



Kongsberg/Caris/Fugro

20 May 2013

IHO CAPACITY BUILDING – INDUSTRY CONTRIBUTION - REVIEW AND UPDATE

BACKGROUND

At the IRCC4, held in Singapore 7-8 June 2012, representative companies of the international hydrographic industry submitted a paper suggesting the roles and support which Industry could provide in the fulfillment of the IHO's Capacity Building (CB) initiative. The paper addressed ways to overcome resource limitations in various regions which were (are) over and above the capacity for leading industrial national governments to address. The paper (CBSC 10-15C) can be accessed at:

http://www.iho.int/mtg_docs/com_wg/CBC/CBSC10/CBSC10.htm

Developed to meet the IHO's 3-Phase strategy and within the framework of the 4-step process of Awareness, Assessment, Analysis and Action, Industry suggested solutions in the following key areas necessary for the successful implementation of an enduring CB policy:

Funding

It was considered that Industry association with donor organizations such as the World Bank, USAID, IADB and the OECD would permit more effective lobbying of these agencies on behalf of major national governments. These close associations and lobbying ability could be leveraged to support the IHO in its own pursuit of funding support by supplying the key points of contact enjoyed by industry. A key point to funding and sustainability is that the program recognizes the contribution that must be made by the Host Nation to the overall effort. Eventually, the Host Nation must assume the role as principal stakeholder, with its contribution continuing to increase from minimal to majority in funding, personnel, and infrastructure support.

Education

It was proposed that IHO should adopt a distance learning paradigm to support regional and independent national capability. This facet of CB is viewed as a fundamental element, essential for the generation and maintenance of an organic capacity at the national level. Industry could also provide bespoke, in-country education materials pertinent to specific equipment, systems, operations or procedures over and above the

fundamental level of understanding of hydrography to assist in the proper functioning of a tailored hydrographic capability.

Training

Industry could readily support the equipment and continuation training until host nations operators were confident and qualified to conduct these functions independently. Capital costs of equipment and training support could be raised through donor organisations or via successfully lobbied regional survey schemes, conducted under the auspices of the IHO through the RHCs with input and guidance from the CBSC, whereby each survey programme (which are effectively a regional commercial contract) contains a mandatory element of regional or national training and education included within the successful tender bid.

Organic Capability

In supporting the 2003 United Nations General Assembly Resolution A/RES/58/240 on Oceans and Law of the Sea, the IHO was encouraged to build capacity for developing countries, in particular for small island developing states (SIDs) and coastal African states, to improve hydrographic services. This was to include the mobilization of resources and building of capacity with support from international financial institutions and the donor agency community. The IRCC4 Industry paper suggested that the provision of equipment, software and services, already trialled and outlined within the CB framework initiative, could be a carefully controlled, funded and maintained technology and capability transfer mechanism through a regional, collaborative survey framework. It was also emphasised however that Industry cannot lead CB and that it must remain under the auspices of the IHO.

Sustainability

It was effectively argued that Industry is well placed to react to and deliver the hydrographic needs of nations in order to assure a sustainable capability. A long-term program of collaboration within a structured framework is again essential to deliver this key area.

We believe that the key to the sustainability of capacity building and technical cooperation is the investment that the host nation contributes to the project. That includes physical office establishment, organizational infrastructure, qualified personnel, boat, crew, and fuel as required. Initially this contribution does not necessarily require competent hydrographers or cartographers - it is this level of commitment by the host that can ensure that Capacity Building resources are well spent.

In order to re-emphasise the considerable contribution that the commercial international Hydrographic Industry could make to the successful enactment of the IHO's CB programme, this paper aims to introduce an updated review of the current global CB status from an Industry perspective and seeks to underline some crucial key points leading to successful implementation of a sustainable and meaningful program.

PROGRESS SINCE IRCC4

Overall, capacity building progress incorporating Industry support over the last 12 months has been somewhat disappointing, no doubt due to the global economic condition and a tightening of fiscal budgets in almost every country. Core funding issues remain at the IHO CBSC and adoption of any of the initiatives outlined in CBSC 10-15C have not been explored.

'Blue Economy'

Despite this, some hopeful signs have emerged since IRCC4. Interested parties and not-for-profit (NFP) organisations have helped broker meetings between the IHO and some major funding agencies such as the World Bank (WB) and Inter-American Development Bank (IADB). It is believed that this is the first time that the IHO Board have been afforded the opportunity to express their case to these agencies and to underline the socio-economic significance of hydrography in the context of maritime trade-based economic reliance (the so-called 'Blue Economy' which as a concept has been adopted by the IHO as a focus for discussion during the 2014 EIHC and beyond). This conceptual view of international trade heavily dependent on the maritime transport industry, and of the significant percentage of international business itself being marine-based, has gained traction with a number of international agencies and leading nations, particularly those reliant on that very seaborne trade. That a vibrant 'Blue Economy' in turn relies implicitly on robust safety of navigation (SoN) and, by inference, on reliable chart products fuelled by modern hydrographic data, the emergence of the concept is an excellent and timely supportive argument for appropriate focus and delivery of a meaningful international capacity building programme.

Such a sustainable programme of global capacity building in hydrography depends on the collaboration between international agencies charged with such a task and facilitators - national governments and Industry partners with appreciable budget and/or resource - working together under a teaming paradigm which fits the strategic remit of all main regional groupings (the IHO RHCs). A co-operative approach to estimating and prioritising hydrographic work, education and long-term resourcing in any region is vital for efficiency and prudent budgeting. This role, as was outlined in CBSC 10-15C, needs to lie with the IHO RHCs. An RHC is the appropriate forum whereby senior national representatives can pool both their requirements and input so that the impartial leads and IHO representatives of these groups can deliberate and agree upon a prioritized programme of work for a particular region. This prioritized program of work manifests itself in turn by a series of commercial tenders to which industry can respond; the generic tone of these tenders (or at least certain crucial elements and clauses) ensures a uniform response and fulfillment of the regional hydrographic capacity building remit. The nature and content of these tenders is alluded to in previous paragraphs and is intended to embellish the more familiar survey service-only product with demands upon the supplier which fulfill the capacity building needs for that particular client nation. In effect, the function described here is actually in the vanguard of preparatory actions required to fulfill the IHO's three-phase development strategy. These are as follows:

- Phase One encourages all states to recognize their national responsibilities for the provision of hydrographic services and initiate the collection and dissemination of marine safety information. This can be met either by a state developing its own capability or through agreement with another state to provide these services on its behalf.

- Phase Two of a CB program involves the provision of advice and training assistance to support the creation of a hydrographic surveying capacity in a particular country.
- Phase Three supports further development of the national hydrographic service including production of paper and electronic charts and publications.

Implementing such a plan or plans creates the environment to fulfill Phases One and Two, whilst maturation of such a plan leads to the ability to tackle Phase Three.

REQUIRED ACTIONS

There remains the need for the CBSC specifically and IHO generally to:

- adopt the initiative and concepts outlined in the CBSC 10-15C paper provided by Industry
- recognise, through acceptance of this short update paper, that little progress has been made over the past 12 months and that the global situation regarding the slow or zero development of hydrographic capability remains a serious issue
- accept that a collaborative approach with industry beyond attendance of regional RHCs and very small, limited localized projects is necessary to begin changing the current paradigm
- create joint panels within key RHCs to progress

identification of regional survey requirements

prioritization of regional survey requirements

budgetary estimations of regional survey requirements (non-committal for all parties but also non-communicable beyond the first parties involved to protect proprietary and budgetary information)

standard phraseology for potential commercial tenders which will promote a CB element in all surveys undertaken and committal of contractors to assist in the provision of a long term-regional solution

identification and adoption of suitable training and education vehicles to underpin CB and long-term sustainability

Progress on this issue can be made if the initial and very positive steps to create a dialogue between the IHO/CBSC and major funding agencies can be supported by robust and defensible regional RHC plans which meet:

- the immediate needs of the maritime industry fuelling the Blue Economy
- the addressing of priority deficiencies in specific SoN scenarios
- reinforcement of SOLAS for entire RHCs
- marked improvement in regional charting and better products for IMO carriage requirements
- national goals for organic capability in the fields of hydrography and nautical cartography

Kongsberg, CARIS and Fugro remain very willing to cooperate on a case by case basis with RHC CB building coordinators to support the IHO in further delivery of CB at the behest of the IHO. We, the partners, can provide a unique portfolio of experience, resource and flexibility to deliver hydrographic CB under submitting RHCs.



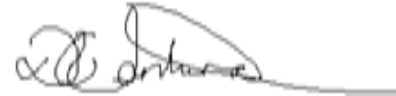
IR Williams

Kongsberg Maritime AS



P Cooper

CARIS



DC Ventura

Fugro Pelagos Inc

References (all documents sourced from the IHO website and considered extant):

- A. CBSC 10-15C
- B. IHO Strategy & Objectives
- C. IHO CB Strategy
- D. IHO CBSC Strategy