
- Pass NAVAREA warnings for further promulgation to the NAVAREA Coordinator, using the quickest means possible.

### **Content**

The Course content (**Annex B**) included all aspects of the WWNWS. The participants were presented with overviews, course documents, and digital media covering: the Global Maritime Distress and Safety System, Maritime Safety Information, and the World-Wide Navigational Warning Service. They were also familiarized with the major guidance documents; IMO Res A.705(17), IMO Res A.706(17), the Joint IMO/IHO/WMO Manual on Maritime Safety Information, the IHO Special Publication No.53 (S-53) and the IMO SafetyNET and NAVTEX manuals. Extended time was spent explaining the National Coordinators roles, responsibilities and requirements, including the need to be informed of all events that could significantly affect the safety of navigation within the region. Particular attention was placed on the importance to immediately assess all information upon receipt and decide whether to inform the NAVAREA Coordinator as appropriate.

The course was presented over a period of 3 days, which included 2 days of practical exercises. The UKHO graciously provided charts of Trinidad and approaches for use in the practical exercises to evaluate source data for validity and applicability as NAVAREA or Coastal warnings. The participants worked in conjunction with the instructors on the second day and reviewed messages in a controlled and structured environment. On the third day, the participants were split into teams and

assigned the task of independent Watchkeepers and worked in a rehearsed real-time operations room scenario, with multiple categories of messages being assigned. This allowed the instructors to see the progress each student had made during this training effort and validated the course content and instruction as being both appropriate and effective.

The course also included a very beneficial visit from two Master Mariners, Captain Vikrant BHARAT and Captain Karolina CIRJAK, both are Senior Instructors on Maritime Studies at the University of Trinidad and Tobago. They provided invaluable insight into the dependent relationship between MSI user and MSI provider. Captain BHARAT cited several real world examples, one of which required him to alter the course due to the information from a NAVAREA warning. He went further to describe how altering course resulted in a delayed arrival by over six hours, which his operating company questioned. But, upon providing a copy of the NAVAREA warning, the company completely understood and endorsed the justification for delay in the interest of navigation safety. Both Captains underscored numerous times the importance of MSI and the IHO MSI course, and their stories provided a tangible perspective regarding the value of the WNWNS day in and day out.

### **Instruction**

Mr Beale, acted as course leader, supported my Mr Janus, who equally shared the presentation duties. Each instructor had varying degrees of experience, skill and knowledge with managing and staffing a NAVAREA operations room.

A high level of interaction between the instructors and the participants was encouraged and achieved, which added to a relaxed classroom atmosphere. Individual participation allowed for active engagement, which proved invaluable to the success of the course. All the participants were actively encouraged to discuss their national MSI concerns and relay their own stories of note from within their regions.

Having so many participants with varying levels of GMDSS knowledge added an extra dimension to the proceedings. Many discussions between Caribbean Island nations brought to the forefront the finer points of SOLAS and GMDSS when countries are located within such close proximity to each other, sometimes less than 50 nautical miles. This provided the opportunity for lively and engaging debate amongst the students and for the instructors to offer practical advice and guidance on best practices in conjunction with explaining the basic elements of establishing National procedures for the promulgation of MSI. Each administration present was encouraged to appoint a National Point of Contact for GMDSS issues and to communicate and revise their national strategy and plans with the IMO, IHO and respective NAVAREA Coordinators.

At the end of the course, all of the participants were provided with digital media containing copies of all the presentations and practical exercises. It was now over to them to share their knowledge and it was stressed that they were expected to become the trainers for the personnel in their administrations who were responsible for gathering, analysing, drafting and promulgating urgent navigational warnings for the coastal area of their country.

### **Capacity Building at Work**

At the end of the first day, 20 May, Mr. Troy Clarke, Senior Hydrographic Surveyor for Guyana, approached both instructors concerning Georgetown Lighthouse, a major aid to navigation in Georgetown, Guyana. He stated that new hotel construction in close proximity to the aid partially obscured it from ships approaching from the south. More investigation continued in the early evening after class on Tuesday, 21 May. Over the span of 15 minutes, Mr. Janus contacted the NAVAREA IV operations room, passed information to the watch keeper, the watch keeper completed analysis and then issued a NAVAREA IV warning stating that Georgetown light was unreliable. Mr. Clarke was ecstatic with the quick and efficient result - a perfect example how the WNWNS works with and, more importantly, FOR national coordinators.



### **Participants / Language**

Specific requests were made by the IHO CBC to the member states, in their solicitation of participants to attend the course. The aim was to ensure that only those personnel charged with MSI responsibilities would attend the course and that it was not intended for policy or administrative personnel, and this was successfully achieved.

It is disappointing to report that the participant from Belize was unfortunately unable to attend at the last minute due to a visa problem. Nevertheless, the ratio of 18 participants and 13 countries present was the best since the inaugural event in Jamaica in 2007. This course beat the previous record set in Brazil in 2011, which had 18 participants and 10 countries present.

In alignment with the specific IMO requirements that NAVAREA and Coastal Warning must be provided in English, it had been requested that attendees should have basic written and oral understanding of the English language. In this case, all participants had a very good competency level in the English language thus ensuring that all the teaching goals were achieved.

### **Facilities / Support**

The instruction took place in a comfortable and well-equipped conference facility, which had been fully prepared in advance. Due to some unexpected, late breaking circumstances, the instructors chose to print and copy all course materials in advance to ensure that the course did not compromise its professional look and feel. The presentation facilities at the Cara Suites Hotel and Conference Centre were outstanding. All meals were included on sight which was not only convenient, but encouraged collaboration among all participants both during course hours and after. For future courses, the IHO should strive to book similar all-inclusive facilities. They provide, by far, the most conducive learning environment along with many obvious conveniences. The one short fall was that 10 sets of dividers were not available for plotting, a critical instrument for the course. Mr Steve Barnett's email, just days prior to the beginning of the course, informed students to bring their own, which avoided what might have been a disaster for the course. While this solution worked, it should be considered a last resort. It is recommended that the IHO provide the 10 sets of dividers in the future to avoid any such similar problems. Lastly, a special thanks to Mr. Keith Miller and Mr. Suruj Babwah for their excellent administrative support, which included the prompt and efficient transfer of all the participants to and from the airport on their arrival and departure.

### **Acknowledgements**

The CBC of the IHO financially supported the course. This included the purchase of airfare for the instructors - the first time the IHO graciously provided this type of support, and that funding ultimately made the course possible, not to mention a success.

The instructors were indebted to Mr. Steve Barnett (Deputy Capacity Building Manager, UKHO) for his extremely efficient coordination of all travel and berthing requirements, including his liaison with the IHO.

### **Conclusion**

Once again it is very pleasing to report that this MSI training course maintained the high standards set by the previous models and that all the objectives were fully met. The analysis of the final practical exercises recorded the score of 84% of answers rated at Good or Very Good. It now becomes the responsibility of the participants to go back to their organizations and use their increased awareness and knowledge of the WNWNS in order to improve the flow of MSI to their respective NAVAREA Coordinators and ultimately fulfil the role of National Coordinators within their countries in the future.

The course feedback (**Annex C**), on all aspects relating to this training course, confirms the overall success of this mission. In closing, the WNWNS is extremely pleased with the results of this training effort and looks forward to continuing its support as the course is rotated to other Regional Hydrographic Commissions within the IHO.

### **Next Planned Course**

*The WNWNS-SC has been informed of a request by the South-West Pacific Hydrographic Commission (SWPHC), but a date for the convening of the course in 2014 has not yet been set.*

**ANNEX A**

**LIST OF PARTICIPANTS, MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE, WALVIS BAY, NAMIBIA**

**Instructors:**

	<b>Surname</b>	<b>First Name</b>	<b>Country</b>	<b>Org.</b>	<b>Rank/ Title</b>	<b>E-mail:</b>	<b>Telephone</b>	<b>Fax</b>
	BEALE	Guy	UK	UKHO	Mr	guy.beale@ukho.gov.uk	+ 44 1823 337900, Ext 5019	
	JANUS	Christopher	USA	NGA	Mr	christopher.G.Janus1@nga.mil	+ 1 571 5576684	

**Participants:**

	<b>Surname</b>	<b>First Name</b>	<b>Country Organisation</b>	<b>Rank/ Title</b>	<b>E-mail:</b>	<b>Telephone</b>	<b>Fax</b>
1	Navarrete López	José	<b>El Salvador</b> Autoridad Marítima Portuaria	Mr.	<a href="mailto:jnavarrete@amp.gob.sv">jnavarrete@amp.gob.sv</a>	(503) 2530-2228	(503) 2530-2228
2	Raxon Herrera	Alejandro	<b>Guatemala</b> Head of Hydrography and Oceanography	LT	<a href="mailto:hidrografia@dgam.gob.gt">hidrografia@dgam.gob.gt</a>	00502-23344775	00502-23344775
3	Leal Obando	Diego	<b>Costa Rica</b> Maritime and Ports Division of Ministry of Public Works and Transportation	Mr.	<a href="mailto:dlealoba@mopt.go.cr">dlealoba@mopt.go.cr</a>	(506) 2233-5022	(506) 2223-2697
4	Diaz Mendoza	Javier	<b>Honduras</b> Empresa Nacional Portuaria, HONDURAS	Mr.	<a href="mailto:Javierd_hn@yahoo.com">Javierd_hn@yahoo.com</a>	(504) 2665-6661	N/A
5	Clarke	Troy	<b>Guyana</b> Maritime Administration Department	Mr.	<a href="mailto:troy-evan@hotmail.com">troy-evan@hotmail.com</a>	(592) 226 0860	N/A
6	Barahona Vincensi	Suzineia	<b>Panama</b> Autoridad Marítima de Panamá	Ms.	<a href="mailto:sbarahona@amp.gob.pa">sbarahona@amp.gob.pa</a>	(507) 501-5146	(507) 501-5140
7	Nanan	Dwight	<b>Trinidad</b> Lands and Surveys Division	Mr.	<a href="mailto:hydrounit@yahoo.com">hydrounit@yahoo.com</a>	1 868 6253013	1 868 6253013
8	Salhab	Sean	<b>Grenada</b> Senior Pilot, Grenada Ports Authority	Mr.	<a href="mailto:grenport@spiceisle.com">grenport@spiceisle.com</a>	(473) 440-7678	1 868 7306454
9	Harvey	Ludel	<b>St Kitts</b> Senior Pilot, St. Christopher Air	Mr.	<a href="mailto:harveylharvey@yahoo.com">harveylharvey@yahoo.com</a>	1-869-465-5451	1-869-466-7256

			& Sea Port Authority				
10	Miller	Leighton	Jamaica Maritime Authority of Jamaica	Mr.	<a href="mailto:LMILLER@JAMAICASHIPS.COM">LMILLER@JAMAICASHIPS.COM</a>	(876) 967-1060	(876) 796-4667
11	Lee	James	<b>Antigua</b> Harbor Pilot, Dept. of Marine Services & Merchant Shipping	Mr.	<a href="mailto:Generaljay28@yahoo.com">Generaljay28@yahoo.com</a>	268-462-2494	268-462-2510 / 460-6024
12	Pascal	Fitzroy	<b>Dominica</b> Maritime Administration, Ministry of Public Works, Energy and Ports	Mr.	<a href="mailto:Metoffice@cwdom.dm">Metoffice@cwdom.dm</a>	1 767 449 2185	1 767 449 2020
13	Babwah	Suruj	<b>Trinidad</b> Lands and Surveys Division	Mr.	<a href="mailto:suruj_b@hotmail.com">suruj_b@hotmail.com</a>	N/A	N/A
14	Fisher	Mark	<b>Trinidad</b> Marine Services Division	Mr.	<a href="mailto:msdmowt@yahoo.com">msdmowt@yahoo.com</a>	1-868-625-3804 Ext 409	1-868-624-5884
15	Boland	Ralph	<b>Trinidad</b> Marine Services Division	Mr.	<a href="mailto:msdmowt@yahoo.com">msdmowt@yahoo.com</a>	1-868-625-3218	1-868-624-5884
16	Davis	Jillianjoy	St Vincent Department of Maritime Administration	Ms.	<a href="mailto:svgmarad@gmail.com">svgmarad@gmail.com</a>	1-784-456-1378	1-784-451-2245
17	Babwah	Sieunarine	Trinidad Port Auth of T&T	Mr.	<a href="mailto:sieunarineb@patnt.com">sieunarineb@patnt.com</a>	623 2901-5 Ext 287	N/A
18	Prescott	Janice	Trinidad Port Auth of T&T	Ms.	<a href="mailto:jjanicep@patnt.com">jjanicep@patnt.com</a>	623 2901-5 Ext 287	N/A

**ANNEX B  
“SYLLABUS AND TIMETABLE”**

**MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE  
SYLLABUS AND TIMETABLE  
TRINIDAD 20-22 MAY 2013**

<b>Time</b>	<b>Session</b>	<b>Day 1</b>	<b>Day 2</b>	<b>Day 3</b>
0900-1015	<b>First session</b>	Welcome	Master Mariners Perspective (Guest Speakers – Captain Vikrant Bharat and Captain Karolina Cirjak)	Practical Exercise Day 2 Review  Message formatting
		Administration		Chart updating & liaison with charting HO
		Introductions of participants		
10015-1030	<b>Coffee</b>			
1030-1230	<b>Second session</b>	Introduction to GMDSS	National Coordinator Duties, Responsibilities and Requirements: knowledge, equipment, contacts, statutory authority to issue warnings etc.	Practical Exercise "A day in the life of a National Coordinator"
		International SafetyNET system		
		International NAVTEX system	Regional SafetyNET and NAVTEX contact details	
1230-1400	<b>Lunch</b>			
1400-1530	<b>Third session</b>	Introduction to WWNWS	Joint IMO/IHO MSI Manual Sections 6 and 7	Practical Exercise Review
		Introduction to MSI	Practical Exercise Information assessment for RNW	
1530-1545	<b>Coffee</b>			
1545 - 1700	<b>Fourth session</b>	WWNWS Guidance Documents	Practical Exercise (cont) Information assessment for RNW	Lessons Learned & Closing Remarks

## ANNEX C

### MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE – CLAXTON BAY, TRINIDAD - STUDENT SURVEY RESULTS

Question	Strongly Agree	Agree	Disagree	Strongly Disagree	Total
Organized	10	6	0	0	16
Right length	6	8	1	0	15
The course was too basic	3	2	8	3	16
Presenters understandable	13	2	0	1	16
Instructors were prepared	15	2	0	0	16
Practical exercises were helpful	14	1	0	0	15
Breaks were the right length	9	6	0	0	15
I understand what WWNWS is	12	4	0	0	16
I understand my role & responsibility	12	4	0	0	16
I feel comfortable sending MSI	11	5	0	0	16
I feel this class was well worth my time	15	1	0	0	16
Visit to Operations Room and Vessel was useful	9	5	0	0	15

### Comments

1. This course accomplished all of its objectives in a very short period of time. I will recommend to my senior administrators that a representative from my country attend all future programs.
2. Excellent job!
3. Excellent course. Excellent fellowship.
4. Location of the hotel was too isolated. At least one site visit should have been planned. Program should have been for four or five days instead of three.
5. Very useful training course. An eye-opener on the importance of maritime information for safe sea navigation. Additional courses needed.

