



SWPHC CL 05 2013
1 August 2013

SOUTH WEST PACIFIC HYDROGRAPHIC COMMISSION (SWPHC)

**12th Meeting of the South West Pacific Hydrographic Commission
Port Vila, Vanuatu, 12 to 14 November 2013**

SWPHC CL 05-2013 Industry/Stakeholder Afternoon

Dear Colleagues,

I am pleased to inform delegates that we are organising an Industry/Stakeholder afternoon on Wednesday 13th November 2013.

The intention is to invite stakeholders to present their assessment on how the sectors and organisations that they represent are able to contribute towards the issues described by the Hydrography Risk Assessment. The Hydrography Risk Assessment is produced by LINZ see Annex A - SWPHC12-11 for further details.

Those wishing to speak at this event are requested to notify my External Relations team at international.relationsukho@ukho.gov.uk, by **16 September 2013**, with your suggested topic. Please note this is not intended to take the form of a commercial proposition, rather it is meant to highlight how organisations could assist the region.

Depending on uptake on speaking slots we are looking at 30 -45 min for each including questions.

I very much hope that you will be able to attend.

Rear Admiral Tom Karsten
SWPHC Chairman and UK National Hydrographer

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**12th South West Pacific Hydrographic
Commission Meeting
12th – 14th November 2013
Port Vila, Vanuatu**

**Hydrography Risk Assessment
Explanatory Note**

Maritime safety is a major concern in the SW Pacific. In recent years there has been a significant growth in large cruise-vessel visits to the region that are navigating in poorly charted areas. Many official charts do not meet the contemporary safety or operational needs of shipping in the Pacific as ENC's for ECDIS are based on inaccurate and inadequate paper charts that have not been maintained or re-schemed.

New Zealand has recently developed a prototype hydrography risk assessment methodology to assist decision makers prioritise areas for hydrographic survey. The results of the risk assessment highlight areas of comparative risk which allow government officials, with the support of regional charting authorities, to come to a conclusion about the nature and scope of chart improvements. The methodology was implemented in the Vanuatu proof of concept pilot study. The Vanuatu risk assessment results have been published and widely distributed.

The prioritisation process is risk based, transparent against set criteria, systematic and uniformly applied. It is a robust and data driven methodology using actual S-AIS vessel position information for the identification of shipping routes at high risk. Furthermore, the risk model has been implemented using GIS which allows visualisation of complex data for presentation to decision makers.

Hydrography is a critical enabler of maritime safety and the risk assessment, being evidence based, is in effect, a knowledge base to support maritime safety. The results highlighted other areas of concern where expertise and assistance is required to ensure full compliance with international conventions and build in-country capability and capacity. The methodology is supported and endorsed by international technical and regulatory organisations and donor funders.

Further risk assessment are planned for the SW Pacific region including, the Cook Islands, Tonga, Solomon Islands and Kiribati.

Adam Greenland (LINZ)