

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

MARITIME SAFETY INFORMATION TRAINING COURSE SUMMARY REPORT

Date of report: 14 September 2014

Course: MARITIME SAFETY INFORMATION TRAINING

Date: 25-27 August, 2014

Venue: Land Information New Zealand (LINZ) Wellington, New Zealand

Instructors: Mr. Stuart CAIE (LINZ) Mr. Lynn WALTON (Australian Maritime Safety Authority), Mr. Conrad REYNECKE (Rescue Coordination Center New Zealand), Mr. Peter DOHERTY (IHO WWNWS Chairman / National Geospatial-Intelligence Agency, USA), and Mr. Christopher JANUS (National Geospatial-Intelligence Agency, USA)

Instructional Support: Mr. Conrad REYNECKE (Visit to Rescue Coordination Center New Zealand)

Opening Address: Mr. Adam Greenland (Hydrographer, New Zealand) and Mr. Peter DOHERTY (IHO WWNWS Chairman / National Geospatial-Intelligence Agency, USA)

Administrative Support: Mr. Stuart CAIE (LINZ)

Participants: Cook Islands (2), Fiji (2), New Caledonia, New Zealand, Niue, Papua New Guinea, Republic of Kiribati, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, Vanuatu (**Annex A**)

Introduction

On 25-27 August 2014, a Maritime Safety Information (MSI) Training Course to benefit countries in the area of influence of the South-West Pacific Hydrographic Commission (SWPHC) 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 11th 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 organizing 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).

New Zealand (NAVAREA XIV Coordinator) and Australia (NAVAREA X Coordinator) are responsible for the sea areas covered by the SWPHC and control 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.

Objective

The objective of the course was to increase the flow of MSI to the NAVAREA X and NAVAREA XIV Coordinators and, ultimately, to emphasize the importance of establishing expertise in the countries within these NAVAREAs to fulfill 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 MSI 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, 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 Australian Maritime Safety Authority graciously provided charts of the Torres Strait and Approaches to Dampier Archipelago 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 to Rescue Coordination Center (RCC) New Zealand. The visit provided invaluable insight into the role and responsibilities of RCC New Zealand and the dependent and collaborative relationship between it and Land Information New Zealand.

Instruction

Mr. CAIE acted as course leader supported by Mr. WALTON, Mr. REYNECKE, Mr. DOHERTY and Mr. JANUS who 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. This provided the opportunity 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, analyzing, drafting and promulgating urgent navigational warnings for the coastal area of their country.

Participants / Language

It is with great pleasure to report that all participants were able to attend. Specific requests were made by the IHO CBC to the member states in its 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.

In alignment with the specific IMO requirements that NAVAREA and Coastal Warnings 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 an outstanding 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 room at LINZ. LINZ printed all the required documents, provided excellent support and its presentation facilities were outstanding. Accommodation for the students was provided adjacent to LINZ, which ensured a prompt start to each day. Lunch was included on sight and students received vouchers for breakfast and dinner, which they could use at the James Cook Hotel located next to LINZ. For future courses, the IHO should strive to make similar arrangements. They provide, by far, the most conducive learning environment along with many obvious conveniences.

Acknowledgements

The CBC of the IHO financially supported the course for the students. Since the course directly followed the WWNWS6 meeting, no financial support was required for any of the instructors—a

cost savings for the IHO of over €5,000. For the previous two courses, the IHO provided financial support for the instructors and this should continue. That funding ultimately makes the course possible not to mention a success.

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 87% 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 WWNWS in order to improve the flow of MSI to their respective NAVAREA Coordinators and ultimately fulfill 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 WWNWS 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 next (confirmed) course will be in held in December 2014 in Muscat, Oman for Member States of the North Indian Ocean Hydrographic Commission (NIOHC) and Regional Organization for the Protection of the Marine Environment (ROPME) Sea Area Hydrographic Commission (RSAHC), which will be the 12th First Phase Capacity Building module.






ANNEX A










LIST OF PARTICIPANTS, MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE, WELLINGTON, NEW ZEALAND




Instructors:

	Surname	First Name	Country	Org.	Rank/ Title	E-mail:	Telephone	Photo
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Participants:

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ANNEX B

SYLLABUS AND TIMETABLE

ANNEX D				
MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE				
SYLLABUS AND TIMETABLE – NEW ZEALAND 25-27 AUGUST 2014				
Time	Session	25 August	26 August	27 August
0900-1000	First session	Welcome	National Coordinator Responsibilities and Requirements: knowledge, equipment, contacts, statutory authority to issue warnings	Practical exercise Day 2 review Message formatting
		Administration		Chart updating & liaison with charting HO
		Introduction of participants		
1000-1015	Coffee			
1015-1230	Second session	Introduction to GMDSS	Regional SafetyNET contact details Joint IMO/IHO/WMO Manual Sections 6 and 7 Practical Exercise Information assessment for RNW	Practical Exercise “A day in the life of a National Coordinator”
		Introduction to WWNWS		
		Introduction to MSI		
1230-1400	Lunch			
1400-1530	Third session	Introduction to SafetyNET System	Practical Exercise Information assessment for RNW (cont)	Practical Exercise “A day in the life of a National Coordinator”
		Introduction to NAVTEX System		
1530-1545	Coffee			
1545-1700	Fourth session	WWNWS Guidance Documents	Visit to NAVAREA XIV National Coordinators Operations Centre. RCCNZ	Practical Exercise Review
				Lessons Learned
				Closing Remarks

ANNEX C

MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE – WELLINGTON, NEW ZEALAND - STUDENT SURVEY RESULTS

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

Comments

1. Well-rounded course, good level of detail. Need to work on errors in questions.
2. Excellent training.
3. I have enjoyed the training. It is relevant to my MSI requirements.
4. Attending the course has given me the understanding to pursue further the improvement of how we may be able to disseminate MSI. It will enable us to improve our current infrastructure to move forward.
5. Useful process and very pleased to attend. A learning curve I will endeavor to master and improve. Made new friends and gained very useful network of people/mariners.
6. The course was well conducted and the presence of Peter and Chris was a bonus. I hope more of this training is conducted in the Pacific as there is a need to increase the skill for MSI collection and dissemination.
7. The training was very interesting and will be very helpful for my country for issuing MSI warnings in the future. Thank you to New Zealand (LINZ) for hosting.
8. Thank you for all presenters, speakers and Deborah for logistic support. It was great opportunity to share experience and expertise with all participants.
9. Thank you IHO, LINZ, MNZ and AMSA for the invaluable time in running this important training course. The training should continue for future participants.