



IHB File No S3/8151/HSSC

CIRCULAR LETTER 29/2009  
28 April 2009

REVIEW OF IHO TECHNICAL RESOLUTIONS BY THE COMMITTEE ON HYDROGRAPHIC  
REQUIREMENTS FOR INFORMATION SYSTEMS (CHRIS)<sup>1</sup>  
(GROUP 2 OF 4)

Reference: IHB CL 12/2009 dated 17 February

Dear Hydrographer,

1 The IHB would like to thank the following 51 Member States who replied to the Reference: Algeria; Argentina; Australia; Bangladesh; Belgium; Brazil; Canada; Chile; Colombia; Croatia; Denmark; Ecuador; Estonia; Fiji; Finland; France; Germany; Greece; Guatemala; Iceland; India; Indonesia; Italy; Japan; Korea Rep of; Latvia; Mexico; Monaco; Morocco; Netherlands; New Zealand; Nigeria; Norway; Pakistan; Papua New Guinea; Peru; Poland; Portugal; Qatar; Romania; Singapore; Slovenia; South Africa; Spain; Sweden; Tunisia; Turkey; UK; USA; Uruguay and Venezuela. Forty nine Member States supported the CHRIS proposals. One Member State voted no to the deletion of resolution A1.8. One Member State voted no to the amended resolution A1.11 and two Member States voted no to the amended resolutions A1.15; and A1.17 but provided alternative wording. Nine other Member States provided comments and these, together with explanatory responses, are included at Annex A.

2 In accordance with the IHO Convention Article VI paragraph 6, a simple majority of Member States is required to approve deletion of or amendments to TRs. This is currently 40 Member States. The amended resolutions A1.1; A1.15; A1.17; and A3.1, taking into account the comments made, have therefore been approved and the final revised texts are included at Annex B. Resolutions A1.7; A1.8; A1.10; A1.14; A3.3; A3.5; A3.8; A3.9 and A5.4 have been deleted.

3. M-3 will be amended at the next opportunity.

On behalf of the Directing Committee  
Yours sincerely,

Captain Robert WARD  
Director

Annex A: Comments by Member States

Annex B: Final text of revised resolutions A1.1; A1.15; A1.17; and A3.1

---

<sup>1</sup> Under the new IHO Technical structure, as from 1 January 2009, CHRIS replaced by HSSC - Hydrographic Services and Standards Committee.

## COMMENTS BY MEMBER STATES

### Australia:

A1.17 YES The amendment is technically appropriate. However there appears to be duplication in the text of Section (3) of the revised TR A1.17. Suggest that the text of Section (3) be amended as follows:

3.- It is resolved that Hydrographic Offices, when consulted about the establishment of, or alteration to, particular routeing measures, shall refer to the full text of IMO's "General Provisions on Ships' Routeing" published in "Ships' Routeing". Additionally chart compilers should refer to M-4 B-430 or S-52 for symbols, features and specifications as appropriate.

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

### Ecuador:

A3.8 YES We believe that it is necessary to maintain some article referring to international cooperation or exchange of information and transfer of technology between Member States. This could be under supervision of the IHB Capacity Building Committee. Concerning the exchange of information, it is suggested to have CHRIS elaborate an updated Technical Resolution replacing A3.8.

*Comments by IHB: This falls under the responsibility of the Capacity Building Sub Committee and is expressed in M-3 Chapter K section 4.*

### France:

#### Deleted resolutions:

A1.8 YES It would be desirable to continue to recommend the use of Universal Time in Section A2 related to nautical documents or in Section A3 concerning exchange of data, for example as follows:

"Time Reference: If it is necessary, the term Universal Time should be used every time it is possible. The acronym UT should be used and the use of GMT avoided."

*Comment by IHB: Agreed. The IHB has drafted new Resolution A2.17 for Member States' consideration. This will be included with the 3<sup>rd</sup> group of resolutions revised by CHRIS.*

A3.5 YES Even though this resolution went towards assisting capacity building. It is probably no longer adapted to modern systems.

*Comment by IHB: Agreed*

#### Amended resolutions:

A1.15 YES Subject to the following additions:

To take into account decisions taken within certain Regional Hydrographic Commissions, it is recommended to complete the wording of Para 2 to read:

"2. It is further recommended that Hydrographic Offices receiving information relating to waters for which another Hydrographic Office has the primary responsibility, should forward a copy

to that office by the quickest possible method. In cases of immediate action being required, a Radio Navigational Warning should be issued by the original Hydrographic Office.

If a danger is discovered by a Hydrographic Office in waters for which it does not have the responsibility, it is recommended that it immediately reports the danger, as appropriate, to the Hydrographic Office of the Coastal State and/or the charting authority responsible for the zone."

It is also proposed to modify the wording of Para 3a to read:

~~"... make every effort to confirm its position and its depth by the most accurate means available. by as accurate as possible astronomical observations or electronic aid fixes. A check, when the depth permits it, by means of a lead line is also recommended."~~

Finally, it is suggested to modify the wording of Para 3b ii to read:

"ii) Depth measured **in metres**; date and time of day **and time zone used**; echo sounder recording (fully annotated) if any; result of checking by lead line, if any." France also proposes amendments which only affect the French text.

*Comment by IHB:* Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.

A1.17 YES Subject to the following additions:

It is proposed to modify the wording of Resolution A1.17 2 as follows:

2.- It is resolved that the IHB ~~shall endeavour~~ **will take the measures necessary** to ensure that IMO:

"i) advises its members to seek expert advice of the relevant Hydrographic Offices when planning new routes **or modifying existing routes;**" France also proposes amendments which only affect the French text.

*Comment by IHB:* Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.

A3.1 Yes However France questions the relevance of Article 1 b) and suggests that it should also be deleted.

*Comment by IHB:* It is considered that there is some benefit in maintaining the possibility of circulating such information through the IHB. The words "where appropriate" have been included at the beginning of article 1b.

France also provides a typographical correction to the French text of Para 4 of TR A2.5 which will be included with the next update of M-3.

#### **Germany:**

A1.15 YES 3a third line Substitute "astronomical observations or electronic-aid fixes" by "by means of electronic position fixing devices such as GNSS or comparable"

*Comment by IHB:* Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.

A1.17 YES Expand sentence i) advises its members to seek expert advice of the relevant Hydrographic Offices *including consideration of existing Mariner's Routeing Guides* when planning new routes;

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

**Monaco:**

**Deleted resolutions:**

A1.8 YES But it would be desirable to continue to recommend the use of Universal Time in Section A2 related to nautical documents or in Section A3 concerning exchange of data, for example as follows:

"Time Reference: If it is necessary, the term Universal Time must be used every time it is possible. The acronym UT must be used and the use of GMT avoided."

*Comment by IHB: Agreed. The IHB has drafted new Resolution A2.17 for Member States' consideration. This will be included with the 3<sup>rd</sup> group of resolutions revised by CHRIS*

**Amended resolutions:**

A1.17 YES subject to the following additions:

"2.- It is resolved that the IHB ~~shall endeavour~~ **will take the measures necessary** to ensure that IMO:

"i) advises its members to seek expert advice of the relevant Hydrographic Offices when planning new routes **or modifying existing routes;**"

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

**Netherlands:**

A1.15 NO The line of thought is agreed. However we think reference to specific means of navigation ("astronomical observation or electronic aid fixes") is unnecessary, because it's the navigator's competence how to obtain the best position accuracy with the available means. NLHO therefore suggest to change the proposed sentence: *It is strongly recommended that when navigators obtain echo soundings which appear abnormal and indicate the possible presence of a danger to surface navigation, they make every effort to confirm its position by as accurate as possible ~~astronomical observations or electronic aid fixes~~.* Additional benefit of this approach would be the avoidance of reference to astronomical observations, which is somewhat outdated.

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

A1.17 NO Reference should be made to B-435 instead of B-430

*Comment by IHB: Agreed.*

**Nigeria:**

**Deleted resolutions:**

A1.8 NO Navigators are already conversant with the use of GMT as the standardised term for time, rather than replacing GMT with UT both terms can be used interchangeably with GMT as the primary term for time and UT the secondary.

*Comment by IHB: UTC replaced GMT as the standard time reference in 1972.*

**Amended resolutions:**

A1.11 YES The undertaking of systematic investigations from time to time would help in updating nautical charts thereby making them more accurate and practical for use.

*Comment by IHB: Agreed.*

A1.17 YES It would foster and maintain international standard for ship routing.

*Comment by IHB: Agreed.*

**Sweden:**

A1.15 YES But: 3a Propose to amend the last part of the first sentence as follows: delete all text after "position" and replace it by "as accurate as possible". 3biii This sentence seems to me difficult to understand.

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States. With respect to 3biii the IHB has made some editorial amendments to clarify the text.*

**South Africa:**

A1.17 YES Chart compilers should refer to M4 B-435 not B-430

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

**UK:**

A1.15 YES UK supports the amended resolution A1.15, subject to the following comments:

Paragraph 2, last sentence – under WWNWS, a radio navigational warning cannot be issued for waters outside a coordinator's area of responsibility. The last sentence therefore needs to be amended to read: "In cases of immediate action being required, the information should also be passed to the appropriate National or NAVAREA Co-ordinator in accordance with the procedures established for the World-Wide Navigation Warning Service".

Paragraph 3, first sentence – UK endorses the content of sub paragraphs a) and b) and the requirement to include in nautical publications, but considers it inappropriate to identify the specific publications in this resolution. For example, the maritime or mariners guides published by some HOs provide the ideal location for this type of information. The first sentence should therefore be amended to read: "It is resolved that the following recommendations shall be inserted in nautical publications, as appropriate, which may include Sailing Directions, Mariners Guides or the first edition of Notices to Mariners of each year:"

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

A1.17 YES UK supports the amended resolution A1.17, subject to the following comments:

Paragraph 3, line 3 – insert “the latest edition of IMO’s ” after “published in”.

Paragraph 3, new paragraph – the distinction between “Hydrographic Offices” in the first sentence, and “Chart compilers” in the second paragraph, seems a little odd. For example, chart compilers will need to look at Ships’ Routeing.

Suggest M-4 reference should be directly to B-435, rather than to the more general B-430.

Deletion of the text extract from IMO Ships’ Routeing is a sensible proposal which removes potentially conflicting duplication.

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

**USA:**

A1.11 NO The inclusion of notifications for depths less than 750 meters needs to be retained as guidance for Hydrographic Offices to support the safety of submarine navigation so that Hydrographic Offices do not focus their attention solely on the shallower safe navigation depths of just surface navigation, therefore USA would like to see A1.11 read like the following:

**A1.11 SURVEYS TO ELLIMINATE DOUBTFUL DATA AND COMMUNICATION OF REPORTED /CONFIRMED DANGERS**

1.- It is strongly recommended that, whenever possible, Member States devote part of their annual hydrographic activities to systematic investigations undertaken for the purpose of eliminating from nautical charts the reports now appearing thereon as PA, PD and ED.

2.- Insertions, deletions and amendments of reported and confirmed dangers and anomalous depths of less than 750 meters in ocean areas should be issued as a Navigation Warning with subsequent promulgation in the Notices to Mariners by Member States.

*Comment by IHB: It is considered that the intent of the proposed addition to A1.11 is covered by TR A1.20*

A1.15 NO In an effort to bring TR A1.15 into alignment with modern technological advancements, USA recommends that TR A1.15 to read as follows:

“It is recommended that forms to be used by mariners (and instructions on how to use them) should be provided by Hydrographic Offices in their regular editions of Notices to Mariners, appropriate nautical publications, and on the hydrographic office website, so that mariners may be encouraged to report any observed corrections needed to any charts and publications which they have used, by the quickest possible method.

It is further recommended that Hydrographic Offices receiving information relating to waters for which another Hydrographic Office has the primary responsibility, should forward a copy to that office by the quickest possible method. In cases of immediate action being required, this information should also be forwarded to the applicable NAVAREA Coordinator for promulgation as a Navigational Warning.”

USA further recommends that the term “Radio” used in conjunction with Navigational Warning be removed to bring the language of these TRs into agreement with the revision work done by the IHO CPRNW Document Review Team

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

A1.17 NO In order to point Hydrographic Offices and chart compilers to the appropriate sources for routeing measures, USA feels that the wording in resolution A1.17 should be changed to read as follows:

“3.- It is resolved that Hydrographic Offices, when consulted about the establishment of, or alteration to, particular routeing measures, shall refer to the full text of Part A, “General Provisions on Ships’ Routeing” published in the IMO publication “Ships’ Routeing”.

Hydrographic Offices should refer to part B, “Traffic Separation Schemes” published in the IMO publication “Ships’ Routeing” for guidance on specific and approved details of current routeing measures. Chart compilers should refer to M-4 B-430 or S-52 for symbols, features and specifications for charting approved routeing measures as appropriate.”

*Comment by IHB: Agreed, minor amendments have been made to the revised text, also taking into account comments from other Member States.*

**REVISED RESOLUTIONS - A1.1; A1.15; A1.17; and A3.1**

**A1.11 DELETION FROM CHARTS OF DOUBTFUL HYDROGRAPHIC DATA**

1.- It is strongly recommended that, whenever possible, Member States devote part of their annual hydrographic activities to systematic investigations undertaken for the purpose of eliminating from nautical charts the reports now appearing thereon as PA, PD and ED.

**A1.15 DANGERS DISCOVERED IN FOREIGN WATERS**

1.- It is recommended that printed forms to be used by mariners (and instructions on how to use them) should be provided by Hydrographic Offices in their regular editions of Notices to Mariners, other appropriate nautical publications, and on the hydrographic office website, so that mariners may be encouraged to report any observed corrections needed to any charts and publications which they have used, by the quickest possible method.

2.- It is further recommended that Hydrographic Offices receiving information relating to waters for which another Hydrographic Office has the primary responsibility, should forward a copy to that office by the quickest possible method. In cases of immediate action being required, the information should also be passed to the appropriate National or NAVAREA Co-ordinator in accordance with the procedures established for the World-Wide Navigation Warning Service.

3.- It is resolved that the following recommendations shall be inserted in nautical publications, as appropriate, which may include Sailing Directions, Mariners Guides or the first edition of Notices to Mariners of each year:

- a) It is strongly recommended that when navigators obtain echo soundings which appear abnormal and indicate the possible presence of a danger to surface navigation, they make every effort to confirm its position and depth by the most accurate means available.
- b) It is recommended that when reporting such abnormal depths to the Hydrographic Office concerned, the following information be transmitted:
  - i) Make and type of echo sounder used; details of the speed of sound for which the machine was calibrated.
  - ii) Depth measured; date, time of day and time zone; echo sounder recording (fully annotated) if any; result of checking by lead line, if any.
  - iii) Position; positioning system used; and assessment of positional accuracy.

See also A1.20

**A1.17 SHIPS' ROUTEING**

1.- It is resolved that in principle the objectives, definitions, procedures and methods stated in the IMO publication "Ships' Routeing" be adopted, where applicable, for hydrographic publications.

2.- It is resolved that the IHB will take the necessary measures to ensure that IMO:



- i) advises its members to seek expert advice of the relevant Hydrographic Offices including consideration of existing Mariners' Routeing Guides, when planning new routes or modifying existing routes;
- ii) consults the IHO in formulating definitions of routeing terms and for the adoption of symbols for showing routeing measures on charts.

3.- It is resolved that Hydrographic Offices, when consulted about the establishment of, or alteration to, particular routeing measures, shall refer to the full text of IMO's "General Provisions on Ships' Routeing" published in the latest edition of "Ships' Routeing". Additionally chart compilers should refer to M-4 B-435 or S-52 for symbols, features and specifications, as appropriate.

### **A3.1 NOTIFICATION OF ISSUE OF NAUTICAL PRODUCTS**

Note: "Products" within the context of this TR includes nautical charts and documents in analogue or digital format.

1. It is resolved that, when any Hydrographic Office decides on the issue of a new product or a new edition of an existing product, it shall:
  - a) publish advance notification in its Notices to Mariners, indicating the approximate date of availability (when possible), title and any information which can be of interest to users.
  - b) where appropriate communicate to the International Hydrographic Bureau (IHB) any other information concerning the product which may be of interest to other Hydrographic Offices, especially information concerning any new original data which may be included in the product.