



CAPACITY BUILDING SUB-COMMITTEE

PROCEDURE 1

Part 2

SUBMISSION MODEL

IDENTIFICATION

Project Number	(to be filled by CBSC)
Project Name	Hydrographic Risk Assessment – Papua New Guinea
Submitting RHC/ (priority)	SWPHC / Priority 1
Date of Submission	1 st April 2016
Institution executing the project	Australian Hydrographic Service
Name of responsible	Commodore Brett Brace, RAN
Address	Australian Hydrographic Service Locked Bag 8801 Wollongong NSW 2500 AUSTRALIA
Telephone	+ 61 2 42236687
Fax	+ 61 2 42236599
E-mail	international.relations@hydro.gov.au

GENERAL SPECIFICATIONS

(Please provide detailed information in Annex of no more than three pages)

Background information	<ul style="list-style-type: none"> • PNG is a member of the IHO and SWPHC • In 2010 it assisted in hosting a SWPHC Capacity Training Course on Hydrography in Port Moresby. • Has an established committee called the Maritime Safety Committee that assists in prioritizing areas for hydrographic survey, and meets annually every September. • In 2013 an initial letter from then Chair of SWPHC, Rear Admiral Tom Karsten to Minister for Transport advising PNG to consider taking advantage of the Hydrographic Risk Assessment Model applied in Vanuatu. (see attached copy of letter)
Justification of the project	<ul style="list-style-type: none"> • Fulfill obligations under Regulation 9 of SOLAS V • Improve maritime safety
Countries involved	PNG, Australia, New Zealand
Explanation of the problem	<ul style="list-style-type: none"> • Increased development activities mainly in major ports and cruise ship visits to remote islands of PNG • 70% of sea area 0-200m depth is unsurveyed • Increased visits by deep draught vessels and use of ENC raises need for adequate and updated information.

General objective	<ul style="list-style-type: none"> • Promote national economy through supporting safe navigation specifically in Port approaches and cruise tourism interest areas • Protection of marine environment from marine incidents
Specific objectives	<ul style="list-style-type: none"> • A Hydrography Risk Assessment for PNG, - <i>5.3.3 Risk Assessment, IHO CB Strategy, 2014</i> • Implement the published Hydrography Risk Assessment Methodology - <i>NZ Hydrography Risk Assessment Methodology Update– 5th May 15</i> • The risk assessment for PNG will utilise the methodology, risk model factors and classification previously used for Vanuatu, Cook Islands and Tonga. • Work to commence 2017, dates TBC • Final deliverables to be received 2017, dates TBC
Outputs/Products	<ul style="list-style-type: none"> • T&S-AIS GIS Shipping Traffic Analysis • Risk model (including GIS methodology) & cost benefit model • In-country data gathering visit to stakeholders • Risk assessment results • Report & final deliverables
Other deliverables	5 year rolling hydrographic survey and charting plan
Achievements and awaited benefits	Improved service obligation to Reg 9 of SOLAS and support to primary charting authority, Australia
Schedule of activities	Q2 2017 TBC
Past and/or current related projects supported by CBSC or other sources	<ul style="list-style-type: none"> • One rep completed CAT B Hydrographic Surveyor training under JICA sponsorship, 2014. Training conducted by Japan Hydrographic & Oceanographic Dept. • One rep attended joint IMO/IHO Basic Hydrographic Training, Fiji 2014. • One rep attended SWPHC IHO MSI training Course, New Zealand 2014 • One rep completed Cat B Nautical Cartography supported by CBSC

RESOURCES

Contribution by countries involved	Detailed specification (LINZ, AHS & PNG)	
Contribution from other sources	AHS lead as PCA GIS resource Maritime Domain expert LINZ Procurement & risk assessment expertise NMSA lead for in-country data gathering team (logistics, stakeholders, etc) AMSA AIS data TBC	
Contribution requested from CB Fund	€100,000	
Total Cost (euros)	€100,000	
Breakdown of costs	Professional Services	€60,000
	Travel to PNG (2 persons)	€5,000
	Subsistence (2 weeks)	€10,000
	In-country Travel	€25,000
a) From CB Fund (item and amount)	€100,000	
b) From other parties (item & amount)	-	

PROJECT SUMMARY

Sponsor RHC	Year of Execution	Country/ Countries involved	Priority /Status	Project Name	Project Objective	Benefits	Assistance required	Cost	Allocation and Priority (to be filled by CBSC)	Contact Person
SWPHC	2017	PNG, AU, NZ	Priority 1	PNG Hydrographic Risk Assessment	Fulfill SOLAS obligations (To assist PNG to prioritise charting improvements and related maritime safety initiatives)	Improved maritime safety and charting	Fund a Hydrography Risk Assessment for PNG	€100,000		CDRE Brett BRACE, RAN (Hydrographer of Australia)

Name and Signature of the RHC Chairman


(CDRE Brett Brace, RAN)



United Kingdom Hydrographic Office

RECEIVED
23/10/14

Admiralty Way
Taunton
Somerset
TA1 2DN

MGR - NSS
PLS NOTE
REMARKS FROM
GM & COMPLY.
31/10/2014

Telephone:
Website:

+44 (0)1823 337 900
www.ukho.gov.uk

From: Rear Admiral Tom Karsten
UK National Hydrographer

31/10/2014

~~ENCS~~

1. Acknowledge receipt #73-13/NH
2. See me to discuss ENCS.

30/10
GM.

Minister of Transport
PO Box 668
Port Moresby
Papua New Guinea

Dear Francis

30 December 2013

As Chairman of the South West Pacific Regional Hydrographic Commission, and with the support of Mr Robert Ward, the President of the International Hydrographic Bureau, I am writing to let you know that we have just completed a very successful Conference in Port Vila, Vanuatu. Mr Nicholas Pion, the representative from Papua New Guinea, played an important part in the Conference, and I am sure has come away with much useful information and many contacts of value. This Commission is focused on the hydrographic and charting infrastructure that is vital to maritime trade, and thus to all the States in the region, and I strongly believe that participation in it should be a priority for you.

I would like to provide an example of the work we have been doing that may well be applicable to Papua New Guinea. A theme that ran throughout the Conference was the situation that Vanuatu finds itself in. The mandated use of Electronic Navigational Charts (ENCs) means that many ships (including cruise ships, which are so important to the economies of the region) may have to consider altering their voyage plans and port visits to ensure they can continue to navigate legally. In the case of Vanuatu, the relatively poor quality – or in some areas the absence – of ENCs has led to a specific warning from one company that this will happen. Some excellent work sponsored by New Zealand allowed a risk assessment to be completed which identified priority areas for improvement. Aided by regional organisations such as the Secretariat of the Pacific Community, and by aid programmes from Australia and New Zealand, Vanuatu is now putting in place an urgent programme to collect the new survey data required. This will then be converted to the required paper and electronic charts by the primary charting authority (in this case the UK Hydrographic Office). Without the work of this Commission I am certain that this would not have happened.

I am sure that there is a model here that would be of value to Papua New Guinea, and the expertise and guidance available from the International Hydrographic Organisation and from my Commission are the keys to unlocking this.

Tom Karsten