

E NSHC WORKING GROUPS

E4.3 Report of NW European Charting Group

Report by the Chairman of North-West European Charting Group (Region D)

Background

1. The North Sea International Chart Committee (NSICC) devised the original scheme of International Charts of the North Sea. Details were set out as Appendix F to the NSICC Report to the XIth International Hydrographic Conference (1977)
2. After discontinuation of the NSICC in 1983 the North Sea International Chart Sub-Committee (NSICSC) succeeded this group (Conclusion 43 of the 14th NSHC Conference).
3. The NSICSC, in turn, was disbanded in 1988 (Conclusion 52 of the 17th NSHC-Conference), but an Ad-Hoc Working Group on INT Charts was established at the same meeting (Conclusion 53)
4. In 1989 (18th NSHC Conf.) the Ad-Hoc group was replaced by the NSHC INT Chart Scheming Group (Conclusion 56); the Chairman was provided by the Netherlands.
5. During the 20th NSHC Conference it was concluded to change the name into North-West European Charting Group (Region D) because the charts covered a larger area than the North Sea.
6. The Netherlands provided the Chairman, Hans Ferwerda, for the North-West European Charting Group (Region D) until June 2004. The United Kingdom has provided the Chairman, Tim Wellington, since then.

Catalogue of the INT Charts of Region D

7. The Chairman produced an updated copy of the Catalogue of INT Charts of Region D to the Members of the North-West European Charting Group (Region D) in 2008.
8. Since then the IHB have provided updates to the Catalogue, S-11, Part B, on the IHO website. Few changes have been made in the last few years as the scheme is almost complete.

Progress with the INT Charts of Region D since the previous NSHC meeting

9. The scheme of INT Charts in Region D is almost complete and requires few amendments, e.g. when new routing measures are introduced or new developments of international ports are confirmed. The following changes to the scheme of INT Charts in Region D have been considered and approved by the Group over the past two years and the IHB have been kept informed:
 - Following the International Maritime Organization [IMO] approved extension northwards of the existing Traffic Separation Scheme [TSS] off Land's End, S.W. England, which came into force on 1 July 2009, a

New Edition of Admiralty chart 2565, INT Chart 1700, with extended limits, was agreed and produced.

- A new sheet of plans, additional to existing cover, has been agreed to depict the improvements and extensions to the terminals and docks at the major ports of Immingham, Humber Sea Terminal, Humber Docks and Saltend jetties on the River Humber, England East Coast. New INT Chart 1565, Admiralty Chart 3496, is planned to be published in January 2010.
- Following considerable expansion of Teesport, England East Coast, an additional New INT Chart 1549, Admiralty Chart 152, 'River Tyne and to River Tees', was agreed and published in July 2009.
- Belgium proposed some small improvements to INT 1478, BE106 (Westerschelde Beneden- en Boven-Zeeschelde), and suggested that as these changes did not affect other International Charts, or fundamentally change the International Chart Scheme, the proposed changes did not need to go through the normal consultation process; this was agreed.
- Following correspondence with Norway requesting further INT-numbers for small scale charts off Norway, INT numbers 174-5 and 1002, 1015-17 were reserved for their use.
- Following correspondence with Norway requesting further INT-numbers for coastal charts of Norway, INT numbers 1400-1409 were reserved for their use.
- Following correspondence with Sweden requesting further INT-numbers INT numbers 1310-14 were reserved for their use.
- Following a request from The Baltic Sea International Chart Committee, Region E, one of the adjacent areas, an additional 67 INT numbers from within Region D have been transferred for use within their area. These are INT 1760-99, INT 1119-29 and INT 1384-99.

11. There has been no requirement for Members to meet for many years as the scheme is mature and all matters can be dealt with by correspondence. The Chairman has been performing the role as the Co-ordinator.

Tim Wellington, Chairman, NW European Charting Group, August 2010
