

CIRCULAR LETTER 35/2004
18 June 2004

IHO SPECIAL PUBLICATION N° 55 (S-55)
STATUS OF HYDROGRAPHIC SURVEYING AND NAUTICAL CHARTING WORLDWIDE
PUBLICATION OF THIRD EDITION

References:

- A. IHO CL 23/2003 dated 11 March 2003.
- B. IHO CL 41/2003 dated 24 June 2003.

Dear Hydrographer,

1. Attached to this circular letter is a printout of the input for the 3rd Edition of Special Publication S-55, "Status of Hydrographic Surveying and Nautical Charting Worldwide", which will be promulgated on the IHO web-site on 30 June 2004. This text is based on the responses received using the questionnaire forwarded with CL 41/2003. The Directing Committee is grateful to those countries that have enabled 70% of maritime areas to be included in the data base at this stage, and urges those whose responses are still pending to provide their information to the IHB at their earliest convenience.

2. S-55 is now a digital publication that can be continuously updated to ensure that users have the most up to date information available to the IHO. A form to be used for the submission of new information will be placed on the IHO Home Page menu. It is anticipated that most hydrographic offices will wish to update their entries annually as part of their national planning process. Clearly, however, new information can be submitted at any time and as frequently as desired.

3. The Directing Committee request that Chairmen of Regional Hydrographic Commissions take full advantage of the standing agenda item on S-55 to encourage the following:

a. Coverage. There are still significant gaps in the data base that need to be populated, and every encouragement should be given to those countries which have yet to complete their assessments of status. Captain Mike Barritt (mike.barritt@ukho.gov.uk; Tel: +44 (0)1823 337900 extension 3135) remains available to advise and assist.

b. Review. Chairmen are asked to seek confirmation that entries have been updated and are authoritative for the work of the RHC.

c. Use. The S-55 data base now provides a powerful tool for RHC Chairmen to use to review opportunities and priorities for co-operation to improve hydrographic services along the routes in their region. It is requested that lessons and suggestions for improvement that arise from such active exploitation of the data base be reported to the IHB. In due course tools will be available to

facilitate interrogation of the data base. Information will be promulgated by Circular Letter.

d. Development of Regional Data Layers. The presentation in S-55 has been optimised to allow abstraction of a strategic over-view for use in briefing the UN and the IMO and other international agencies, and to inform the work of higher committees such as the IHOCBC. The work of the RHCs will almost certainly require the development of more detailed layers of the IHO data base. This is under active discussion within the Hydrographic Committee on Antarctica (HCA), which is working on the replacement of S-59 by a digital regional data base. However, the needs of the RHCs may vary, and, beyond offering some formats and tools, it is not intended to be prescriptive. The views of RHCs, together with any regional examples that are already in use, are welcomed.

4. A Circular Letter will be issued each year as a reminder of the importance of updating S-55 entries.

5. The Directing Committee would like to take this opportunity to thank the UKHO for their continued support in making Captain Barritt available to assist in the realisation of this new edition of S-55 at no cost to the Organization and to Captain Barritt personally for his outstanding efforts.

On behalf of the Directing Committee
Yours sincerely,

Captain Hugo GORZIGLIA
Director

Annex – Printout of input to S-55 Edition 3.

IHO Special Publication No. 55

Third Edition – June 2004

STATUS OF HYDROGRAPHIC SURVEYING AND NAUTICAL CHARTING WORLDWIDE

Executive Summary

The aim of this third edition of IHO Special Publication No. 55 (S-55) is to present a clear picture of the worldwide coverage of surveys and nautical charts and of the extent of effective organisations for the timely promulgation of navigational safety information. The content of the Annexes is now held in a live database on the IHO web site from which up to date reports can be extracted at any time. The data base covers the waters of 70% of the coastal states of the world.

Comparing the data in the first and second editions with that presented here, it is clear that significant progress has been made in some areas of great importance to international shipping and to the protection of coastal environments. This has resulted in the main from the firm requirements laid down by the IMO before ships' routing systems can be approved. There is also encouraging evidence of regional co-operation to provide modern coverage of maritime shipping routes.

However, in significant areas of the Caribbean Sea, the coastal waters of Africa, the Indian Ocean and adjacent seas, and the Western Pacific Ocean and adjacent seas, there has been little change, and it is here that capacity building efforts must be concentrated.

The IMO and IHO have identified the following key areas of concern arising from the information presented in the S-55 data base:

Major Skill Deficiencies:

Many governments have still to put in place an effective organisation for the promulgation of information of importance to safe navigation and the protection of the environment, either as navigational warnings or as inputs to those hydrographic offices with responsibility for charting.

Action is needed to implement the GMDSS in a number of areas, notably in Central America and the Caribbean, most of Africa, and the oceanic areas.

Many coastal states lack the capacity to plan and implement a prioritised survey programme, including top priority routine re-survey of unstable areas along shipping routes and in the approaches to ports.

Failure to apply IHO S-44 criteria in Marine Scientific Research and offshore industrial surveys leads to lost opportunity data for SOLAS charting purposes.

Major Regional Deficiencies:

Significant shortfalls in survey data which were high-lighted in the first edition of S-55 continue to feature in the analysis which follows. There are still large gaps athwart major international shipping routes in the Indian Ocean, S China Sea, W Pacific and adjacent waters. In the Caribbean, some coastal waters of Africa, Australasia, Oceania and the Antarctic, modern surveys, metrication and datum shift to WGS 84 are all urgent requirements in locations which are now frequented by cruise liners.

Introduction

The purpose of IHO Special Publication No. 55 (S-55) is to provide base data for governments and supporting international organisations as they consider the best means by which to implement responsibilities set out in Chapter V, Regulation 9, of the Safety of Life at Sea (SOLAS) Convention. It also informs IHO input to the United Nations' Global Maritime Assessment.

Background

In 1970 the United Nations (UN) began a process of evaluating the current status and progress of hydrographic surveys and bathymetric charting worldwide. From the outset regional cooperation was encouraged. The IHO was tasked to undertake detailed study. This was informed by a series of questionnaires issued to coastal states during the 1980s. Despite a disappointing response on each occasion, an analysis was conducted and reports were published. The sequence culminated in the production of the first edition of S-55 (1991), which was also promulgated by the UN in Volume XXII of *World Cartography* (ST/TCD/19 New York 1993). This was based on data for 46% of maritime nations and areas.

A second edition of S-55 was issued by the IHO in 1998, based on information collected in 1995-96. Again there were very significant gaps in the supporting database. Information was available for only 47% of maritime nations and areas.

Database for this Edition

The preparation of this 3rd Edition has been overseen by the IHO Capacity Building Committee (IHO CBC), and the Regional Hydrographic Commissions (RHCs) have been involved throughout the process. The response level has been greatly improved, and data is now available for 70% of the listed nations and areas. The most significant gaps, where information is not available for analysis, are in the regions of Central America, the Mediterranean and Black Seas, some parts of the Indian Ocean and adjacent seas, and the S China Sea and adjacent straits and seas.

The top priority of the IHO is to identify, and to assist to prioritise, requirements for cooperation and assistance which will improve navigational safety and the protection of the marine environment by progressing modern surveys and chart production. Therefore, the process of information gathering for this edition has had a tauter focus on identifying gaps in hydrographic data and its promulgation, rather than seeking to quantify and compare the capacity of coastal states. Nonetheless, the questionnaire which was circulated to coastal states required confirmation of the information in the IHO Year-book on the status of their national hydrographic organisation, and also invited identification of requirements for assistance to develop their capability. The S-55 data-base is a foundational tool for the ongoing work of the IHO CBC.

Hydrography and Maritime Activities

The significance of hydrographic effort to safe use of the sea, national economic prosperity, and protection of the marine environment is elaborated in IHO Publication M-2. That publication identifies three core capabilities, the status of which is assessed in the three sections of the S-55 data-base:

- A. Hydrographic Surveying.**
- B. Nautical Charting.**
- C. Provision of Maritime Safety Information (MSI).**

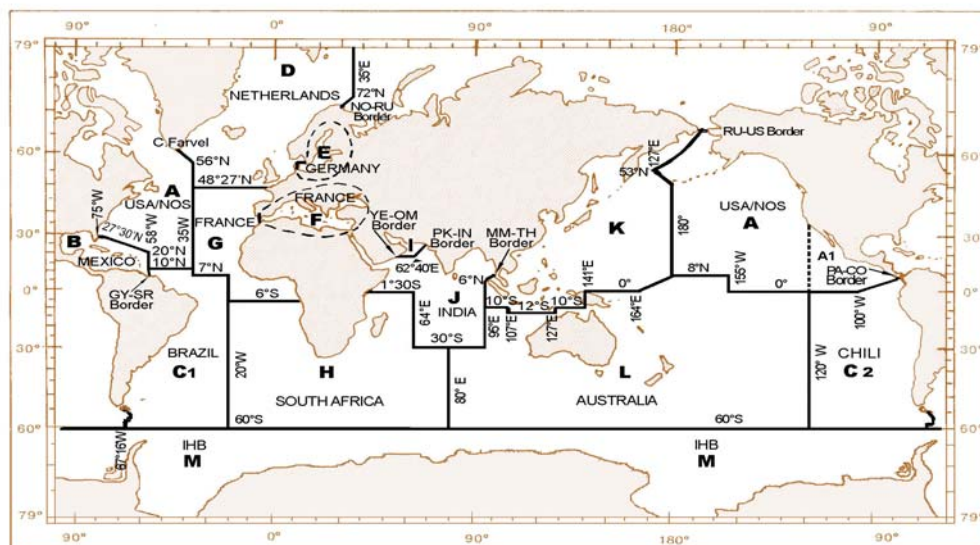
In this edition, results are organised by International Charting Regions, as defined in IHO publication M-4 Part A. The relevant diagram is reproduced here. It shows how these limits are also used to delineate the RHCs. Details of membership of RHCs are on the IHO web-site. Some countries are members of more than one RHC. Their data is shown in this publication within the first table embracing their national area.

To assist states to undertake a systematic review of their hydrographic programmes and to identify clearly the major deficiencies in survey coverage, maritime activities are considered within three groupings:

Maritime Shipping Routes (MSRs). A number of RHCs have already taken steps to focus co-operation in hydrographic survey and nautical charting on improvement of coverage of MSRs that pass through

**IHO
INTERNATIONAL CHARTING
REGIONS**

**REGIONS DE
CARTOGRAPHIE INTERNATIONALE
DE L'OHI**



Related Regional Hydrographic Commissions	Region	Commissions hydrographiques régionales concernées
(US/CHC) US/Canada Hydrographic Commission	A	(CHUSC) Commission hydrographique USA/Canada
(MACHC) Meso American and Caribbean Hydrographic Commission	B	(CHMAC) Commission hydrographique méso-américaine et des Caraïbes
None	C1	Aucune
(SEPHC) South-East Pacific Hydrographic Commission	C2	(CHPSE) Commission hydrographique du Pacifique sud-est
(NHC) Nordic Hydrographic Commission (NSHC) North Sea Hydrographic Commission	D	(CHN) Commission hydrographique nordique (CHMN) Commission hydrographique de la mer du Nord
(BSHC) Baltic Sea Hydrographic Commission	E	(CHMB) Commission hydrographique de la mer Baltique
(MBSHC) Mediterranean and Black Seas Hydrographic Commission	F	(CHMMN) Commission hydrographique de la Méditerranée et de la mer Noire
(EAthC) Eastern Atlantic Hydrographic Commission	G	(CHAtO) Commission hydrographique de l'Atlantique oriental (CHAtO)
(SAIHC) Southern African and Islands Hydrographic Commission	H	(CHAIA) Commission hydrographique de l'Afrique et des îles australes
(RSAHC) ROPME Sea Area Hydrographic Commission	I	(CHZMR) Commission hydrographique de la zone maritime ROPME
(NIOHC) North Indian Ocean Hydrographic Commission	J	(CHOIS) Commission hydrographique de l'Océan Indien septentrional
(EAHC) East Asia Hydrographic Commission	K	(CHAO) Commission hydrographique de l'Asie orientale
(SWPHC) South-West Pacific Hydrographic Commission	L	(CHPSO) Commission hydrographique du Pacifique sud-ouest
(HCA) Hydrographic Committee on Antarctica	M	(CHA) Comité hydrographique sur l'Antarctique

their waters. These MSRs are subdivided into 3 categories:

- a. international, i.e. routes between hub ports;
- b. regional, i.e. routes between hub ports and feeder ports;
- c. internal (including inland maritime areas) i.e. routes from feeder ports to other national ports.

Ports and Approaches. There is increasing pressure for enhanced hydrographic data to permit adequate risk assessment for port usage, especially by deeper draught vessels.

Marine Industry (Fisheries, Offshore Resources). Effort in this sector tends to be compartmentalised and valuable data is not shared with the wider maritime community. Scarce assets for charting surveys will tend to be focused in shallower sea areas, and there is a particular need to optimise collection and exploitation of passage soundings and of data from survey activity by other government research or commercial vessels in deeper waters.

Analysis of the Status of Surveys

The categorisation in Annex A is underpinned by detailed national assessment using [S-44](#) criteria, the zones of confidence (CATZOC) defined in [S-57](#), or some other systematic classification of source data.

The entire extent of navigable waters in each national area, out to the limits of the EEZ, has been assessed. Whereas the First Edition of this publication published a simple percentage of the entire EEZ, the Second Edition adopted 3 bands (< 50m, < 200m and > 200m). This was too complex for most countries to handle. For this edition, analysis was requested within and outside the 200m contour.

There are some areas of significant progress since the publication of the second edition of S-55. In a number of regions a systematic approach has been taken to the identification and prioritisation of hydrographic effort e.g. the Helsinki Communiqué (HELCOM) fairway agreement in the Baltic Sea. Members of the organisation for the protection of the environment of the Red Sea and Gulf of Aden (PERSGA) have provided another example of concerted action to address a major regional deficiency, and a new Traffic Separation Scheme (TSS) and other recommended routeing measures are now in place in the N approaches to the Strait of Bab el Mandeb. Planning is in hand, through the Marine Electronic Highway project to address shortcomings in the Strait of Malacca and S China Sea. The highway concept is also being applied in the development of projects in other areas.

Major deficiencies:

Of the area deficiencies identified in the first edition, the following remain extant:

On the W coast of Africa:

- Some coastal waters of Western Sahara and Mauritania.
- Coastal waters off the Niger River delta.
- Coastal waters off Cabinda.
- The River Congo up to Matadi.

On the E coast of Africa:

- The deeper waters of the Red Sea between the S approaches to the Gulf of Suez and the N approaches to the Strait of Bab el Mandeb.
- Coastal waters of Sudan from Port Sudan southwards.

The inland lakes of Africa.

Areas of the S China Sea and Java Sea.

The Gulf of Papua.

Mariners continue to report concern over the large areas of unsurveyed waters which are delineated on charts of the Persian Gulf. The IMO has high-lighted concerns reported from the following areas:

- The S side of the Sicilian channel.
- The Mozambique Channel.
- The straits and the partial system of archipelagic sea lanes in Indonesian archipelagic waters.
- The channels around Cuba and the Dominican Republic.

The advent of deeper draught shipping has increased the urgency of national programmes to review and upgrade coverage which predates the deployment of sidescan sonar and multi-beam echo sounder (MBES). The increasing tendency of cruise liners to seek new routes, anchorages, and port calls, has high-lighted the need for more rigorous survey of areas which were originally explored in the nineteenth century. This is a major challenge for developing hydrographic services in the Caribbean, Indian Ocean and W Pacific areas. It also requires the continued commitment of those states which invest in survey programmes in the polar regions. New techniques such as LIDAR may assist progress in some sea areas, but they are expensive to deploy. Regional project co-ordination and cost-sharing should be fully exploited.

Many countries, both with long-established and with developing hydrographic capabilities, are responsible for safe access to ports in areas where the seabed is unstable. Routine re-survey programmes are essential in such areas. There is a real need for those states with expertise in managing such programmes to share their experience.

Renewed attention needs to be given to the disproving of vigias and to the positioning of remote islands, especially adjacent to the maritime shipping routes in the Pacific and adjacent seas.

To date, the IHO has not taken cognisance of hydrography on rivers and inland waterways. However, there is clear evidence within the RHCs of need for guidance and sharing of information. To this end, states with significant inland waterways have been included in this edition.

Analysis of the Status of Charting

The categorisation in Annex B is underpinned by detailed national assessment against the criteria in [M-4](#), [S-57](#) and [S-61](#). Coverage of INT charts is shown in [M-11](#).

Major deficiencies:

Although coverage of both paper and electronic charts has increased, in many cases there has not been a concomitant improvement in the source data from which they are derived. The appearance of deeper draught shipping has also exposed the inadequacy of navigational products in many areas. This is apparent, for example, in the assessment of large-scale cover in the states of the W Pacific and Oceania.

Metrickation programmes are underway in many areas e.g. in the UK coverage of islands in the Caribbean, but this rarely indicates the availability of significant modern surveys. Some charts have been withdrawn because of lack of data to enable their update e.g. the UK coverage of Lake Victoria in Africa.

The widespread use of GPS, the advent of ECDIS and the introduction of AIS, lends great urgency to efforts to identify datum transfers and to re-publish charts on WGS 84 datum. This requires very close liaison between HOs and national land survey authorities. This is particularly important in some parts of Europe, the Caribbean, Africa, and the Pacific Ocean.

Analysis of the Status of MSI

An organisation for the collection and circulation of nautical information is the vital first phase of hydrographic capability which all coastal states should seek to attain. Indeed, it informs subsequent prioritisation of surveys, and it ensures that charts remain accurate. For these reasons a summary of MSI status has been introduced with this Third Edition.

Major deficiencies:

Arrangements for communicating up to date information to chart-producing HOs in a timely manner remain deficient in many countries, especially in the Caribbean and Africa. The widespread lack of data on offshore installations is a matter of the greatest concern.

Practical steps are needed in many countries before the GMDSS can be considered to be fully implemented. In addition to the regions mentioned in the last paragraph, there are significant gaps in oceanic areas.

Co-ordination between different maritime agencies is poor in many developing countries, and is not helped by lack of awareness of hydrography within governments.

The top priority for IHO capacity building effort must be to assist every coastal state to achieve the vital first stage of hydrographic capacity, namely, the ability to collect, collate and promulgate urgent navigational safety information in a timely manner. This work is already underway in a number of the RHC areas through the medium of expert visits and technical workshops.

Recommendations for the maintenance and use of S-55

The S-55 data-base is now available on the IHO web-site, with a facility to enable states to submit updated information at any time. The IHB will use a Circular Letter to provide an annual reminder of the importance of update, and to encourage states to include update of S-55 in their hydrographic planning process. RHCs will also review the content of S-55 at each meeting.

The S-55 data-base will underpin IHO advice to the UN, IMO and other agencies. Some RHCs are already planning regional data-bases with more detailed layers of information. It is hoped that the systematic approach of S-55 will assist states with developing hydrographic services to put together a coherent national plan.

The data in S-55, together with the additional information provided by states on co-operation and requirements for assistance, will be used by the IHOCBC in the development of a prioritised action plan to implement measures to contribute to the safety of navigation and protection of the marine environment worldwide.

STATUS OF HYDROGRAPHIC SURVEYS

The following tables show survey coverage for the depth bands 0-200m and > 200m (--/--) out to the limits of the EEZ¹, where:

A = percentage which is adequately surveyed.

B = percentage which requires re-survey at larger scale or to modern standards.

C = percentage which has never been systematically surveyed.

Where the area assessed includes significant navigable internal waters, this will be indicated in the final column.

INTERNATIONAL CHARTING REGION A

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Canada	--/--			
USA	60%/1%	35%/19%	5%/80%	A prioritised survey programme is in place. The size of the EEZ, and limited resources, impact on progress with routine re-surveys.
Aleutian Islands	0%/0%	10%/5%	90%/95%	
Bermuda	1%/0%	34%/0%	65%/100%	1. Depths increase rapidly outside the 200m contour and dangers are not anticipated. 2. Priorities are: a. Ports and Approaches: resurvey in the approaches to Saint George's Harbour. b. Internal routes: surveys (possibly LIDAR) of the channels in the extensive coral areas to meet leisure craft needs.
Hawaiian Islands & Midway Is, USA				
Johnston Atoll	0%/0%	10%/5%	90%/95%	
Saint Pierre & Miquelon				

¹ All navigable waters, including internal waters, are included.

INTERNATIONAL CHARTING REGION B

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Antigua and Barbuda	45%/40% 50%	55%/0% 50%	0%/60% 0%	Outside St John's and approaches, inshore areas are covered by lead-line surveys. Inshore areas of Barbuda are only accessible to small craft with local knowledge.
Bahamas	<1%/0%	99%/0%	0%/100%	Only the immediate port areas of Nassau and Freeport have been recently surveyed to modern standards. The whole of the Bahamas Banks (c20% of the EEZ) has been systematically surveyed, but only by lead-line. Modern surveys are required throughout the area to meet the needs of modern shipping.
Barbados	45%/35%	55%/0%	0%/65%	Most of the shelf area of navigational significance has been surveyed recently by LIDAR and conventional methods.
Belize	15%/0%	85%/0%	0%/100%	Only the Inner Channel inside the barrier reef and the approaches to Belize City are surveyed to modern standards. More extensive surveys are needed to meet the needs of increased cruise ship traffic and to avoid damage to an International Heritage Site.
Costa Rica				1. Top priority is modern survey of the approaches to all ports. 2. A number of vigias, most notably the Guardian Bank and the Morris Shoal, require investigation.
Cuba	0%/0%	100%/100%	0%/0%	
Dominica	15%/10%	20%/0%	65%/90%	The shelf area is very narrow and the approaches to the main ports are covered by modern surveys.
Dominican Republic				
El Salvador				A number of vigias require disproving searches.
Grenada	50%/20%	50%/0%	0%/80%	1. Within the 200m contour modern survey coverage is confined to the shoals to SW and the approaches to St George's Harbour. Other areas, including the passage to the N of the island, are covered by nineteenth century lead-line surveys. 2. Outside the 200m contour, only the Grenada Passage is covered by modern surveys.
Guatemala				
Guyana	70%/0%	30%/0%	0%/100%	Routine re-surveys are required in the port areas, which lie in unstable riverine regimes.
Haiti				
Honduras				Top priority is modern survey of the extensive area of coastal waters which is only covered by early nineteenth century lead-line surveys.
Jamaica	40%/15%	60%/0%	0%/85%	Top priority is modern survey with sidescan sonar of the shoals on the S coast and the banks to eastwards.
Mexico	35%/63%	2%/-	1%/-	
Nicaragua				There are numerous reported shoal depths on the Miskito Bank and in adjacent waters, and modern surveys are required.
Panama				A number of vigias require disproving searches.
St Kitts & Nevis	15%/65%	85%/0%	0%/35%	The S approaches to Basseterre including Monkey Shoals require survey to modern standards.
St Lucia	15%/10%	85%/0%	0%/90%	Outside the approaches to ports and harbours on the W coast the narrow shelf has not been surveyed to modern standards.

St Vincent & the Grenadines	10%/0%	90%/0%	0%/100%	Movement of cruise liners should be carefully monitored. Kingstown and Arnos Vale Terminal are covered by modern surveys. Anchorages in the Grenadines are covered by E/S surveys from the 1970s and 1930s. Most of the area of the northern Grenadines has only been covered by lead-line surveys.
Suriname	0%/0%	100%/5%	0%/95%	Routine re-surveys are required in the port areas, which lie in unstable riverine regimes. All coastal waters are subject to frequent change because of sediment deposit, and a number of areas in the E part particularly require investigation.
Trinidad and Tobago	30%/0%	65%/0%	0%/100%	Modern survey coverage is needed on the offshore banks on E coast and to the S in the Serpents Mouth and approaches.
Venezuela				
Anguilla	70%/70%	30%/0%	0%/30%	Anguilla Channel is inadequately surveyed but is not frequented by SOLAS vessels.
Aruba & Netherlands Antilles (Leeward Is)	80%/60%	10%/30%	10%/10%	1. The Netherlands Antilles (Leeward Islands) comprise Curaçao and Bonaire. 2. The sea areas are generally deep and stable. There are coral reefs in coastal areas.
British Virgin Is	60%/70%	40%/0%	0%/30%	Potential cruise liner routes are only covered by 1848-52 lead-line surveys.
Cayman Islands	80%/30%	20%/15%	0%/55%	No dangers to traffic.
Guadeloupe and Martinique, France				
Guyane				
Montserrat	15%/40%	85%/0%	0%/60%	Volcanic activity has probably affected depths. Port of entry covered by survey in 2001-02.
Navassa Island	0%/0%	10%/5%	90%/95%	
Netherlands Antilles (Windward Islands)	60%/70%	25%/20%	15%/10%	1. The Netherlands Antilles (Windward Islands) comprise St Maarten, St Eustatius and Saba. 2. Planned activity: a. Maritime Shipping Routes: LIDAR will be used in the exposed waters to the E of the island on the flanks of the St Barthélémy Channel, where pinnacles may exist amongst the rocky islets. b. The area of the cruise liner terminal at Great Bay, St Maarten, which has been reconstructed, will be resurveyed in the near future.
Puerto Rico & US Virgin Is	0%/0%	10%/5%	90%/95%	
St Barthelemy				
Turks & Caicos Is	5%/10%	5%/5%	90%/85%	Limits of reefs require definition in a number of areas, especially parts of Caicos Bank, Philips Reef and Mouchoir Bank.

INTERNATIONAL CHARTING REGION C1

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Argentina	20%/10%	40%/30%	40%/60%	Significant areas of unstable seabed requiring routine resurvey.
Brazil				
Paraguay	Inland waterways			
Uruguay				
Falkland Islands Dependencies	60%/5%	15%/0%	25%/95%	
St Peter and St Paul Rocks, Brazil				
Trinidad & Martin Vaz Is, Brazil				
S Georgia and S Sandwich Islands	30%/30%	0%/0%	70%/70%	Programme underway round S Georgia to survey a navigation corridor and harbours. S Sandwich Islands are unsurveyed.

INTERNATIONAL CHARTING REGION C2

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Bolivia	Inland Waterways			
Chile	27.5%/10%	17.5%/10%	55%/80%	
Colombia	50%/10%	10%/20%	40%/70%	
Ecuador				
Peru	90%/5%	10%/75%	0%/20%	
Easter I & Sala-y-Gomez, Chile	100%/100%	0%/0%	0%/0%	
Galapagos Islands, Ecuador				
Islas Juan Fernandez, Chile	100%/100%	0%/0%	0%/0%	
Islas San Ambrosio & San Felix, Chile	100%/100%	0%/0%	0%/0%	

**INTERNATIONAL CHARTING REGION D
(NORDIC HYDROGRAPHIC COMMISSION AREA)**

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Denmark	95%/100%	5%/0%	0%/0%	1. Contributes to the HELCOM harmonised re-survey programme.
Finland	20%/0%	70%/10%	10%/90%	1. Contributes to the HELCOM harmonised re-survey programme. 2. Complex sea area with extensive shallow waters, islands and rocks critical to navigation.
Iceland	24.6%/2%	11.8%/10%	63.6%/88%	
Norway	73%/40%	9%/2%	18%/78%	Prioritised survey programme in place.
Sweden	8%/100%	92%/0%	0%/0%	1. Contributes to the HELCOM harmonised re-survey programme. 2. 50% of the area encompassed in column B is surveyed at close to S-44 standard. 3. Only a very limited area of Swedish waters is deeper than 200m.
Faeroe Islands	100%/100%	0%/0%	0%/0%	
Greenland				
Jan Mayen				
Svalbard	2%/2%	50%/50%	48%/48%	

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Belgium				
France	76%/9%	4%/6%	20%/85%	A prioritised survey programme is in place, including a routine re-survey programme for the unstable seabed in the Pas de Calais.
Germany	90%/-	10%/-	0%/-	1. Contributes to the HELCOM harmonised re-survey programme, and is extending this methodology to routes in the N sea. 2. A routine re-survey programme is in place for unstable seabed areas in the German Bight.
Ireland	10%/100%	85%/0%	5%/0%	1. Top priority is a programme of modern coastal surveys, including the approaches to ports, and bays and inlets frequented by cruise liners. 2. A re-survey programme is required for unstable areas, including banks in the approaches to Irish Sea ports.
Luxembourg	Inland Waterways			Inland waterways only; no problems reported.
Netherlands	70%/N/A	20%/N/A	10%/N/A	The whole shelf is sedimentary and is subject to a prioritised re-survey plan.
Switzerland	Inland Waterways			Inland waterways only; no problems reported.
UK	40.9/0%	27.5%/0%	31.6%/100%	1. Top priority is a routine re-survey programme, principally in the S North Sea and Dover Strait. 2. Priorities elsewhere for modern surveys are: a. International routes: gaps in W part of English Channel; tanker route from Fair I Channel around the N of Scotland. b. Regional: approaches to the Firth of Forth. c. Internal: areas on W coast of Scotland frequented by cruise liners. 3. Re-assessment of archived 1970s survey data will affect A and B percentages. Report will follow.

INTERNATIONAL CHARTING REGION E

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Belarus	Inland Waterways			
Czech Republic	Inland Waterways			
Estonia	70%/N/A	30%/N/A	0%/N/A	<ol style="list-style-type: none"> 1. Contributes to the HELCOM harmonised re-survey programme. 2. Systematic dredging and re-survey is needed in the shallow W part of the archipelago. 3. Large scale survey is required on the Narva River and Lake Peipsi to connect inland waterways to the Gulf of Finland.
Latvia	25%/0%	25%/0%	50%/100%	<ol style="list-style-type: none"> 1. Contributes to the HELCOM harmonised re-survey programme. 2. National priorities are: <ol style="list-style-type: none"> a. Maritime Shipping Routes: survey of the Irben Strait (a former mined area). b. Ports and Approaches: survey programmes in Ventspils, Riga and Liepaja.
Lithuania	5%/N/A	95%/N/A	0%/N/A	1. Contributes to the HELCOM harmonised re-survey programme.
Poland	30%/NA	61%/NA	9%/NA	<ol style="list-style-type: none"> 1. Contributes to the HELCOM harmonised re-survey programme. 2. Bottom sediment shifts in the maintained fairways.
Russian Federation	75.4%/87.7%	20.5%/6.3%	4.1%/6%	<ol style="list-style-type: none"> 1. Contributes to the HELCOM harmonised re-survey programme. 2. Ice conditions preclude systematic survey of the central parts of the Laptev and E Siberian Seas. 3. Only passage sounding data is available for the deep water areas of the Sea of Okhotsk, Bering Sea and Sea of Japan.

INTERNATIONAL CHARTING REGION F

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Albania	25%/15%	45%/25%	30%/60%	Data provide by Greece, the coordinator of the SEAPOWER co-operative surveys to update coverage of Albanian waters.
Algeria	4.2%/0%	48%/1%	47.8%/99%	A prioritised survey programme is in place, starting with ports and approaches.
Austria	Inland Waterways			Inland waterways only; no problems reported.
Azerbaijan				
Bosnia – Herzegovina				
Bulgaria	84%/0%	10%/0%	6%/100%	
Croatia	38.7%/0.1%	39%/13.1%	22.3%/86.8%	Top priorities are: a. International routes: Survey of portions of the proposed mid-Adriatic TSS. b. Regional routes: Survey of outer approaches to principal ports. c. Internal routes: Surveys of routes between principal ports.
Cyprus	0%/5%	100%/0%	0%/95%	Areas of port developments are the priority for re-survey effort.
Egypt				
Georgia				
Greece	35%/10%	55%/60%	10%/30%	
Hungary	Inland Waterways			Inland waterways only; no problems reported.
Israel				
Italy				
Kazakhstan				
Lebanon				
Libya				
Malta	1%/0%	99%/100%	0%/0%	Coastal areas and the Hurd Bank, covered by 1950s surveys, require resurvey.
Monaco	100%/N/A	0%/N/A	0%/N/A	
Morocco	30%/0%	0%/100%	70%/0%	Top priority is the completion of survey of waters within the 200m contour, including the minor ports.
Republic of Moldova				
Romania				
Serbia-Montenegro	0%/0%	100%/100%	0%/0%	Top priorities are: a. Maritime Shipping Routes: modern surveys, especially in areas affected by the 1979 earthquake. b. Ports and Approaches: modern survey of all ports and approaches.
Slovakia	Inland Waterways			Inland waterways only; no problems reported.

Slovenia	80%/N/A	20%/N/A	0%/N/A	Top priorities are: a. Regional routes: Area of intended TSS near boundary with Italy, especially to survey PA wrecks. b. Internal routes: Some survey is needed of navigable rivers and inland waterways. c. Ports and approaches: Koper, after completion of dredging and pier construction.
Spain	90%/25%	10%/0%	0%/75%	A programme of MBES surveys of ports, approaches and anchorages has started.
Syria				
Tunisia				
Turkey	83%/58%	17%/37%	0%/5%	Top priorities are: a. Maintenance of the routine resurvey programme. b. Completion of survey of category C areas deeper than 200m. c. Completion of modern survey coverage (DGPS and MBES) of all coastal waters.
Turkmenistan				
Ukraine	75%/100%	25%/0%	0%/0%	1. An annual re-survey programme is in place for the estuaries of the Danube, Dnieper and the mouth of the Pivdennyi Buh. 2. Top priorities are: a. International routes: cooperative survey of the DW route from the Kiliis'ke mouth of the Danube to the Black Sea. b. Regional routes: coastal waters, especially in SW Black Sea. c. Internal routes: survey for river charts of Dnieper, Danube and Pivdennyi Buh.
Uzbekistan				
Gibraltar	95%/100%	5%/0%	0%/0%	Some dredging is planned to facilitate access by the liner <i>Queen Mary II</i> .
Palestinian Authority				

INTERNATIONAL CHARTING REGION G

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Benin	6%/0%	0%/0%	94%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Depths fall away precipitately beyond the narrow continental shelf. The coast is subject to erosion and depths inshore are constantly changing. 3. Routine re-surveys are required for Cotonou.
Cameroon	9%/0%	0%/100%	91%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. The seabed is unstable in all the rivers and estuaries. Routine re-surveys are conducted in the entry channel and port of Douala. 3. Garoua can be operated from July to September, the navigable season on the River Benué
Cape Verde	65%/3%	1%/0%	34%/97%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. These oceanic islands are generally steep to with depths that fall away precipitately. Banco do Noroeste, the waters of Ilha da Boavista, and the banks between that island and Ilha do Maio and Ilha de Santiago require modern survey.
Central African Republic	Inland Waterways			
Chad	Inland Waterways			
Congo	51%/0%	0%/0%	49%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. A routine resurvey programme is needed in unstable areas in the approaches to Pointe-Noire, and in the approach channel and port after dredging operations. 3. Depths fall away quickly beyond the edge of the shelf and there are no dangers to surface navigation. However survey information is required for the extensive offshore installations so that they can be charted to ensure safe navigation in their vicinity.
Côte d'Ivoire	27%/0%	0%/100%	73%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Depths fall away rapidly at the edge of the narrow continental shelf. 3. Routine re-surveys are required following dredging in Port d'Abidjan.
DRC	0%/0%	100%/0%	0%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. A routine resurvey programme is needed in the mouth of the River Congo and in the river channels to Matadi and Boma. 3. Depths fall away quickly beyond the edge of the shelf on the flanks of the River Congo, and there are no dangers to surface navigation. However survey information is required for the extensive offshore installations so that they can be charted to ensure safe navigation in their vicinity.
Equatorial Guinea	0%/0%	100%/0%	0%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Modern surveys will be required following the expansion of Malabo and Luba. A routine resurvey programme must be established. 3. Survey data is required for offshore installations to ensure safe navigation in their vicinity.
Gabon	37%/0%	0%/100%	63%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Modern surveys are required for the port of Mayumba. 3. Survey data is required for offshore installations to ensure safe navigation in their vicinity.

Gambia	30%/16%	70%/0%	0%/84%	<ol style="list-style-type: none"> 1. The area largely comprises the River Gambia and estuary, where the seabed is subject to change. 2. Regular resurveys are required of the approach channel from the bar up to Banjul. There are sand-waves in this area. This is the top survey priority. 3. Surveys of the River Gambia above Banjul date from the 1940s. However, at present no commercial traffic uses the river.
Ghana	15%/0%	30%/10%	65%/90%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Tema is prone to siltation and requires routine resurvey. River entrances are subject to constant change and require local knowledge for access.
Guinea	14%/0%	0%/0%	86%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Modern surveys are required in the port of Conakry, especially of dangerous wrecks. A resurvey programme will be necessary to cover areas of unstable seabed. 3. A number of vigias outside the charted 100m contour require disproving survey. 4. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Guinea Bissau	0%/4%	95%/0%	5%/96%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. The majority of the seabed in the riverine areas is unstable with many sandbanks. 3. New surveys are required to provide an access channel from the Ponta de Caio pilot station to the port of Bissau, and as part of the rehabilitation of the port.
Liberia	2%/0%	22%/0%	76%/100%	<ol style="list-style-type: none"> 1. Data provided by UK. 2. Priorities are: <ol style="list-style-type: none"> a. Maritime Shipping Routes: vigias W of Greenville and in the approaches to Harper require investigation. b. Ports and Approaches: Sidescan sonar coverage is required to supplement modern surveys in the ports of Monrovia, Buchanan, Harper and Greenville.
Mali	Inland Waterways			Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Mauritania	49%/0%	36%/100%	15%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. A modern survey is required at Nouadhibou to position dangerous wrecks, and at Nouakchott to establish least depths and positions of obstructions in the approaches. 3. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Niger	Inland Waterways			
Nigeria	10%/10%	80%/10%	10%/80%	<p>Priorities are:</p> <ol style="list-style-type: none"> a. Maritime Shipping Routes: areas of expanding oil and gas industry activity. Survey data is required for offshore installations to ensure safe navigation in their vicinity. b. Ports and Approaches: routine re-survey of entrances, especially of the rivers Escravos, Forcados and Bonny, together with the Benin River up to Sapele.
Portugal	99%/16%	0%/0%	1%/84%	Priorities are coastal waters, and harbours and approaches.
Sao Tome & Principe	99%/25%	1%/0%	0%/75%	<ol style="list-style-type: none"> 1. Data provided by Portugal. 2. Surveys date from before 1974.

Senegal	58%/0%	0%/0%	42%/100%	<p>1. Top priority is for modern surveys in the rivers and the estuaries of the Casamance and Saloum. The latter requires resurvey at annual intervals.</p> <p>2. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).</p>
Sierra Leone	70%/70%	20%/25%	10%/5%	Routine re-surveys are required in the Sierra Leone River.
Togo	5%/0%	0%/0%	95%/100%	<p>1. Data derived from EAthC technical visit.</p> <p>2. Depths fall away rapidly at the edge of the narrow continental shelf. The coast is subject to erosion and depths inshore are constantly changing.</p> <p>3. Although a full survey of Lomé and approaches was completed in 2002, resurveys will be required of unstable areas.</p>
Azores, Portugal	53%/3%	46.5%/1%	0.5%/96%	
Canary Islands, Spain	50%/90%	50%/10%	0%/0%	
Madeira, Portugal	42%/1%	23%/1%	35%/98%	
Western Sahara				

INTERNATIONAL CHARTING REGION H

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Angola	50%/3%	48%/10%	2%/87%	<p>1. Priorities are:</p> <p>a. Maritime Shipping Routes:</p> <p>(1) Up to date information for offshore installations to ensure safe navigation in their vicinity. This is especially pertinent in the approaches to Malongo and Futila terminals.</p> <p>(2) Modern survey of coastal waters off Cabinda, especially unsurveyed wrecks.</p> <p>(3) Surveys in the River Congo date from the late 1960s except for the dredged channel to Kwanda. Joint planning is in hand for the Soyo-Banana-Noqui-Matadi link (2003).</p> <p>b. Ports and Approaches:</p> <p>(1) Wrecks in Luanda harbour require survey.</p> <p>(2) Cabinda sand-bar may require regular re-survey, and survey will also be necessary in the area of the new pier.</p> <p>(3) A re-survey programme is required to check shoaling at the extremity of the sand-spit at Lobito, and the movement of Baixo Amelia in SW approaches to Namibe/Porto Saco.</p>
Burundi	Lake Tanganyika			
Comoros	100%/0%	0%/0%	0%/100%	<p>1. Figures provided by France.</p> <p>2. Comoros has a narrow continental shelf beyond which the bottom falls away quickly and is covered only by passage soundings.</p>
Kenya	30%/30%	70%/70%	0%/0%	<p>1. Figures provided by UK.</p> <p>2. Priorities are:</p> <p>a. The whole area of Lake Victoria requires resurvey to modern standards.</p> <p>b. The following work is needed in areas frequented by cruise liners:</p> <p>(1) The banks and the vicinity of the inner anchorage at Malindi should be surveyed with side-scan sonar.</p> <p>(2) At Lamu, areas adjacent to the dredged channel where survey work dates from the 1960s should be brought to modern standards.</p>
Madagascar	15%/0%	18%/100%	67%/0%	<p>1. Figures provided by France.</p> <p>2. Priorities are:</p> <p>a. Internal Routes: Coastal passages amongst reefs require full survey if used by modern vessels, especially cruise liners.</p> <p>b. Ports and Approaches: modern survey work needed for several ports and approaches.</p>
Malawi				
Mauritius	10%/30%	90%/40%	0%/30%	<p>1. Figures provided by UK.</p> <p>2. Priorities are:</p> <p>a. Check surveys in the approach and dredged channels at Port Louis.</p> <p>b. Assessment of cruise liner and inter-island traffic and consequent survey requirements.</p>

Mozambique	10%/0%	90%/0%	0%/100%	<p>Priorities are:</p> <p>a. Regional Routes: coastal waters between Maputo and Palma.</p> <p>b. Ports and Approaches: maintenance of programme of surveys of Maputo, Beira, Nacala, Pemba and Quelimane.</p> <p>A national survey programme will progress remaining areas within the 200m contour, and then the remainder of the EEZ.</p>
Namibia	40%/2%	0%/0%	60%/98%	<p>Priorities are:</p> <p>a. Regional Routes: coastal waters within the 100m contour between the approaches to Walvis Bay and Luderitz, and onwards to the border with S Africa.</p> <p>b. Other: disproval of shoals and seamounts on Walvis Ridge and Valdivia Bank.</p>
Rep of S Africa	60%/3%	40%/2%	0%/95%	<p>Priorities are:</p> <p>a. EEZ: programme in hand which includes the Prince Edward Island Group.</p> <p>b. Regional Routes: in the national hydrographic programme, area from E London to Durnford Pt.</p>
Seychelles	15%/0%	50%/0%	35%/100%	<p>1. Depths beyond the shelf edge fall away dramatically from c50m to 2000m. The majority of this area is covered only by passage soundings.</p> <p>2. Priorities are:</p> <p>a. Internal Routes: cruise liner and yacht routes from Port Victoria to Praslin and La Digue Island.</p> <p>b. Ports and Approaches: resurvey programme following dredging and other harbour works.</p>
Tanzania	20%/0%	65%/0%	15%/100%	<p>1. Priorities for Indian Ocean waters are:</p> <p>a. Regional Routes: larger scale surveys with sidescan sonar coverage required in Zanzibar Channel.</p> <p>b. Internal Routes: modern survey required of N and S Mafia Channel and areas transited during cruise liner calls at Tanga and Zanzibar.</p> <p>c. Ports and Approaches: approaches to Dar es Salaam and flanks of main channel require modern survey, and the entry channels to Tanga, Mtwara, Lindi, Kilwa and Zanzibar, and the approaches to and entry to Pangani require resurvey with sidescan sonar sweep.</p> <p>2. The waters of Lakes Victoria, Tanganyika and Nyasa require resurvey to modern standards.</p>
Uganda	Lake Victoria			
Zambia	Inland Waterways			
Zimbabwe	Inland Waterways			
Ascension Island	80%/30%	20%/30%	0%/40%	No significant shortfalls affecting navigation.
Bouvetøya				
French Southern Territories				
Heard I and McDonald Is	1%/1%	0%/0%	99%/99%	
Prince Edward Islands	40%/30%	0%/0%	60%/70%	

Reunion & Mayotte				
St Helena	20%/0%	30%/0%	50%/100%	No significant shortfalls affecting navigation.
Tristan da Cunha & Gough I	30%/10%	50%/50%	20%/40%	No significant shortfalls affecting navigation.

INTERNATIONAL CHARTING REGION I
(ROPME SEA AREA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Bahrain	61%/N/A	33%/N/A	6%/N/A	Priorities are: a. Maritime Shipping Routes: northern waters and main approach channel. b. Other: reef areas.
Iran				
Iraq				
Kuwait				
Pakistan	80%/10%	20%/90%	0%/0%	
Qatar				
Saudi Arabia	25%/25%	5%/0%	70%/75%	Priorities are: a. Maritime Shipping Routes: resurvey of areas in the Red Sea surveyed in the 1970-80s, especially reef areas. b. Ports and Approaches: a programme is underway for systematic survey of all major ports and approaches.
UAE				

INTERNATIONAL CHARTING REGION J
(NORTH INDIAN OCEAN HYDROGRAPHIC COMMISSION AREA)

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Bangladesh				
Djibouti	66%/0%	34%/100%	0%/0%	Data supplied by France.
Eritrea	2.5%/2.5%	0%/0%	97.5%/97.5%	1. Data supplied by UK. 2. Apart from the modern survey of the TSS in the N approaches to Bab El Mandeb, and parts of the approaches to Massawa, Asseb and Ghubbet Mus Nefit, soundings are drawn from lead-line surveys and scattered open-line modern surveys.
India	100%/85%	0%/15%	0%/0%	
Jordan	0%/0%	90%/0%	10%/100%	1. The coast is steep to with no significant off-lying dangers to navigation. 2. Priority is modern survey of the areas of Aqaba ports and the JFI phosphates terminal.
Maldives	0%/0%	3%/1%	97%/99%	1. Data provided by UK. 2. Depths fall away dramatically on the edge of each atoll and the risk to shipping from the lack of surveys is very slight. 3. The priority is modern survey of the atolls, including sidescan sonar of the routes into Male.
Myanmar				
Oman				
Somalia	5%/2.5%	1%/2.5%	94%/95%	1. Data supplied by UK. 2. Apart from a modern survey in the entrance to the Gulf of Aden around Raas Casey, and the approaches to Berbera and Muqdisho, soundings are drawn from lead-line surveys and scattered open-line modern surveys. 3. A modern survey to support development at Boosaaso is a priority.
Sudan	1%/2%	10%/0%	99%/98%	1. The seabed on the narrow continental shelf is predominantly coral. Most surveys are lead-line and outlying dangers may lie undiscovered. Sidescan sonar and MBES survey is required. 3. Priorities are: a. Maritime Shipping Routes: modern survey of the coastal area around Port Sudan, Sawakin and the Bashayer Oil Terminal. b. Re-survey of the approaches and ports of Port Sudan, Sawakin and Bashayer.
Sri Lanka	2%/0%	98%/0%	0%/100%	1. Top priority is a re-survey programme to check siltation in Colombo and Galle harbours. Increased container and bulk cargo traffic make this especially important at Colombo. 2. The international route between Dondra Head and Little Basses Reef is the first priority for modern survey of coastal waters, which are mainly covered by lead-line surveys.
Thailand				
Yemen				
Andaman Islands, India				
British Indian Ocean Territory	5%/10%	0%/0%	95%/90%	1. Depths fall away sharply at the edge of the atolls. 2. Apart from Diego Garcia, modern surveys are required of the other atolls to locate all dangers.
Socotra Island	0%/2%	0%/0%	100%/98%	Numerous vigias exist in the waters around Socotra.

INTERNATIONAL CHARTING REGION K

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Brunei Darussalam				
Cambodia	0%/N/A	34%/N/A	66%/N/A	Figures provided by France.
China				
DP Rep of Korea				
East Timor				
Indonesia				
Japan	93%/89%	7%/11%	0%/0%	
Malaysia	55%/5%	10%/5%	35%/90%	<p>Priorities are:</p> <ul style="list-style-type: none"> a. Maritime Shipping Routes: top priority is the area of the Palawan Passage and Balabac Straits, especially Malawali Strait, and thereafter coverage of the coastal waters of Sabah. In the E Johore Strait it is reported that large cruise liners are passing close off the channel near Pulau Tekong. b. Ports and Approaches: Tanjung Pelepas will require re-survey with sidescan sonar after reclamation is complete. c. Bathymetric and oceanographic survey is required to support submarine operation in the S China Sea.
Marshall Islands				
Palau				
Philippines	25%/34%	50%/36%	25%/30%	<p>Priorities are:</p> <ul style="list-style-type: none"> a. Maritime Shipping Routes: modern MBES surveys of the Archipelagic Sea Lanes, inter-connections with neighbouring countries, and linking passages. b. Ports and Approaches: ports such as Cebu with significant developments over the past 5 years. c. Other: extension of the ongoing hydrographic survey of the EEZ, especially in selected areas for the study of the outer limit of the continental shelf.
Rep of Korea	70%/80%	30%/20%	0%/0%	
Singapore				
Vietnam	1%/0%	30%/100%	69%/0%	<ul style="list-style-type: none"> 1. Figures provided by France. 2. There are numerous submarine volcanoes off the E coast. Vigias require examination throughout Vietnamese waters.
Guam	0%/0%	10%/5%	90%/95%	
Hong Kong, China				
Macau, China				
Minami Tori Shima	100%/100%	0%/0%	0%/0%	
Paracel Islands				

Spratly Islands				
Wake Island	0%/0%	10%/5%	90%/95%	

INTERNATIONAL CHARTING REGION L

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Australia	35%/7%	20%/1%	45%/92%	<ol style="list-style-type: none"> Extensive sand-wave fields in the Torres Strait require routine re-survey. Priorities in the national survey plan are: <ol style="list-style-type: none"> International Routes: increase area surveyed to modern standards in Bass Strait and Torres Strait. Regional Routes: Great Barrier Reef and coastal areas of southern coast of Australia. Areas off Tasmania, sections of Inner Great Barrier Reef, Joseph Bonaparte Gulf and Dampier Archipelago.
Cook Islands	1%/0%	9%/0%	90%/100%	<ol style="list-style-type: none"> Data provided by NZ. Priority for modern survey is large-scale coverage of anchorages and landings.
Fiji	5%/15%	70%/0%	25%/85%	<ol style="list-style-type: none"> Data provided by UK. Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands. The priority is for modern survey of the minor ports and anchorages, which are only covered by lead-line surveys.
Kiribati	0%/0%	20%/0%	80%/100%	<ol style="list-style-type: none"> Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands. Priorities are: <ol style="list-style-type: none"> International Routes: disproving surveys of vigias WNW of Tanama, in the Line Group, and towards the Phoenix Group. Internal Routes, Approaches and Ports: Starbuck Island, frequented by cruise liners, is only covered by a sketch survey. Modern survey of the waters of all the islands of the archipelago.
Nauru	0%/0%	0%/0%	100%/100%	<ol style="list-style-type: none"> Data provided by UK. Nauru is a steep-to oceanic island. One ED shoal to the NE requires a disproving search.
New Zealand	80%/1%	5%/4%	15%/95%	A prioritised programme for full modern survey of shipping routes is underway.
Papua New Guinea	25%/7%	0%/0%	75%/93%	<ol style="list-style-type: none"> Data provided by Australia. Significant fringing barrier reefs and large adjacent areas remain unsurveyed. PNG National Maritime Safety Authority is reviewing priorities.
Samoa	5%/0%	65%/5%	30%/95%	<ol style="list-style-type: none"> Data provided by NZ. Priority for modern survey is large-scale coverage of anchorages and landings, then the shelf area between the two islands.
Solomon Islands	10%/30%	30%/10%	60%/60%	<ol style="list-style-type: none"> Data provided by UK. Coverage of the most frequented parts of these steep-to islands is adequate. Priorities for modern survey are: <ol style="list-style-type: none"> International Routes: examination of shoals, banks and submarine volcanoes e.g. Brougham Shoal, Edwards Bank. Internal Routes: Iron Bottom Sound. Ports and Approaches: approaches to Honiara, and modern survey of Gizo, Yandia and Tulagi.
Tokelau	5%/1%	0%/0%	95%/99%	<ol style="list-style-type: none"> Data provided by NZ. Priority for modern survey is large-scale coverage of anchorages and landings.

Tonga	2%/0%	28%/2%	70%/98%	1. Data based on SWPHC discussions. 2. Priorities are: <ul style="list-style-type: none"> a. Maritime Shipping Routes: disproving searches for numerous vigias. b. Ports and Approaches: <ul style="list-style-type: none"> (1) Modern survey in the Vava'u and Ha'apai Groups. (2) Modern survey of the outer approaches to Nuku'alofa.
Tuvalu	10%/0%	30%/0%	60%/100%	1. Data provided by UK. 2. Comprises steep-to oceanic islands and atolls. 3. Priorities are: <ul style="list-style-type: none"> a. Maritime Shipping Routes: the vigias in the general vicinity of Niulakita and Kosciusko Bank, including Macaw, Martha and Rose Bank should be investigated. b. Ports and Approaches: Funafuti entrance passages and anchorage are covered by modern survey. Surveys of the other atolls date from WW2 or are lead-line only.
Vanuatu	5%/50%	55%/0%	40%/50%	1. Data provided by UK. 2. Comprises steep-to oceanic islands. Priorities for modern survey are parts of Santo harbour and the cruise liner anchorages at Ambrym and Pentecost.
American Samoa	0%/0%	10%/5%	90%/95%	
Christmas Island	3%/1%	97%/0%	0%/99%	
Cocos (Keeling) I	1%/4%	0%/0%	99%/96%	
French Polynesia				
Howland & Baker Islands	0%/0%	10%/5%	90%/95%	
Jarvis Island	0%/0%	10%/5%	90%/95%	
Kingman Reef & Palmyra Island	0%/0%	10%/5%	90%/95%	
Macquarie Island	1%/1%	0%/0%	99%/99%	
New Caledonia				
Niue	10%/1%	5%/0%	85%/99%	1. Data provided by NZ. 2. No urgent survey requirements for safety of navigation.
Norfolk Island	10%/1%	0%/0%	90%/99%	
Pitcairn Dependencies	0%/0%	0%/0%	100%/100%	Consists of steep-to oceanic islands with no indications of off-lying dangers.
Wallis and Futuna Islands				

INTERNATIONAL CHARTING REGION M

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Antarctica, excluding Antarctic Peninsula				
Antarctic Peninsula				
Balleny Islands	20%/15%	0%/0%	80%/85%	The islands are visited by tourist vessels. New Zealand progresses MBES surveys as ice conditions permit.
S Orkney and S Shetland Islands	15%/0%	20%/30%	65%/70%	Data is inadequate except around the most frequented tourist sites in the S Shetlands and Signy I in S Orkney.
Peter I Øy				

STATUS OF NAUTICAL CHARTING

This table shows coverage of charts where:

A = percentage covered by INT series, or national equivalent meeting the standards in M-4.

B = percentage covered by Raster Navigational Charts (RNCs) meeting the standards in [S-61](#).

C = percentage covered by ENC's meeting the standards in S-57.

INTERNATIONAL CHARTING REGION A

[illegible]

INTERNATIONAL CHARTING REGION B

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Antigua and Barbuda	100%	100%	0%	100%	100%	50%	100%	100%	0%	No ENC coverage of Antigua, but is planned.
Bahamas	100%	100%	60%	100%	100%	0%	100%	100%	0%	1. Offshore waters and approaches to the two principal ports are covered by metric charts, but the source data is mainly old. 2. The charts covering the majority of the banks date from the nineteenth or mid-twentieth century.
Barbados	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4186.
Belize	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Costa Rica										
Cuba	-	-	-	97%	Note 1	Note 2	32%	Note 1	Note 2	1. Work is in hand to adopt S-61 standard. 2. Production is underway.
Dominica	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184.
Dominican Republic										
El Salvador										
Grenada	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184 & 4186.
Guatemala										
Guyana	100%	100%	0%	100%	100%	0%	100%	100%	0%	Approaches charts require metrication.
Haiti										
Honduras										
Jamaica	100%	100%	0%	100%	100%	100%	100%	100%	100%	Paper charts to be converted to WGS 84 datum.
Mexico	100%	4%	1%	100%	3%	3%	100%	93%	96%	
Nicaragua										
Panama										
St Kitts & Nevis	100%	100%	0%	100%	100%	0%	100%	100%	100%	
St Lucia	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184 & 4186.
St Vincent & the Grenadines	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4186.

Suriname	100%	100%	0%	60%	0%	0%	50%	0%	0%	All charts are in need of revision, and are based on outdated source material. Area E of 55°W is not covered by coastal/medium scale charts.
Trinidad and Tobago	100%	100%	0%	75%	100%	50%	100%	100%	75%	Coverage to E and S requires improvement.
Venezuela										
Anguilla	100%	100%	0%	100%	100%	0%	100%	100%	0%	There is no INT scheme for scales larger than 1: 300k.
Aruba & Netherlands Antilles (Leeward Islands)	100%	100%	0%	100%	100%	0%	100%	100%	0%	
British Virgin Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	INT coverage at 1: 300k planned for 2005.
Cayman Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	Small scale and offshore coverage needs modernisation.
Guadeloupe and Martinique, France										
Guyane										
Montserrat	100%	0%	0%	100%	100%	100%	100%	100%	0%	Small scale fathoms coverage needs replacement by an INT 1:1M chart.
Netherlands Antilles (Windward Islands)	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Navassa Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Puerto Rico & US Virgin Is	N/A	N/A	N/A	100%	100%	100%	100%	100%	90%	
St Barthelemy										
Turks & Caicos Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	

INTERNATIONAL CHARTING REGION C1

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Argentina	100%	0%	0%	89%	11%	3.6%	100%	33%	3.7%	There are deficiencies in coastal chart coverage between Capes Raso and Virgenes.
Brazil										
Paraguay	N/A	N/A	N/A	N/A	N/A	N/A				
Uruguay										
Falkland Islands Dependencies	100%	100%	100%	100%	100%	65%	100%	100%	100%	
St Peter and St Paul Rocks, Brazil										
Trinidad & Martin Vaz Is, Brazil										
S Georgia and S Sandwich Islands	100%	100%	0%	50%	50%	0%	60%	60%	0%	

INTERNATIONAL CHARTING REGION C2

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Bolivia	N/A	N/A	N/A							
Chile	8%	8%	16%	18%	0%	42%	74%	0%	42%	Main deficiencies in coverage arise from lack of source data to update old charts.
Colombia	30%	0%	0%	0%	0%	0%	0%	5%	15%	
Ecuador										
Peru	100%	0%	100%	95%	0%	100%	100%	0%	100%	
Easter I & Sala-y-Gomez, Chile	0%	0%	0%	1%	0%	0%	5%	0%	0%	
Galapagos Islands, Ecuador										
Islas Juan Fernandez, Chile	0%	0%	0%	0%	0%	0%	4%	0%	4%	
Islas San Ambrosio & San Felix, Chile	0%	0%	0%	0%	0%	0%	2%	0%	0%	

INTERNATIONAL CHARTING REGION D (NORDIC HYDROGRAPHIC COMMISSION AREA)

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Denmark	100%	0%	100%	100%	0%	100%	100%	0%	100%	
Finland	15%	0%	15%	40%	0%	70%	10%	0%	0%	Target for M-4 compliance is 2008. Main area of responsibility is covered by RNC, but not to S-61 standard.
Iceland	100%	0%	0%	100%	0%	0%	100%	0%	0%	
Norway	100%	0%	0%	100%	0%	0%	100%	0%	55%	Programme in place to complete modernisation of large scale charts by 2008.
Sweden	100%	0%	0%	100%	0%	75%	100%	0%	40%	
Faeroe Islands	100%	0%	0%	0%	0%	0%	0%	0%	0%	
Greenland	50%	0%	0%		0%	0%		0%	0%	
Jan Mayen										
Svalbard	100%	0%	0%	100%	0%	0%	100%	0%	0%	Large scale charts of Svalbard are based on survey data of variable quality.

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

[illegible]

INTERNATIONAL CHARTING REGION E

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Belarus	N/A	N/A	N/A	N/A	N/A	N/A				
Czech Republic	N/A	N/A	N/A	N/A	N/A	N/A				
Estonia	75%	0%	0%	95%	0%	100%	100%	0%	100%	UKHO ARCS partially covers Estonian waters.
Latvia	-	-	-	100%	-	100%	100%	-	100%	
Lithuania	5%	0%	5%	0%	0%	0%	5%	0%	5%	
Poland	-	-	-	100%	-	100%	100%	-	100%	
Russian Federation	100%	100%	100%	0%	0%	0%	80%	58%	42%	

INTERNATIONAL CHARTING REGION F

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Albania	100%	100%	50%	100%	100%	50%	50%	50%		Data for A and B relates to the UK BA series and for C to coverage by Greece. No charts are produced by Albania.
Algeria	100%	0%	0%	100%	0%	0%	90%	0%	0%	
Austria										
Azerbaijan										
Bosnia-Herzegovina										
Bulgaria	-	-	-	-	-	-	-	-	-	By bilateral agreement, UK publishes 100% coverage of A and B for offshore and coastal passage and also large-scale coverage of Varna and Burgas and approaches.
Croatia	100%	100%	0%	100%	100%	45%	100%	100%	10%	ENCs are not yet available on the market.
Cyprus	100%	100%	45%	100%	100%	45%	100%	100%	0%	
Egypt										
Georgia										
Greece	100%	0%	100%	85%	0%	69%	100%	0%	43%	A number of large scale charts need updating.
Hungary										
Israel										
Italy										
Kazakhstan										
Lebanon										
Libya										
Malta	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Monaco	100%	-	0%	100%	-	100%	100%	-	0%	Large scale ENC coverage available early 2005.
Morocco										
Republic of Moldova										
Romania										
Serbia-Montenegro	100%	0%	0%	100%	0%	0%	100%	0%	0%	
Slovakia	N/A	N/A	N/A	N/A	N/A	N/A				
Slovenia	0%	0%	0%	0%	0%	0%	40%	0%	40%	
Spain	100%	0%	20%	100%	0%	65%	100%	0%	70%	
Syria										
Tunisia										
Turkey	100%	-	0%	100%	-	56%	100%	-	61%	

[illegible]

INTERNATIONAL CHARTING REGION G

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Benin	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum. 3. Some large scale coverage needs modernisation.
Cameroon	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. Charts at larger scale than 1: 1M are not on WGS 84 datum. 3. Some large scale coverage needs modernisation.
Cape Verde	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. Paper charts issued by Portugal date mainly from pre 1974. RNC coverage is provided by UKHO. 3. Some large scale coverage needs modernisation.
Central African Republic	N/A	N/A	N/A	N/A	N/A	N/A				
Chad	N/A	N/A	N/A	N/A	N/A	N/A				
Congo	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum. 3. Medium scale coverage needs modernisation.
Côte d'Ivoire	100%	100%	100%	100%	100%	0%				1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum.
DRC	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum. 3. Medium scale coverage needs modernisation.
Equatorial Guinea	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. Medium and large scale charts require transfer to WGS 84 datum. 3. Paper coverage is provided in the Spanish and UK series, and RNC coverage is provided by UK. Medium scale coverage needs modernisation.

[illegible]

INTERNATIONAL CHARTING REGION H

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Angola	100%	0%	0%	60%	0%	0%	100%	0%	0%	1. The waters of Angola are covered by Portuguese charts, mainly issued before 1974, most of which require modernisation. 2. UK produces RNCs covering some of Angola's waters.
Burundi	N/A	N/A	N/A							
Comoros	100%	100%	0%	100%	100%	0%	100%	100%	0%	Figures provided by UK.
Kenya	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Figures provided by UK. 2. The old fathoms medium and large scale coverage of Lake Victoria is not maintained and is not reproduced as RNCs.
Madagascar										
Malawi	N/A	N/A	N/A							
Mauritius	100%	100%	0%	100%	100%	0%	100%	100%	0%	Figures provided by UK.
Mozambique	0%	0%	0%	0%	0%	0%	2%	0%	0%	Published large-scale charts are subject to continuous revision to meet M-4.
Namibia	100%	0%	0%	100%	0%	0%	100%	0%	0%	1. Figures provided by S Africa. 2. Attention is drawn to the shortfalls in survey data in Annex A.
Rep of S Africa	100%	0%	0%	100%	0%	0%	100%	0%	7%	Attention is drawn to the shortfalls in survey data in Annex A.
Seychelles	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Tanzania	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. RNC coverage does not extend to the inland Lakes. 2. Metrication programme is nearing completion.
Uganda										
Zambia	N/A	N/A	N/A	N/A	N/A	N/A				
Zimbabwe	N/A	N/A	N/A	N/A	N/A	N/A				
Ascension Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Bouvetøya										
French Southern Territories										
Heard I and McDonald Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Prince Edward Islands	100%	0%	0%	100%	0%	0%	100%	0%	0%	

Reunion & Mayotte										
St Helena	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Tristan da Cunha & Gough I	100%	100%	0%	100%	100%	0%	100%	100%	0%	

INTERNATIONAL CHARTING REGION I
(ROPME SEA AREA HYDROGRAPHIC COMMISSION AREA)

[illegible]

INTERNATIONAL CHARTING REGION J
(NORTH INDIAN OCEAN HYDROGRAPHIC COMMISSION AREA)

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Bangladesh										
Djibouti										
Eritrea	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Figures supplied by UK. 2. No charts are referred to WGS datum. 3. Most source data is very old (see Annex A).
India	100%	0%	50%	100%	0%	70%	100%	0%	95%	
Jordan	100%	100%	100%	100%	100%	0%	100%	100%	0%	Figures supplied by UK.
Maldives	100%	100%	100%	100%	100%	0%	20%	20%	0%	1. Figures provided by UK. 2. Large scale coverage is confined to Male, Ihavandhippolhu and Addoo Islands.
Myanmar										
Oman										
Somalia	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Figures supplied by UK. 2. Most source data is very old (see Annex A). 3. Plans for smaller ports and anchorages require modernisation.
Sudan	100%	100%	0%	100%	100%	0%	66%	66%	0%	1. Figures supplied by UK. 2. Most source data is very old (see Annex A). 3. At present Bashayer Oil Terminal (SBM) is only charted at 1: 150k.
Sri Lanka	100%	100%	70%	100%	100%	30%	70%	70%	15%	1. Medium scale paper coverage is mainly at 1: 300k, and larger scales are required, especially N of Colombo. 2. Only Colombo is covered by ENC, and only Colombo, Galle and Trincomalee are covered by larger scale paper charts and RNCs.
Thailand										
Yemen										
Andaman Islands, India										
British Indian Ocean Territory	100%	100%	0%	70%	70%	0%	100%	100%	100%	ENC covers the only significant port - Diego Garcia.
Socotra Island	100%	100%	0%	100%	100%	0%	0%	0%	0%	

INTERNATIONAL CHARTING REGION K

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Brunei Darussalam										
Cambodia										
China										
DP Rep of Korea										
East Timor										
Indonesia										
Japan	100%	0%	100%	100%	0%	96%	100%	0%	40%	
Malaysia - Peninsular - Sarawak/Sabah	45% 37.5%	- 76.4%	20% 67.6%	79% -	- -	30% -	50% -	- 32.35%	20% 6.75%	
Marshall Islands										
Palau										
Philippines	65%	Note 2	15%	60%	Note 2	0%	75%	Note 2	4%	1. Ongoing co-production arrangement with UK will result in a uniform 1:150k series. 2. It is not intended to produce RNCs. UKHO is providing RNC cover.
Rep of Korea	100%	100%	100%	-	-	-	100%	100%	100%	
Singapore										
Vietnam										
Guam	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Hong Kong, China										
Macau, China										
Minami Tori Shima	100%	0%	10%	0%	0%	0%	0%	0%	0%	
Paracel Islands										
Spratly Islands										
Wake Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	

INTERNATIONAL CHARTING REGION L

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Australia	100%	100%	0%	95%	95%	6%	100%	100%	6%	The 5% shortfall in the Medium bracket is a low priority for completion due to lack of maritime traffic in these areas.
Cook Islands	100%	100%	0%	10%	10%	0%	10%	10%	0%	1. Data provided by NZ. 2. Project underway to transform to WGS 84 datum. 3. Extensive surveying is required to support improved charting.
Fiji	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Some coverage requires metrication.
Kiribati	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Large scale coverage requires metrication.
Nauru	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Large scale coverage requires metrication.
New Zealand	100%	100%	0%	100%	100%	0%	100%	100%	0%	Test ENCs covering 1% of NZ EEZ are available on request.
Papua New Guinea	100%	100%	0%	95%	95%	0%	100%	100%	0%	The 5% shortfall in the Medium bracket is in areas previously of low priority for cover. This is under review.
Samoa	100%	0%	0%	100%	0%	0%	0%	0%	0%	1. Data provided by NZ. 2. Project underway to transform to WGS 84 datum.
Solomon Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Tokelau	100%	100%	0%	100%	100%	0%	0%	0%	0%	1. Data provided by NZ. 2. Survey data is required for large scale charting.
Tonga	100%	100%	0%	80%	80%	0%	10%	10%	0%	1. Data provided by NZ. 2. With the exception of surveys of the harbours of Niuatopotapu, Neiafu, Lifuka and Nuku'alofa, source data is based on old surveys and random passage soundings (see Annex A). 3. The one medium scale chart does not cover all of the Tongan islands. 4. With the exception of the harbours listed

[illegible]

INTERNATIONAL CHARTING REGION M

[illegible]

Annex C to IHB S-55

STATUS OF MARITIME SAFETY INFORMATION

INTERNATIONAL CHARTING REGION A

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Canada	a. b. c. d.	a. b. c. d. e. f.	
USA	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No (Note 1). c. Yes. d. Yes. e. Yes. f. Yes.	1. Planned.
Aleutian Islands	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. f.	
Bermuda	a. Yes	a. Yes	1. Via NAVAREA IV

	b. Yes c. Yes (Note 1) d. Yes (Note 2)	b. Yes c. Yes d. No (Note 3) e. Yes f. Yes	coordinator. 2. To UKHO. 3. Distress alerts on own INMARSAT – C.
Hawaiian Islands & Midway Is, USA	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No (Note 1). c. Yes. d. Yes. e. Yes. f.	1. Planned.
Johnston Atoll	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. f.	
Saint Pierre & Miquelon	a. b. c. d.	a. b. c. d. e. f.	

INTERNATIONAL CHARTING REGION B

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	
Antigua and Barbuda	a. No. b. No.	a. b. Yes.	1. Data from MACHC (CGMHC).

	c. No. d. Yes.	c. Yes (Note 2). d. No. e. No. f. Yes (Note 2).	
Bahamas	a. No. b. No. c. No. d. Partial.	a. No. b. Yes. c. Partial. d. No. e. Yes. f. No.	1. Data from MACHC (CGMHC).
Barbados	a. Partial (Note 2). b. No. c. No. d. Yes.	a. b. Yes. c. Shared. d. No. e. Shared. f. Shared.	1. Data from MACHC (CGMHC). 2. Through local media only.
Belize	a. b. c. d.	a. b. c. d. e. f.	
Costa Rica	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Cuba	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	
Dominica	a. No. b. No. c. No.	a. No. b. Yes. c. No.	1. Data from MACHC (CGMHC).

	d. No.	d. No. e. No. f. Shared.	
Dominican Republic	a. No (Note 2). b. No (Note 2). c. No (Note 2). d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
El Salvador	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Grenada	a. No. b. No. c. No. d. No.	a. No. b. Yes. c. Shared. d. No. e. Shared. f. Shared.	1. Data from MACHC (CGMHC).
Guatemala	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Guyana	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Haiti	a. b. c. d.	a. No. b. No. c. No. d. No.	1. Data provided by UK.

		e. No. f. No.	
Honduras	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Jamaica	a. Yes. b. Yes. c. No. d. Yes.	a. Yes. b. Yes. c. No (Note 2). d. Yes. e. No. f. Yes.	1. Data from MACHC (CGMHC). 2. Planned.
Mexico	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. No (Note 1). c. No (Note 1). d. No (Note 2). e. No. f.	1. Partial coverage in place. 2. Planned.
Nicaragua	a. b. c. d.	a. b. No. c. No. d. e. f.	1. Data provided by UK.
Panama	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
St Kitts & Nevis	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No.	1. Data provided by UK.

		f. No.	
St Lucia	a. Yes (Note 2). b. No. c. No. d. No.	a. b. Yes. c. Shared. d. No. e. No. f. Shared.	1. Data from MACHC (CGMHC). 2. Port VHF only.
St Vincent & the Grenadines	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Suriname	a. Yes (Note 1). b. Partial. c. No. d. Partial.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Notice to Mariners.
Trinidad and Tobago	a. Yes. b. Yes. c. No. d. Yes.	a. b. Yes. c. Yes. d. No. e. No. f.	1. Data from MACHC (CGMHC).
Venezuela	a. b. c. d.	a. b. No (Note 2). c. d. e. f.	1. Data provided by UK. 2. Planned
Anguilla	a. Unknown. b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 2).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Available by Safety NET. 2. Through UKHO.

Aruba & Netherlands Antilles (Leeward Islands)	a. Yes. b. Yes. c. Yes. d. No (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Can be provided on request.
British Virgin Is	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
Cayman Islands	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
Guadeloupe and Martinique, France			
Guyane			
Montserrat	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
Netherlands Antilles (Windward Islands)	a. Yes. b. Yes. c. Yes. d. No (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Can be provided on request.
Navassa Island	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d.	

		e. f.	
Puerto Rico & US Virgin Is	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. f.	
Turks & Caicos Is	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.

INTERNATIONAL CHARTING REGION C1

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Argentina	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	
Brazil	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. Yes. e. No. f.	Data provided by UK.
Paraguay	N/A	N/A	
Uruguay	a. Yes. b. Yes. c. Yes. d.	a. b. Yes. c. Yes. d. Yes. e. Yes. f.	Data provided by UK.
Falkland Islands Dependencies	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
St Peter and St Paul Rocks, Brazil			
Trinidad & Martin Vaz Is, Brazil			

S Georgia and S Sandwich Islands	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
----------------------------------	--	--	---

INTERNATIONAL CHARTING REGION C2

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Bolivia	N/A	N/A	
Chile	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	
Colombia	a. Yes. b. Yes.	a. No. b. No.	

	c. No. d. Yes	c. No. d. No. e. No. f. No.	
Ecuador			
Peru	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 1). e. Partial. f. Yes (Note 2).	1. By Dirección General de Capitanías y Guardacostas. 2. By Dirección de Hidrografía y Navegación.
Easter I & Sala-y-Gomez, Chile	a. Yes. b. No. c. No. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	
Galapagos Islands, Ecuador			
Islas Juan Fernandez, Chile	a. Yes. b. No. c. No. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. No. f. No.	
Islas San Ambrosio & San Felix, Chile	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	

INTERNATIONAL CHARTING REGION D
(NORDIC HYDROGRAPHIC COMMISSION AREA)

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Denmark	a. Yes. b. Yes. c. Partial (Note 1). d. Yes.	a. b. c. d. e. Yes. f.	1. Transmitted by Sweden and Norway.
Finland	a. Yes. b. Yes. c. No. d. Partial.	a. No. b. Yes. c. Yes. d. No. e. Yes (Note 1). f. Yes (Note 1).	1. In co-operation with BALTICO.
Iceland	a. No. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. Yes. d. No. e. Yes. f. No.	
Norway	a. Yes. b. Yes.	a. Yes. b. Yes.	

	c. Yes. d. Yes.	c. Yes. d. Yes. e. Yes. f. Yes.	
Sweden	a. Yes. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	1. Provided by UK.
Faeroe Islands			
Greenland		a. b. c. d. e. Yes (Note 1). f.	1. Pre-operational.
Jan Mayen			
Svalbard			

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Belgium	a.	a.	

	b. c. d.	b. c. d. e. f.	
France	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes (Note 1). f. Yes.	1. Co-ordinated with UK.
Germany	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes (Note 2). d. Yes (Note 3). e. Yes (Note 4). f. No.	1. Agreements in place with all Port Authorities operating commercial traffic. 2. With Lyngby Radio, Denmark. 3. With France Telecom. 4. With Netherlands and Sweden.
Ireland	a. Yes (Note 1). b. Yes. c. Yes (Note 2). d. Yes (Note 3).	a. Yes. b. Yes. c. Yes. d. N/A (Note 4). e. Yes (Note 5). f. Yes.	1. By Coastguard and ports. 2. Through UKHO. 3. Passed to UKHO. 4. Through UKHO a/r. 5. Full coverage (2 stations).
Luxembourg	N/A	N/A	
Netherlands	a. Yes. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes (Note 2). b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Via NAVAREA coordinator at UKHO and Netherlands CG. 2. All GMDSS elements are the responsibility of the Netherlands CG.
Switzerland	N/A	N/A	
UK	a. Yes. b. Yes.	a. Yes. b. Yes.	1. Co-ordinated with France.

	c. Yes. d. Yes.	c. Yes. d. Yes. e. Yes (Note 1). f. Yes.	
--	--------------------	---	--

INTERNATIONAL CHARTING REGION E

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Belarus	N/A	N/A	
Czech Republic	N/A	N/A	
Estonia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. N/A. e. Yes. f. Yes (Note 1).	1. Provided by UK.
Latvia	a. Yes. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes (Note 1). f. No.	1. Through NAVAREA I Co-ordinator.
Lithuania	a. Partial. b. Yes. c. Yes.	a. b. c.	1. NAVTEX Station J is used for all MSI purposes.

	d. Yes.	d. e. Yes (Note 1). f. No.	
Poland	a. Yes. b. Yes. c. Yes. d. Yes.	a. No (Note 1). b. Yes. c. Yes. d. No. e. No. f. No.	1. All data in IMO Master Plan.
Russian Federation	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes (Note 1). f. Yes (Note 2).	1. NAVAREA I. 2. NAVAREA XIII.

INTERNATIONAL CHARTING REGION F

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings	a. Master Plan b. A1 Area c. A2 Area	

	d. Port Information	d. A3 Area e. NAVTEX f. SafetyNET	
Albania	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	Data provided by UK and Greece.
Algeria	a. No. b. No. c. Yes (Note 1). d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. By FAX to NAVAREA III co-ordinator.
Austria	N/A	N/A	
Azerbaijan			
Bosnia-Herzegovina	a. b. c. d.	a. b. c. d. e. f.	
Bulgaria	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. No (Note 1). c. Yes. d. Yes. e. Yes. f.	1. Planned.
Croatia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes (Note 1).	1. Temporary use of NAVAREA III Co-ordinator SafetyNET facilities is agreed in case of failure of Croatian NAVTEX service.
Cyprus	a. Yes. b. Yes.	a. b. Yes.	

	c. Yes. d. Yes.	c. Yes. d. Yes. e. Yes. f.	
Egypt	a. b. c. d.	a. b. c. d. e. f.	
Georgia	a. b. c. d	a. b. c. d. e. f.	
Greece	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Hungary	N/A	N/A	
Israel	a. b. c. d.	a. b. c. d. e. f.	
Italy	a. b. c. d.	a. b. c. d. e. f.	
Kazakhstan			
Lebanon	a.	a.	

	b. c. d.	b. c. d. e. f.	
Libya	a. b. c. d.	a. b. c. d. e. f.	
Malta	a. Yes. b. Yes. c. Yes. d. Yes.	a. Partial. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Monaco	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	Fully integrated with MSI and GMDSS arrangements in France.
Morocco	a. b. c. d.	a. b. c. d. e. f.	
Republic of Moldova	a. b. c. d.	a. b. c. d. e. f.	
Romania	a. b.	a. b.	

	c. d.	c. d. e. f.	
Serbia-Montenegro	a. Yes. b. Yes. c. Yes. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. No. f. No.	
Slovakia	N/A	N/A	
Slovenia	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 2). d. Yes.	a. Yes. b. Yes. c. No. d. No. e. Yes (Note 3). f. No.	1. Trieste (IT) Radio, Rijeka (HR) Radio. 2. Hydrographic Institute- Split (HR). 3. Split- Croatia.
Spain	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes (Note 1).	1. Agreements in place with all Port Authorities. 2. Only for NAVAREA warnings.
Syria	a. b. c. d.	a. b. c. d. e. f.	
Tunisia	a. b. c. d.	a. b. c. d. e. f.	
Turkey	a. Yes. b. Yes.	a. Yes. b. Yes.	

	c. Yes. d. Yes.	c. Yes. d. No. e. Yes. f. No.	
Turkmenistan			
Ukraine	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Uzbekistan			
Gibraltar	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. For GMDSS Gibraltar falls within coverage of Spanish areas.
Palestine Authority			

INTERNATIONAL CHARTING REGION G

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Benin	a. Partial (Note 1). b. No. c. No. d. No.	a. No. b. No. c. No. d. No.	1. Data derived from EAtHC technical visit. 2. Only by hand of the

		e. No. f. No.	pilots.
Cameroon	a. No. b. No. c. No. d. Partial (Note 1).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. Survey data for Douala harbour is received by SHOM.
Cape Verde	a. Partial (Note 1). b. No. c. No. d. Partial (Note 2).	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. One VHF station. 2. Updates passed to Portugal. 3. Planned.
Central African Republic	N/A	N/A	
Chad	N/A	N/A	
Congo	a. Partial (Note 2). b. No. c. No. d. Partial (Note 2).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. Only for Pointe-Noire.
Côte d'Ivoire	a. b. Yes. c. d.	a. No. b. No (Note 2). c. No (Note 2). d. No (Note 2). e. No. f. No.	1. Data provided by UK. 2. Planned.
DRC	a. Partial. b. No. c. No. d. Partial.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit.
Equatorial Guinea	a. No. b. No.	a. No. b. No.	1. Data derived from EAtHC technical visit.

	c. No. d. No.	c. No. d. No. e. No. f. No.	
Gabon	a. No. b. No. c. No. d. No.	a. No. b. - c. - d. - e. - f. No.	1. Data derived from EAtHC technical visit.
Gambia	a. Partial (Note 1). b. Partial (Note 1). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. Partial (Note 4).	1. Banjul Port VHF. 2. Passed to NAVAREA II coordinator via Dakar. 3. Passed to UKHO. 4. Passed to Dakar.
Ghana	a. Yes (Note 2). b. No. c. Yes (Note 3). d. Yes (Note 4).	a. Yes. b. Yes. c. Yes. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. VHF. 3. Via Navarea Coordinator. 4. Passed to UKHO.
Guinea	a. Partial (Note 2). b. No. c. No. d. No.	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. Data derived from EAtHC technical visit. 2. Conakry VHF only. 3. Planned.
Guinea Bissau	a. Partial (Note 2). b. Partial (Note 2). c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. Bissau VHF only. Range currently 12nm; planned to be extended to 50nm.
Liberia	a. b. c.	a. No. b. No. c. No.	

	d. No.	d. No. e. No. f. No.	
Mali	N/A	N/A	
Mauritania	a. Partial (Note 2). b. No. c. No. d. No.	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. Data derived from EAtHC technical visit. 2. Passed on arrival by pilot. 3. Planned.
Niger	N/A	N/A	
Nigeria	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. No. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	1. Passed to NAVAREA Co-ordinator. 2. Passed to UKHO.
Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2). e. Yes. f. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information. 2. Planning underway.
Sao Tome & Principe	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	
Senegal	a. Yes (Note 1). b. Yes. c. Yes. d. Yes.	a. Yes. b. No (Note 2). c. No (Note 2). d. No. e. No. f. No.	1. VHF. 2. Planned.
Sierra Leone	a. Yes (Note 1). b. No.	a. Yes. b. Yes (Note 4).	1. VHF. 2. Passed to NAVAREA

	c. Partial (Note 2). d. Partial (Note 3).	c. Yes (Note 4). d. No. e. No. f. No.	Co-ordinator. 3. Passed to UKHO. 4. Planned
Togo	a. Yes (Note 2). b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. By VHF.
Azores, Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2). e. Yes. f. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information. 2. Planning underway.
Canary Islands, Spain	a. Yes. b. Yes. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. Yes (Note 1).	1. Via NAVAREA II Coordinator. 2. Agreements in place with all Port Authorities.
Madeira, Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2). e. No (Note 2). f. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information. 2. Planning underway.
Western Sahara			

INTERNATIONAL CHARTING REGION H

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Angola	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	
Burundi	N/A	N/A	
Comoros	a. b. c.	a. b. c.	

	d.	d. e. f.	
Kenya	a. Yes (Note 1). b. No. c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Port VHF. 2. Via NAVAREA VIII Co-ordinator. 3. Passed to UKHO.
Madagascar	a. No. b. No. c. No. d.	a. b. No (Note 2). c. No (Note 2). d. e. No. f.	1. Data provided by UK. 2. Planned.
Malawi	a. b. d.	N/A	
Mauritius	a. Yes. b. Yes. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	1. Via NAVAREA VIII Co-ordinator. 2. Passed to UKHO.
Mozambique	a. Yes (Note 1). b. Yes (Note 2). c. Yes (Note 2). d. Yes.	a. No. b. No. c. No. d. Yes. e. No. f. No.	1. Issued by INAHINA. 2. Issued by S Africa (SANHO) on behalf of INAHINA.
Namibia	a. b. Yes (Note 1). c. Yes (Note 1). d.	a. b. No. c. No. d. No. e. Yes. f.	1. Promulgated by S Africa.
Rep of S Africa	a. Yes.	a. Yes.	

	b. Yes. c. Yes. d. Yes.	b. No. c. No. d. Yes. e. Yes. f. Yes.	
Seychelles	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No. f. No.	1. Via NAVAREA VII Coordinator. 2. Passed to UKHO. 3. Planned.
Tanzania	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. No. b. No (Note 3). c. No (Note 3). d. No. e. No. f. No.	1. Via NAVAREA VIII Coordinator. 2. Passed to UKHO. 3. A GMDSS service providing A1 and A2 services will be operational in Sep 04.
Uganda		N/A	
Zambia	N/A	N/A	
Zimbabwe	N/A	N/A	
Ascension Island	a. Unknown (Note 1). b. Yes. c. Yes. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally.
Bouvetøya			
French Southern Territories			
Heard I and McDonald Is			
Prince Edward Islands	a. N/A. b. N/A. c. Yes (Note 1). d. N/A.	a. No. b. No. c. No. d. Yes. e. No. f. No.	1. NAVAREA VII.

Reunion & Mayotte			
St Helena	a. Unknown (Note 1). b. Yes (Notes 2 & 3). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET. 3. Available/offered, but not currently used. 4. Through UKHO.
Tristan da Cunha & Gough I	a. Unknown (Note 1). b. Yes (Notes 2 & 3). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET. 3. Available/offered, but not currently used. 4. Through UKHO.

INTERNATIONAL CHARTING REGION I

(ROPME SEA AREA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX	

		f. SafetyNET	
Bahrain	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 1).	a. Partial (Note 1). b. Partial (Note 1). c. Partial (Note 1). d. Partial (Note 1). e. Yes (Note 1). f. No.	1. Provided by MENAS.
Iran	a. b. c. d.	a. b. c. d. e. f.	
Iraq	a. b. c. d.	a. b. c. d. e. f.	
Kuwait	a. b. c. d.	a. b. c. d. e. f.	
Pakistan	a. Yes. b. Yes (Note 1). c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Pakistan is area coordinator for Navarea IX.
Qatar	a. b. c. d.	a. b. c. d. e. f.	

Saudi Arabia	a. Yes. b. Yes. c. Partial. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes (Note 1). f. No (Note 2).	1. Via Jeddah Radio. 2. Passed to NAVAREA IX co-ordinator.
UAE	a. b. c. d.	a. b. c. d. e. f.	

INTERNATIONAL CHARTING REGION J

(NORTH INDIAN OCEAN HYDROGRAPHIC COMMISSION AREA)

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Bangladesh	a. b. c. d.	a. b. c. d. e. f.	
Djibouti	a. b. c. d.	a. b. c. d. e. f.	

Eritrea	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
India	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Agreements in place with all Port Authorities.
Jordan	a. Yes. b. Yes. c. No. d. Partial.	a. b. Yes. c. Yes. d. No. e. No. f. No.	
Maldives	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Myanmar	a. b. c. d.	a. b. c. d. e. f.	
Oman	a. b. c. d.	a. b. c. d. e. f.	
Somalia	a. No.	a. No.	1. Data provided by UK.

	b. No. c. No. d. No.	b. No. c. No. d. No. e. No. f. No.	
Sudan	a. No. b. No. c. No. d. Yes (Note 1).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Some information reaches UKHO.
Sri Lanka	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No. b. No. c. No. d. No. e. No. f. No.	1. By Sri Lanka Ports Authority in collaboration with Telecommunications Department.
Thailand	a. b. c. d.	a. b. c. d. e. f.	
Yemen	a. No. b. No. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Andaman Islands, India	a. b. c. d.	a. b. c. d. e. f.	
British Indian Ocean Territory	a. Unknown (Note 1). b. Yes (Notes 2 & 3).	a. No. b. No.	1. Local authority responsibility – no

	c. Yes (Note 2). d. Yes (Note 4).	c. No. d. No. e. No. f. No.	requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET. 3. Available/offered, but not currently used. 4. Through UKHO.
Socotra Island	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	

INTERNATIONAL CHARTING REGION K

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Brunei Darussalam	a. b. c. d.	a. b. c. d. e. f.	

Cambodia	a. b. c. d.	a. b. c. d. e. f.	
China	a. b. c. d.	a. b. c. d. e. f.	
DP Rep of Korea	a. No. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	1. Passed to NAVAREA co-ordinator.
East Timor	a. b. c. d.	a. b. c. d. e. f.	
Indonesia	a. b. c. d.	a. b. c. d. e. f.	
Japan	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. Yes. d. Yes. e. Yes. f. Yes.	
Malaysia	a. Yes.	a. No.	

	b. Yes. c. Yes. d. Yes.	b. No. c. No. d. No. e. Yes. f. Yes.	
Marshall Islands	a. b. c. d.	a. b. c. d. e. f.	
Palau	a. b. c. d.	a. b. c. d. e. f.	
Philippines	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 2). d. Yes (Note 3).	a. Partial. b. Partial. c. Partial. d. Partial. e. Partial. f. No.	1. Also provided by other government agencies. 2. Passed to NAVAREA co-ordinator. 3. Also available on Port Authority web-site.
Rep of Korea	a. b. c. d.	a. b. c. d. e. f.	
Singapore	a. b. c. d.	a. b. c. d. e. f.	
Vietnam	a.	a.	

	b. c. d.	b. c. d. e. f.	
Guam	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. No (Note 1). c. No (Note 1). d. Yes. e. Yes. f.	1. Planned.
Hong Kong, China			
Macau, China			
Minami Tori Shima	a. No. b. No. c. Yes. d. N/A.	a. Yes. b. No. c. No. d. Yes. e. No. f. Yes.	
Paracel Islands			
Spratly Islands			
Wake Island	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. f.	

INTERNATIONAL CHARTING REGION L

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings	a. Master Plan b. A1 Area c. A2 Area	

	d. Port Information	d. A3 Area e. NAVTEX f. SafetyNET	
Australia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. No. d. Yes (Note 1). e. No. f. Yes (Note 2).	1. Covers the whole Australasian area. 2. All MSI is provided by Safety NET.
Cook Islands	a. No. b. No. c. No. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Fiji	a. Yes. b. Yes. c. No. d. Yes.	a. b. No (Note 2). c. Yes. d. Yes. e. No. f.	1. Data provided by UK. 2. Planned.
Kiribati	a. Yes. b. No. c. No. d. No.	a. Yes (Note 1). b. No. c. No. d. No. e. No. f. No.	1. A Master Plan has been formulated but needs funding for implementation.
Nauru	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
New Zealand	a. Yes. b. Yes. c. Yes. d. Partial.	a. Yes (Note 1). b. Yes. c. Yes. d. Yes.	1. Co-ordinated by NZ MSA.

		e. Yes. f. Yes.	
Papua New Guinea	a. Yes. b. No. c. No. d. Yes (Note 2).	a. b. No. c. No. d. No. e. No. f.	1. Data provided by UK. 2. Passed to Australian HO.
Samoa	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	1. Data provide by UK.
Solomon Islands	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. f.	1. Data provided by UK.
Tokelau	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	1. Data provided by UK.
Tonga	a. Yes. b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 1).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Passed to NZ.
Tuvalu	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No.	1. Data provided by UK.

		f.	
Vanuatu	a. Partial. b. Partial. c. Partial. d. Partial.	a. No. b. No (Note 1). c. No. d. No. e. No. f. No.	1. SAR is handled by MRSC New Caledonia.
American Samoa	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	
Christmas Island			
Cocos (Keeling) I			
French Polynesia	a. b. c. d.	a. b. c. d. e. f.	
Howland & Baker Islands			
Jarvis Island			
Kingman Reef & Palmyra Island			
Macquarie Island			
New Caledonia	a. b. c. d.	a. b. c. d. e. f.	
Niue	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No.	1. Data provided by UK.

		f.	
Norfolk Island			
Pitcairn Dependencies	a. Unknown (Note 1). b. Yes (Notes 2 & 3). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET. 3. Available/offered, but not currently used. 4. Through UKHO.
Wallis and Futuna Islands			

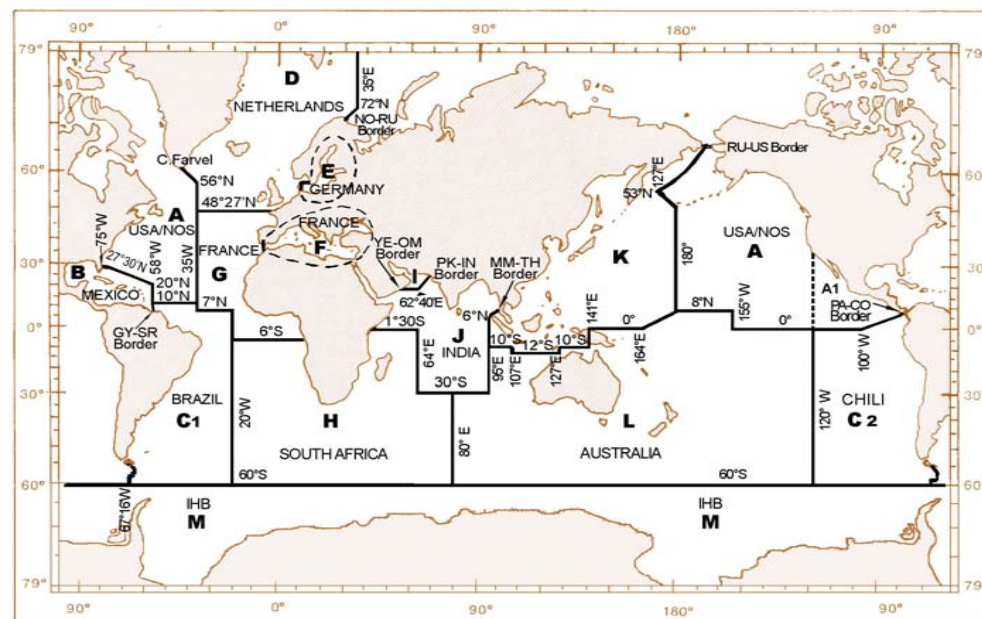
INTERNATIONAL CHARTING REGION M

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Antarctica, excluding Antarctic Peninsula	a. b. c. d.	a. b. c. d. e. f.	
Antarctic Peninsula	a. b. c. d.	a. b. c. d. e. f.	

Balleny Islands	a. No. b. No. c. Yes (Note 1). d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. MSI and GMDSS for this zone are co-ordinated by the NZ MSA.
S Orkney and S Shetland Islands	a. Unknown (Note 1). b. Yes (Notes 2 & 3). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET. 3. Available/offered, but not currently used. 4. Through UKHO.
Peter I Øy	a. b. c. d.	a. b. c. d. e. f.	

**IHO
INTERNATIONAL CHARTING
REGIONS**

**REGIONS DE
CARTOGRAPHIE INTERNATIONALE
DE L'OHI**



Related Regional Hydrographic Commissions	Region	Commissions hydrographiques régionales concernées
(US/CHC) US/Canada Hydrographic Commission	A	(CHUSC) Commission hydrographique USA/Canada

(MACHC)	Meso American and Caribbean Hydrographic Commission	B	(CHMAC)	Commission hydrographique meso-américaine et des Caraïbes
	<i>None</i>	C1		<i>Aucune</i>
(SEPHC)	South-East Pacific Hydrographic Commission	C2	(CHPSE)	Commission hydrographique du Pacifique sud-est
(NHC) (NSHC)	Nordic Hydrographic Commission North Sea Hydrographic Commission	D	(CHN) (CHMN)	Commission hydrographique nordique Commission hydrographique de la mer du Nord
(BSHC)	Baltic Sea Hydrographic Commission	E	(CHMB)	Commission hydrographique de la mer Baltique
(MBSHC)	Mediterranean and Black Seas Hydrographic Commission	F	(CHMMN)	Commission hydrographique de la Méditerranée et de la mer Noire
(EAthC)	Eastern Atlantic Hydrographic Commission	G	(CHAtO)	Commission hydrographique de l'Atlantique oriental (CHAtO)
(SAIHC)	Southern African and Islands Hydrographic Commission	H	(CHAIA)	Commission hydrographique de l'Afrique et des îles australes
(RSAHC)	ROPME Sea Area Hydrographic Commission	I	(CHZMR)	Commission hydrographique de la zone maritime ROPME
(NIOHC)	North Indian Ocean Hydrographic Commission	J	(CHOIS)	Commission hydrographique de l'Océan Indien septentrional
(EAHC)	East Asia Hydrographic Commission	K	(CHAO)	Commission hydrographique de l'Asie orientale
(SWPHC)	South-West Pacific Hydrographic Commission	L	(CHPSO)	Commission hydrographique du Pacifique sud-ouest
(HCA)	Hydrographic Committee on Antarctica	M	(CHA)	Comité hydrographique sur l'Antarctique