

**14<sup>th</sup> CHRIS MEETING**  
**Shanghai, China, 15-17 August 2002**

SECOND PROJECT STEERING COMMITTEE (PSC) MEETING OF THE MARINE  
ELECTRONIC HIGHWAY FOR SINGAPORE AND THE MALACCA STRAITS  
Jakarta, 1-3 May 2002

The day after the visit to Singapore, Rear Admiral ANGRISANO flew to Jakarta to attend the second meeting (1-3 May 2002) of the Project Steering Committee of the Marine Electronic Highway to be established in the Straits of Malacca and Singapore.

The ultimate aim of this initiative is to use new maritime and environment management technological tools to create a network and maintain a marine information infrastructure for enhancing maritime services, improving the safety of navigation and integrated management of the coastal and marine areas of the Straits of Malacca and Singapore.

The backbone of the MEH is precision navigation using a network of electronic navigational charts (ENCs) in conjunction with the Electronic Chart Display and Information System (ECDIS), Differential Global Positioning System (DGPS) and other maritime technologies such as Radar, AIS systems.

This initiative is part of a two-stage MEH Project for the Straits of Malacca and Singapore, and is a demonstration project which will cover parts of the Straits, mainly the area of the Traffic Separation Scheme. The second stage or full-scale project will cover the whole Straits including the coastal waters of the littoral States.

Partners involved in the project are the governments of the three coastal states, *Indonesia, Malaysia* and *Singapore*, and the intergovernmental organizations, *IMO*, the *World Bank* (which operates for the Global Environment Facility, *GEF*, that ensures financial support) and the *IHO*. Other partners are: *INTERTANKO*, which ensures the acquisition of ECDIS on board of a number of tankers and the international shipping industry plus a number of Government Organizations, such as the *Japanese Hydrographic Office of the Coast Guard*, the *US NAVOCEANO*, plus the Ministry of Maritime Affairs and Fisheries of the Republic of Korea and Sea Quest Technology Limited of Canada (a private enterprise, whose activities in the ports of Dumai Belawan and Batam are supported by the Government of Canada).

The project is run by Guoy Consultancy Sdn Bhd based in Malaysia, under their Project Manager: LtCdr Guoy TONG KIAT (Malaysian Navy, ret.), specialized in Hydrography.

The *leading partner* of the MEH project is the *IMO* Marine Environment Division, which also provides the permanent secretariat.

On the hydrographic side, the meeting was attended by the Heads of the hydrographic services of Malaysia (Captain Yacob BIN ISMAIL.) and Singapore (Captain Wilson CHUA), by the Head of the Charting Division of the Hydro Oceanographic Service of Indonesia (Captain Rusdi RIDWAN), by the incoming and outgoing Directors of the Far East Regional Office of the US Naval Oceanographic Office, Mr Thomas CUFF and Mr John KREAMER respectively, and by Mr Shoichi KOKUTA, Head of the International Affairs Office (Hydrographic and Oceanographic Department of the Japanese Coast Guard). Rear Admiral ANGRISANO, President of the IHB Directing Committee, represented the IHO.

Three speakers opened the meeting:

- Mr Koji SEKIMIZU, Director of the Marine Environment Division welcomed the participants and thanked, in particular, the Government of Indonesia for hosting the meeting. He emphasized the need to reach a consensus not only to conclude this year's MEH project, but also on the future use of technology for electronic navigation systems and maritime traffic control. He expressed the need for partnership support and for the cooperation of the shipping industry, the hydrographic offices and the relevant governments outside the region for the successful development of the MEH system.
- Captain Albert LAPIAN, Director of Guard and Rescue of the Government of Indonesia, noted that his government, together with Malaysia and Singapore, has participated in Navigation Safety Programmes for the Malacca and Singapore Straits in an effort to ensure safety of navigation, to prevent ship accidents and oil pollution. The Government of Indonesia believes it is necessary to improve the shipping operation practice and to adopt new technology and management systems.
- Mr Arief YUWONO, Assistant to the Minister of the Environment of Indonesia, highlighted the need to set up a sustainable financing mechanism to enable the MEH system to operate continuously. He also stated that the shipping industry has an important role in environmental and sustainable resource management because marine transportation routes often pass through the waters of many countries. He added that the key to attracting shipping industry participation in the project is in delivering valuable and timely navigation information to support increased efficiency and profitability of port to port navigation.
- Mr SUDARIYONO, Assistant Deputy to the Minister of Environment on Marine and Coastal Ecosystem Affairs and National Focal Point of Indonesia, declared the Meeting open. In his speech, he indicated that, in the case of Indonesia concerning a Trust Fund, the need to have it, where to have it and how to manage it, needs clearance from the Department of Foreign Affairs and that the management of the funds should be placed within access of the project without having to refer to external agencies. Mr SUDARIYONO also emphasized the need to have clear definitions as to which services could be charged to the MEH System and which are not chargeable.

All speakers thanked the IHO for attending the meeting at the level of the President of the IHB Directing Committee.

The meeting was co-chaired by Mr Sudariyono (Indonesia ) and by Captain Ahmad bin OTHMAN (Director, Safety of Navigation Division of the Marine Department of Malaysia). Captain Wilson CHUA acted as rapporteur.

During the technical examination of the project, it was evident that new hydrographic surveys need to be carried out in view of the production of adequate ENCs. Rear Admiral ANGRISANO said that the IHO intends to contribute to the project particularly by promoting bilateral co-operation for hydrographic surveys and charting.

He added that, in his opinion, the area of the straits should be re-surveyed where digital hydrographic data of adequate accuracy (corresponding to the S-44 standards) are not available. This is the only way to provide Electronic Navigational Charts (ENC) where the position of the ship can be really accurately determined within a few metres.

The Project Manager explained that for the first phase of the project the hydrographic surveys should be limited to the Traffic Separation Scheme (TSS) areas. Some of the Hydrographers objected to this and said that, for publishing ENC, the entire area of the straits should be covered. It was finally agreed that the surveys would include the approaches to the main ports in the straits and the crossing areas.

It was the IHB's perception that, on the survey side, other IHO Member States could provide complementary support, in particular Japan and US NAVOCEANO.

Another aspect stressed by the IHB was that, as the MEH is a unique project which could constitute an example to be followed in other areas (for example, the Caribbean Sea and Gulf of Mexico), consideration should be given to the enhancement of the capabilities of the hydrographic services in the region, particularly for hydrographic data gathering and ENC production (training and equipment). This activity should be considered under the project's aim "capacity building" and some financial support could be requested (if the states in the region agree) from other donor organizations such as, for example, the European Union. Mr KUKOTA (Japanese Hydrographic Department) said that for hydrographic surveys and ENC production, the Japanese Government could explore further co-operative arrangements with the countries in the area in order to pursue the co-operative efforts with the littoral states initiated more than thirty years ago.

Further support which would be desirable could come from the US NAVOCEANO particularly to expedite the hydrographic surveys. The meeting agreed to the proposal by Indonesia that hydrographic surveys and ENC production should be carried out under the authority of the hydrographic offices of the three littoral states.

The meeting noted that IMO will submit a document to the next World Summit on Sustainable Development, WSSD (Johannesburg September 2002) to promote the MEH project highlighting the partnership arrangements with the shipping sector and the implementation of Agenda item 21, particularly on promoting the applications of ENC to protect the marine environment.

In conclusion, it must be said that the MEH project is a very valid one and justifies the cooperation of the IHO Member States and the IHB with the IMO and with the littoral states of the area. It can also be said that the role of the IHO in the project is of paramount importance, not only for the application of the standards for hydrographic surveys and ENC, but also for promoting co-operation and favouring the capacity building of the littoral states in the region.

The IHB has invited the hydrographic services concerned to begin this cooperation and to consider making the best possible use of the existing assets.