



Safety of Navigation Project

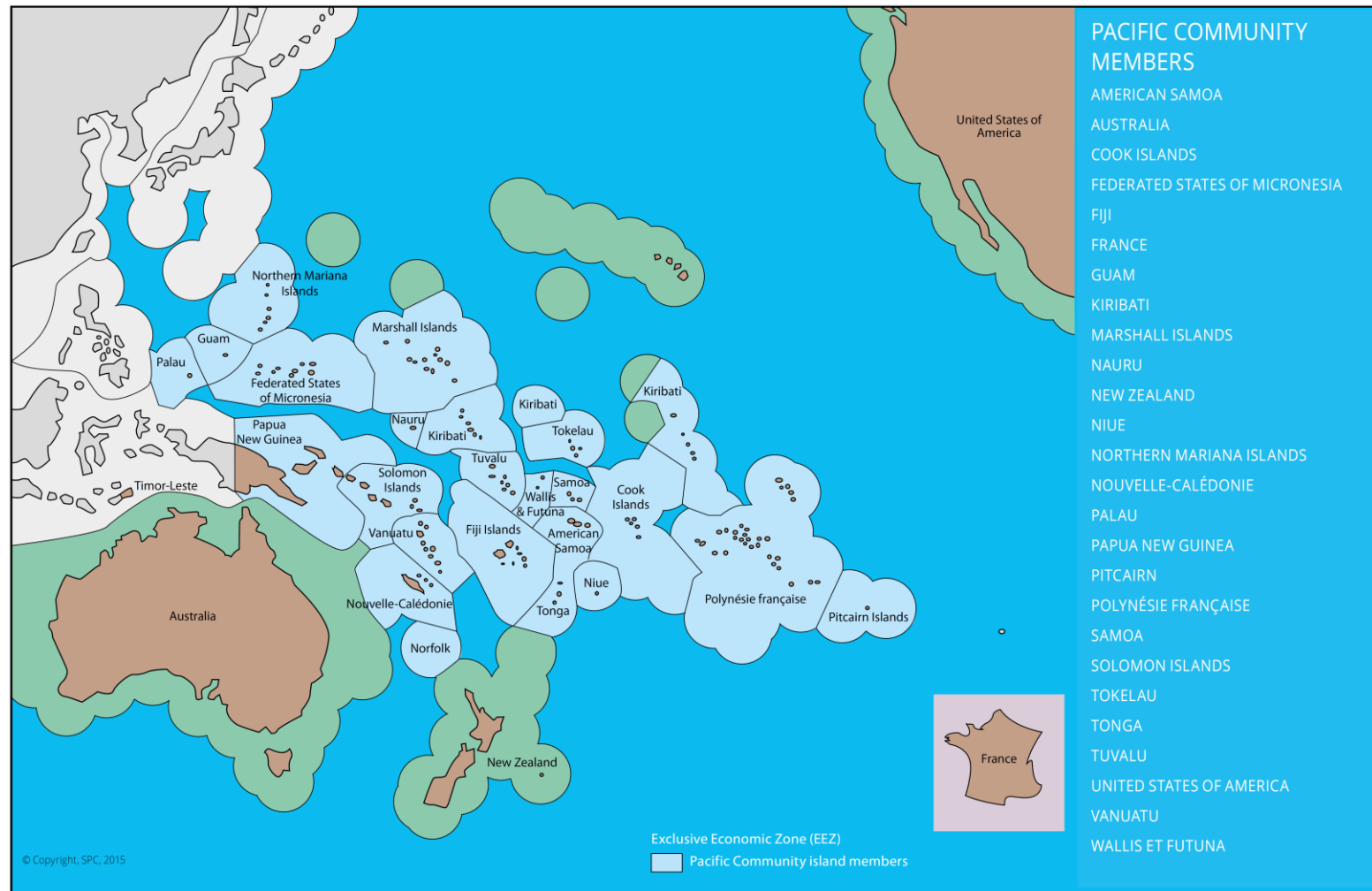
Improving safety of navigation in the Pacific
through enhanced capacity and systems

ARM 5, Oct 2016

SPC (Secretariat of the Pacific Community)

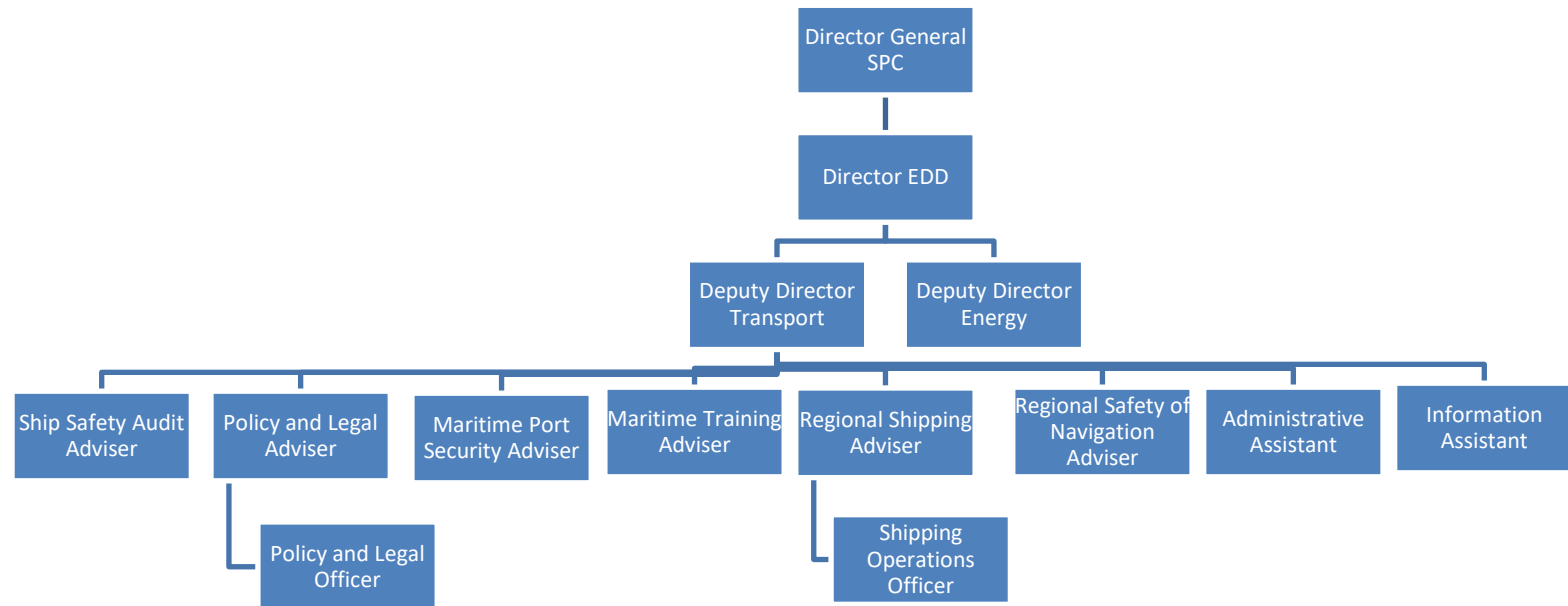
- The Pacific Community is the principal scientific and technical organisation supporting development in the Pacific region.
- It is an international development organisation established by treaty (the Canberra Agreement) in 1947 and is owned and governed by its 26 members including all 22 Pacific Island countries and territories.
- For more than 6 decades, through its secretariat, the Pacific Community has been providing the Pacific Islands region with essential scientific and technical advice and services.

SPC member countries



SPC EDD (Economic Development Division)

- Sustainable economic development through accessible, affordable, efficient, secure and safe energy and transport services



Shipping challenges of the Pacific



Transport is key enabler

- Geographical dispersion
- Low population
- Low trade volume
- Imbalance in trade
- High transportation cost

Ahead of the times shipping of the Pacific



Source : UNESCO LINKS

Challenges for modern AtoN



White triangular topmark point up.
Pass to seaward of the beacon.



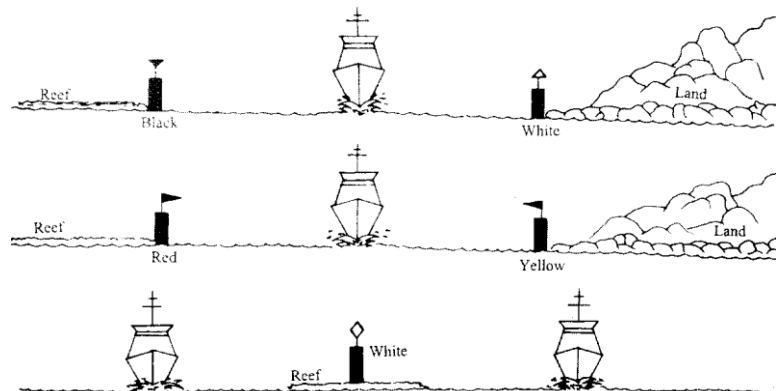
White diamond topmark. Isolated danger.
Pass either side of the beacon.



Black triangular topmark point down.
Pass to shoreward of the beacon.



Pennant topmark painted red or yellow.
Points to the clear channel.



Beaconing system in Fiji (Source : MSAF)

Pacific Safety of Navigation Project

- Project purpose
 - Identify the current and future needs for safety of navigation systems including AtoN procedure for governance and funding, and support the enhancement of the capacity to establish, operate and maintain AtoN
- Donor
 - International Foundation for Aids to Navigation (IFAN)
- Implementing Agency
 - Pacific Community (SPC)
 - Intergovernmental organisation governed by its 26 members (22 PICTs and 4 founding countries)
- Implementation (5years)
 - Preparation Phase – 2016
 - phase I – 2016-2018
 - Phase II – 2018-2021

Objectives and Results

Overall objective:

Support PICTs economic development, shipping and trade through safer maritime routes managed in accordance with international instruments and best practises.

Indicator: Number of PICTs with safety of navigation systems compliant with SOLAS convention chapter V

Project purpose:

Identify the current and future needs for safety of navigation systems including AtoN, procedures for governance and funding, and support the enhancement of the capacity to establish, operate and maintain AtoN.

Results	Indicators
Result 1: Identified needs for safety of navigation systems	<ul style="list-style-type: none"> Number of needs assessment reports completed and endorsed by the targeted countries
Result 2: Improved PICTs systems and capacity to establish, operate and maintain AtoN	<ul style="list-style-type: none"> Number of PICTs staff trained in AtoN operation and management Number PICTs safety of navigation management systems adopted

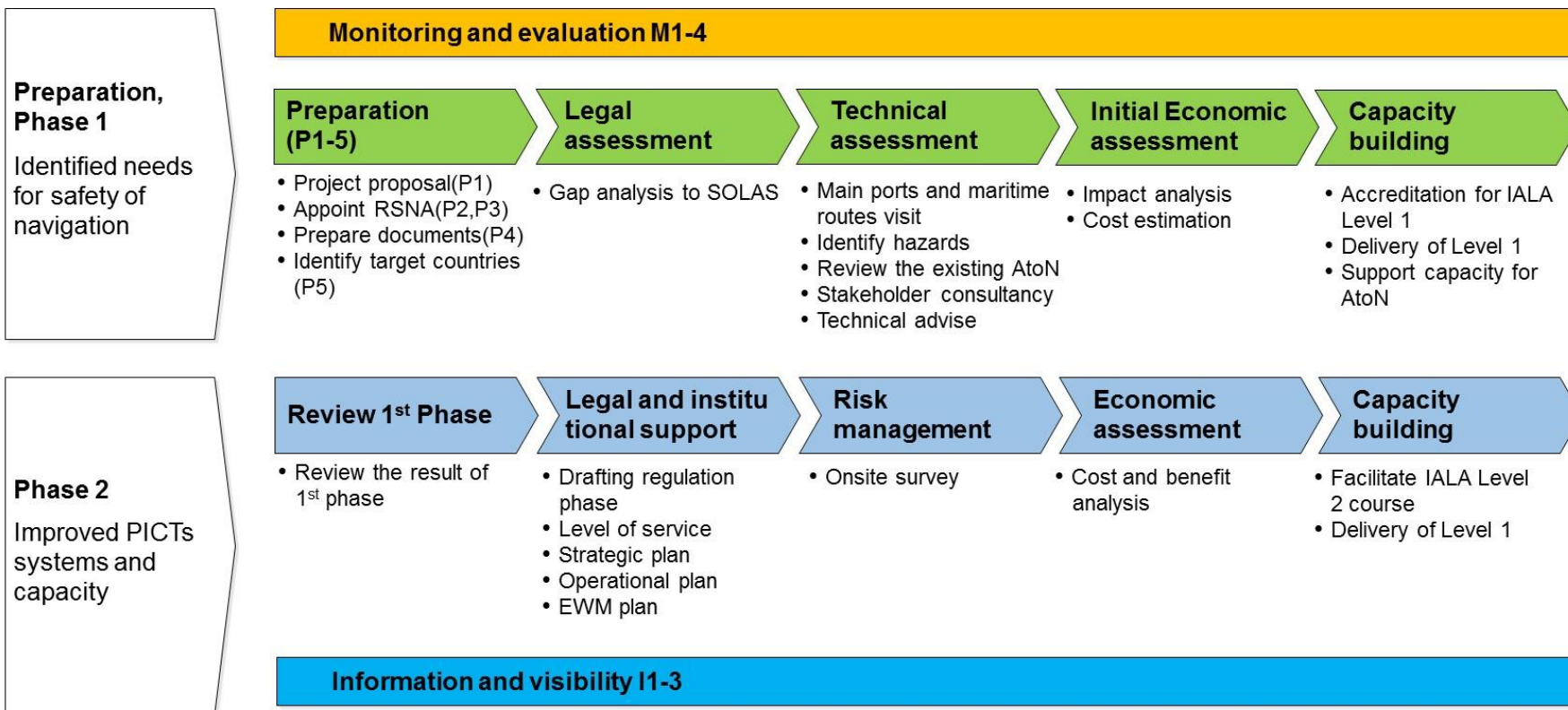
Targeted countries

- 13 Target countries expressed and confirmed need during 2015 Transport Officials Meeting
 - Cook Islands, Kiribati, Federated States of Micronesia, Republic of the Marshall Islands, Nauru, Niue, Palau, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.
- Some countries are targeted under New Zealand Pacific Regional Navigation Initiative (PRNI) assisted by Land Information New Zealand (LINZ)
 - Cook Islands, Niue, Samoa and Tonga.

Expected outputs

R1.1 Analyse the gaps in discharging the PICTs responsibilities	<ul style="list-style-type: none"> • Gaps in implementing SOLAS convention requirements are identified; • The needs of legislation, regulation and procedures for governance of safety of navigation systems are identified.
R1.2 Assess the impact of investment	<ul style="list-style-type: none"> • Economic analysis of impact of improved safety of navigation systems is provided.
R1.3 Propose funding arrangements to ensure sustainability of investments	<ul style="list-style-type: none"> • Funding and investment arrangements for AtoN systems are proposed; • Cost/benefit analysis shows the cost-benefit ratio of investments; • Budget is available for investment and maintenance of safety of navigation systems.
R1.4 Identify the current and future needs	<ul style="list-style-type: none"> • The needs of AtoN and other safety of navigation systems are identified; • The needs of training for safety of navigation management are identified.
R1.5 Raise funds for project result 2 phase to complement donor funding	<ul style="list-style-type: none"> • Funds confirmed to complement donor funding for phase 2 activities.
R2.1 Accredite SPC as ATO	<ul style="list-style-type: none"> • SPC is accredited as training organisation in accordance with IALA guidelines and recommendations
R2.2 Support capacity in countries to improve AtoN services	<ul style="list-style-type: none"> • The framework for AtoN governance is developed or amended; • Funding and investment arrangements
R2.3 Provide a regional training of “Level 1” AtoN managers	<ul style="list-style-type: none"> • A regional training is provided to identified and assessed participants.
R2.4 Facilitate “Level 2” technician training courses conducted	<ul style="list-style-type: none"> • A regional training is provided to identified and assessed participants.

Project Activities



Conclusion

- Maritime transportation and infrastructure underpin all aspects of socio-economic development in the Pacific Region
- Current and future needs for safety of navigation will be identified against the challenges of the region
- Legal, technical and economic assessment will be conducted for the 13 target countries.
- Technical assessment will be based on the IALA recommendation while respecting the local knowledge of the region, and Eco-friendly solutions will be developed
- SPC will be the regional training organization in cooperation with IALA WWA

THANK YOU