

**IHO CAPACITY BUILDING – SOUTH WEST PACIFIC**  
**MARITIME SAFETY INFORMATION TRAINING COURSE**  
**SUMMARY REPORT**

**Date of report:** 10 August 2023

**Course:** Maritime Safety Information Training

**Date:** 25 – 27 July 2023

**Venue:** Novotel, Nadi, Fiji

**Instructors:** Stuart SHEPARD (NAVAREA X Coordinator/Australian Maritime Safety Authority), Hayley CAMP (Search and Rescue Officer/ Australian Maritime Safety Authority), David WILSON (NAVAREA XIV Coordinator/Maritime New Zealand), Simran SINGH (Advisor Safety Systems/Maritime New Zealand), Sunil KUMAR (Fiji National Coordinator/Maritime Safety Authority of Fiji)

Matt BORBASH attended as the Capacity Building Coordinator, South West Pacific Hydrographic Commission (SWPHC).

**Opening Address:** Mr Josateki TAGI (Executive Chairperson for Maritime Safety Authority of Fiji)  
**Closing Address:** LCDR Jervis ROBINSON (Director, Fiji Hydrographic Service, Fiji Navy)

**Participants:** Cook Islands, Fiji, Federated States of Micronesia, Kiribati, Papua New Guinea, Republic of Marshall Islands, Republic of Palau, Samoa, Solomon Islands, SPC (Pacific Community), Tonga and Vanuatu (**Annex A**).

### **Introduction**

Between 25<sup>th</sup> and 27<sup>th</sup> July 2023, Fiji Hydrographic Office hosted a Maritime Safety Information (MSI) Training Course to benefit countries in the area of influence of the South-West Pacific Regional Hydrographic Commission (SWPHC). The course was supported by the International Hydrographic Organization's (IHO) Capacity Building fund and was attended by 20 students.

This was the 31<sup>st</sup> dedicated MSI learning opportunity delivered as a capacity building first phase initiative since the program began in 2004. 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 World Wide Navigational Warning Service (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 and Coastal 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.

## **Objectives**

The objective of the course was to increase the flow of MSI to the NAVAREA X and 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 provided practical instruction and guidance to participants who are involved with MSI and the drafting of navigational warnings, or with issuing MSI for the high seas. The aim of the course was to ensure that all attendees:

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

Within NAVAREA X and XIV there are 15 National Coordinators, only five of which have Coastal Warning Areas and are able to deliver MSI via the recognized Global Maritime Distress and Safety System (GMDSS) facilities. For the remainder, relevant MSI must be sent to the NAVAREA Coordinators for broadcast via the recognized GMDSS facilities. As such, the key message for participants was that, while guidance would be provided on the correct structure of navigational warnings, it was the information rather than the format that was of most importance to the NAVAREA X and XIV Coordinators.

## **Content**

The Course content (**Annex B**) included all aspects of the WNWNS. The participants were presented with overviews, course documents, and digital media covering the GMDSS, MSI and the WNWNS. They were also familiarized with the major guidance documents; IMO resolution A.705(17), IMO resolution A.706(17) and the Joint IMO/IHO/WMO Manual on Maritime Safety Information (S-53). Extended time was spent explaining the roles, responsibilities and requirements of National Coordinators, 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. In a first for the SWPHC area, electronic charts were provided, for training purposes, covering several Pacific Island countries represented, for use in the practical exercises to evaluate source data for validity and applicability as NAVAREA or Coastal Warnings. Raster charts were sourced from the Land Information New Zealand (LINZ) Data Server (LDS), in KML format, and displayed on the Google Earth application.

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 worked in teams, independent of instructor input and worked through scenarios 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 instruction and use of practical exercises as being both appropriate and effective.

## **Instruction**

The instructors shared the presentation duties and engaged with the students during the practical exercises. The instructors shared a broad range of experience, skills and knowledge with operating, managing and staffing a NAVAREA and National Coordinator operations room. The inclusion of Sunil KUMAR was a direct response to the IHOs goal to build training capacity by appointing MSI trainers from the region. This initiative is being actively encouraged and supported by the IHO as per Actions 2, 3, 4 and 5 of IRCC9 and Action 15 of CBSC15. The IHO and the SWPHC wishes to thank MSAF for releasing Sunil KUMAR who actively shared his knowledge and experience with the participants.

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 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, practical exercises and latest MSI-related documentation. The expectation that, on return to their countries, course participants would share their knowledge was emphasized, and participants acknowledged that they would 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**

Tuvalu and Niue (within NAVAREA XIV), unfortunately, were unable to attend. Specific requests were made by the IHO CBSC to the Coastal 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. It was pleasing to see that some Coastal States self-funded additional policy and regulatory personnel to close the gap between operational delivery and policy and regulator development (through the IMO for example).

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 a high 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 the Novotel Nadi, close to Nadi International Airport. The presentation facilities were well suited to delivering the content. Accommodation for the students was provided at the same hotel, which ensured a prompt start to each day. Breakfast, lunch and dinner was included. 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**

Much appreciation is extended to the IHO and the Australian Hydrographic Office (AHO) for their financial support of the course. Additional trainers were provided in-kind by Maritime New Zealand and the Australian Maritime Safety Authority and Maritime Safety Authority of Fiji.

### **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 identified a significant improvement from the initial exercises. 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 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 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.

### **Future MSI Courses**

Additional MSI courses have been approved within the 2023 and 2024 IHO Capacity Building Work Plans. These courses will be held within the SAIHC, NIOHC/RSAHC, and MACHC. Check the IHO website for scheduling details.





## ANNEX A

# International Hydrographic Organization MSI Training

LIST OF PARTICIPANTS

IMO/IHO Regional Training Course On Maritime Safety Information  
25-27 July 2023  
Nadi, Fiji




### *Trainees by Country*





#### Cook Islands

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#### Fiji



No Photo	<b>Name:</b> KOTOBALAVU, <u>Vilame</u>  <b>Title:</b>	<b>Address:</b> PO Box 326 Suva Fiji	<b>Tel:</b>  <b>Email:</b> <a href="mailto:vkotobalavu@msaf.com.fj">vkotobalavu@msaf.com.fj</a>
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No Photo	<b>MATEYAWA, Mr. <u>Jolame</u></b>	<b>Address:</b> P.O.BOX 12387 Eliza <u>st</u> <u>Walu bay</u> Suva Fiji Islands	<b>Tel:</b>  <b>Email:</b> <a href="mailto:mateyawajolame@gmail.com">mateyawajolame@gmail.com</a>

No Photo	SOQOIWASA, <u>Palu</u>	Address: Fiji Hydrographic Office, Fiji Navy 16 <u>Amra St, Walu Bay</u> , Suva	<a href="mailto:psqoiwasa@gmail.com">psqoiwasa@gmail.com</a>
No Photo	BROWN, Michael	Address: Fiji Hydrographic Office, Fiji Navy 16 <u>Amra St, Walu Bay</u> , Suva	<a href="mailto:browns7michael@gmail.com">browns7michael@gmail.com</a>
No Photo	LAGIVOLA, Abel Title: Marine Cartographer	Address: Fiji Hydrographic Office, Fiji Navy 16 <u>Amra St, Walu Bay</u> , Suva	<a href="mailto:abel.lagivola@gmail.com">abel.lagivola@gmail.com</a>
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Kiribati			
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Papua New Guinea			
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	<p><b>Name:</b> KOPIENG, Desmond</p> <p><b>Title:</b> Acting Manager, Search &amp; Rescue</p>	<p><b>Address:</b> PO Box 668 Port Moresby Papua New Guinea</p>	<p><b>Tel:</b> +675 3054600</p> <p><b>Email:</b> <a href="mailto:DKopieng@nmsa.gov.pg">DKopieng@nmsa.gov.pg</a></p>
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<p>Republic of Palau</p>			
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<p>Tonga</p>			
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<p>Vanuatu No Photo</p>	<p>Name: NGWELE, Alan</p> <p>Title: Aids to Navigation Support Officer</p>	<p>Address: Department Of Ports and Harbor Main Wharf PMB 9046 Port Vila Vanuatu</p>	<p>Tel: +6787349174</p> <p>Email: <a href="mailto:alan.ngwele@gmail.com">alan.ngwele@gmail.com</a> <a href="mailto:angwele@vanuatu.gov.vu">angwele@vanuatu.gov.vu</a></p>



<b><i>Trainers by organisation</i></b>				
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<b>AMSA</b>  Address: GPO Vox 2181 Canberra ACT 2601 Australia  Tel: +61(2)	Name: SHEPARD, Stuart	Title: Principal Advisor Maritime Communications   NAVAREA X Coordinator	Email: <a href="mailto:stuart.shepard@amsa.gov.au">stuart.shepard@amsa.gov.au</a>	
	Name: CAMP, Hayley	Title: Search and Rescue Officer	Email: <a href="mailto:Hayley.Camp@amsa.gov.au">Hayley.Camp@amsa.gov.au</a>	
<b>MSAF</b>  Address: PO Box 8296 Suva Fiji  Tel: +677 333 5266	Name: KUMAR, Sunil	Title: Senior Navigation Safety Officer	Email: <a href="mailto:skumar@msaf.com.fj">skumar@msaf.com.fj</a>	

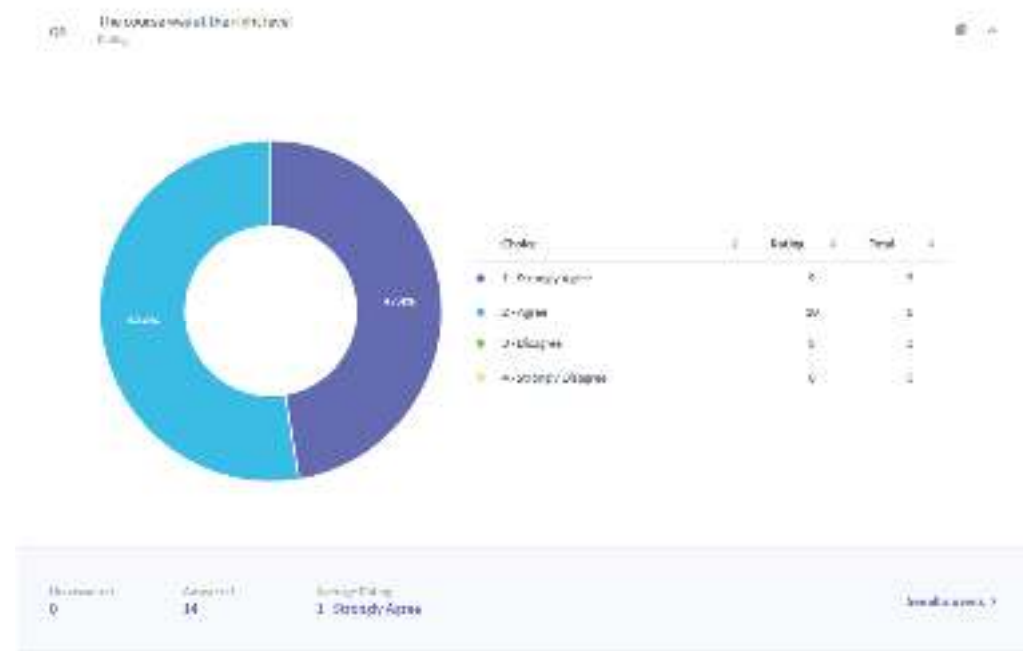
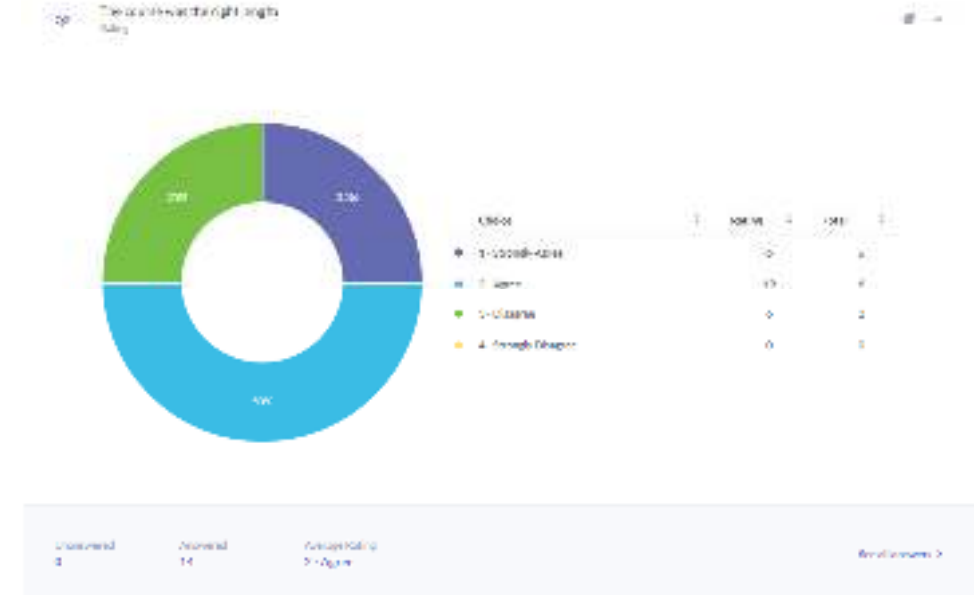
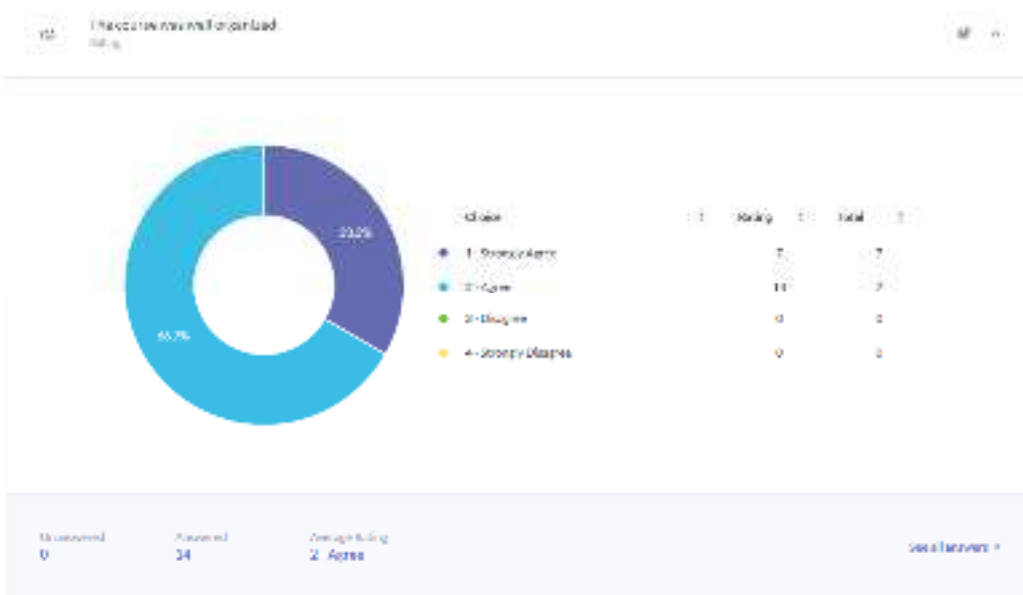
ANNEX B

SYLLABUS AND TIMETABLE

IHO MARITIME SAFETY INFORMATION (MSI) TRAINING COURSE				
SYLLABUS AND TIMETABLE – Fiji 25 to 27 July 2023				
Time	Session	Day 1	Day 2	Day 3
0900-1000	<b>First session</b>	Welcome (Maritime Safety Authority Fiji)	Recap of day 1	Recap of day 2
		Introduction (WWNWS)	Host Nation MSI Presentation	WWNWS and Chart Corrections
		WWNWS and GMDSS	Joint IMO/IHO/WMO Joint MSI Manual	Practical Exercise “A day in the life of a National Coordinator”
1000-1015	Coffee			
1015-1200	<b>Second session</b>	WWNWS and GMDSS	Practical Exercise (walk-through)	Practical Exercise “A day in the life of a National Coordinator”
		Introduction to MSI		
1200-1300	Lunch			
1300-1500	<b>Third session</b>	Enhanced Group Call Services	Practical Exercise (walk-through cont.)	Practical Exercise “A day in the life of a National Coordinator”
		NAVTEX		
1500-1515	Coffee			
1515-1700	<b>Fourth session</b>	WWNWS Guidance Documents	Practical Exercise (walk-through cont.)	Practical Exercise Review
		National Coordinator Responsibilities		Closing (Fiji Hydrographic Office)

# ANNEX C

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



15) What did you see in the film?



Choice	Count	Rating	Total
1-Strongly Agree	12	1	12
2- Agree	4	2	8
3- Disagree	0	3	0
4- Strongly Disagree	0	4	0

Unanswered: 0  
 Answered: 16  
 Average Rating: 1 - Strongly Agree

See all answers >

16) Bruce would be a good leader

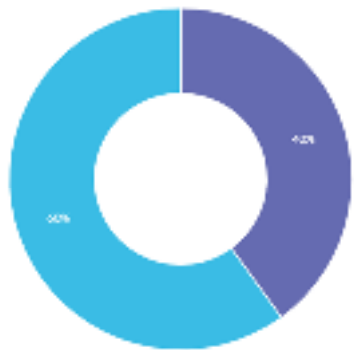


Choice	Count	Rating	Total
1-Strongly Agree	6	1	6
2- Agree	10	2	20
3- Disagree	0	3	0
4- Strongly Disagree	0	4	0

Unanswered: 0  
 Answered: 14  
 Average Rating: 1 - Strongly Agree

See all answers >

17) I understand what WWIWS is

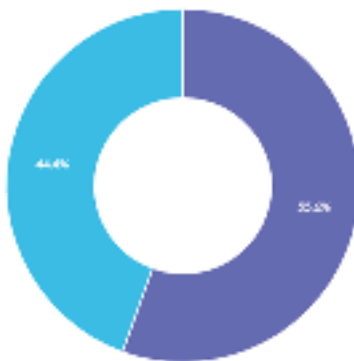


Choice	Count	Rating	Total
1-Strongly Agree	6	1	6
2- Agree	12	2	24
3- Disagree	0	3	0
4- Strongly Disagree	0	4	0

Unanswered: 0  
 Answered: 14  
 Average Rating: 1 - Strongly Agree

See all answers >

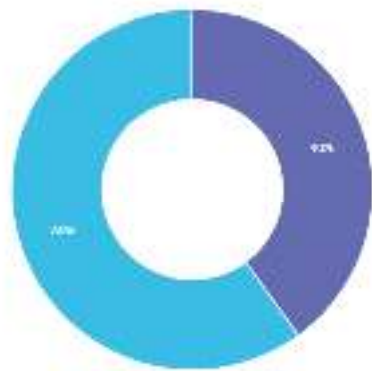
18) I understand what MS is



Choice	Count	Rating	Total
1-Strongly Agree	6	1	6
2- Agree	8	2	14
3- Disagree	0	3	0
4- Strongly Disagree	0	4	0

Unanswered: 0  
 Answered: 14  
 Average Rating: 1 - Strongly Agree

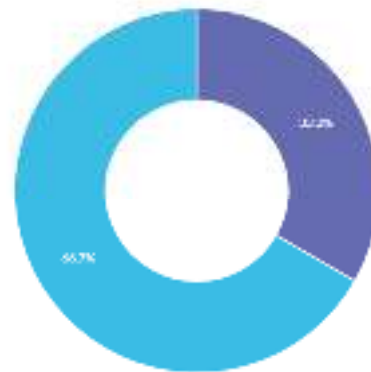
See all answers >



Choice	Rating	Total
1-Strongly Agree	1	20
2-Agree	2	70
3-Disagree	3	10
4-Strongly Disagree	4	0

Unanswered 0  
Answered 10  
Average Rating 1-Strongly Agree

See all answers >



Choice	Rating	Total
1-Strongly Agree	1	22.2
2-Agree	2	66.7
3-Disagree	3	11.1
4-Strongly Disagree	4	0

Unanswered 0  
Answered 9  
Average Rating 2-Agree

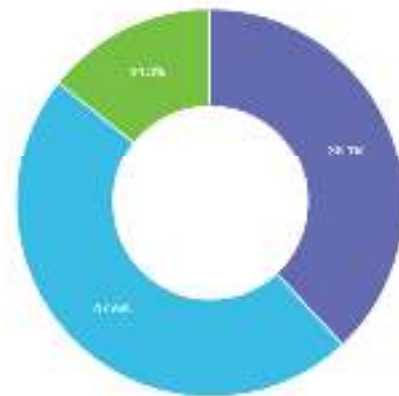
See all answers >



Choice	Rating	Total
1-Strongly Agree	1	80
2-Agree	2	20
3-Disagree	3	0
4-Strongly Disagree	4	0

Unanswered 0  
Answered 10  
Average Rating 1-Strongly Agree

See all answers >



Choice	Rating	Total
1-Strongly Agree	1	33.3
2-Agree	2	44.4
3-Disagree	3	11.1
4-Strongly Disagree	4	11.1



Choice	Count	Total
1 - Strongly Agree	0	0
2 - Agree	20	4
3 - Disagree	7	7
4 - Strongly Disagree	0	0

Disagree 0  
Agree 14  
Strongly Disagree 0 - Agree

Show Legend

Date	Answers
7/24/21	Overall, we are not very transparent and honest when it comes to giving feedback. I think we are doing better on this than we were a few years ago. I think we are doing better on this than we were a few years ago. I think we are doing better on this than we were a few years ago.
7/25/21	Psychological safety is a key factor in building a high performing team. It is the belief that one will not be punished or humiliated for speaking up with ideas, questions, concerns, or mistakes. It is the confidence that will allow team members to take interpersonal risks that leads to innovation and creativity. Psychological safety is a key factor in building a high performing team.
7/27/21	The main goal of the project is to improve the quality of the work environment. This is a key factor in building a high performing team. It is the belief that one will not be punished or humiliated for speaking up with ideas, questions, concerns, or mistakes. It is the confidence that will allow team members to take interpersonal risks that leads to innovation and creativity. Psychological safety is a key factor in building a high performing team.
8/1/21	Overall, we are not very transparent and honest when it comes to giving feedback. I think we are doing better on this than we were a few years ago. I think we are doing better on this than we were a few years ago. I think we are doing better on this than we were a few years ago.
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