



IHB File No S3/8151/HSSC

CIRCULAR LETTER 61/2009
07 September 2009

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

Reference: CL 43/2009 dated 25 June

Dear Hydrographer,

1 The IHB would like to thank the following 48 Member States who replied to the Reference: Argentina; Australia; Belgium; Brazil; Canada; Colombia; Croatia; Cyprus; Denmark; Ecuador; Egypt; Finland; France; Germany; Greece; Iceland; India; Indonesia; IR of Iran; Ireland; Italy; Japan; Korea Rep of; Latvia; Monaco; Netherlands; New Zealand; Nigeria; Norway; Oman; Pakistan; Papua New Guinea; Peru; Poland; Portugal; Qatar; Romania; Singapore; Slovenia; South Africa; Spain; Sri Lanka; Suriname; Sweden; Thailand; Turkey; United Kingdom and Uruguay.

2 Forty-six Member States supported the revised resolution F3.14 with two Member States voting NO.

Forty-five Member States supported the revised resolution F3.4 with three Member States voting NO. Four Member States, including one who voted NO provided revised wording to improve the clarity of the resolution. This has been taken into account in the final version.

Forty-six Member States supported the revised resolution F4.1 with two Member States voting NO.

Forty-six Member States supported the revised resolutions H1.1 and H2.1 with two Member States voting NO. One Member State who voted NO provided some revised text as an improvement. The final text of the resolution has taken this into account.

France raised questions as to the French names used H2.1.

All forty-eight Member States supported the proposed deletion or amendment of the other resolutions.

Nine Member States provided comments and these, together with explanatory responses, are included at Annex A.

3 In accordance with the IHO Convention Article VI paragraph 6, a simple majority of Member States is required to approve the adoption, deletion or amendment of TRs. This is currently 40 Member States. The amended resolutions F1.6; F3.4; F3.14; F4.1; H1.1; and H2.1, taking into account the comments made, have therefore been approved and the final texts are at Annex B. Resolutions

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

B1.2; F1.2; F1.4; F3.9; F3.11; F3.12; F3.13; F4.2; H3.1; and H4.1 have been deleted. M-3 will be amended at the next opportunity.

On behalf of the Directing Committee
Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Robert Ward', with a stylized flourish at the end.

Robert WARD
Director, IHB

Annex A: Comments by Member States

Annex B: Final text of revised resolutions F1.6, F3.4, F3.14, F4.1, H1.1, and H2.1

COMMENTS BY MEMBER STATES

Australia:

F1.6 YES Recommend amend punctuation of the first sentence of (a) as follows:
1.- Accurate latitude and longitude (referred to the first-mentioned largest scale chart affected or to the chart affected – the number of which is shown in brackets).

CSPCWG will need to note that it should recommend the deletion of this TR (and any other TR retained only until M-4 B-600 is published) on publication of M-4 B-600.

Comment by IHB: This amendment has been included as it makes the text clearer.

F3.4 YES Due to the removal of original Para 1, suggest wording be as follows:

1.- Definite information shall be furnished as to the conditions prevailing at obstructions from which *navigational* aids have been removed.

Comment by IHB: This amendment has been included; see also comments from France and the Netherlands.

F3.14 NO Australia is unclear as to what “as early as possible” means in terms of the re-worded TR. Australia publishes a (T) NM as close as possible to the date that daylight saving starts, which notifies the mariner of both the start and end date for daylight saving. As close as possible to the end of daylight saving, the (T) NM is cancelled. Does the revised TR suggest something other than this (e.g. as early as possible in the calendar year)? Australia does not publish this information in its Annual Notice to Mariners as daylight saving starts in October/November and ends in March/April, therefore extending beyond the period for the Annual NMs. Additionally, the revised TR states that each Hydrographic Office “shall publish” this information, but does not state where. Australia suggests the TR to be worded as follows:

1.- It is resolved that each Hydrographic Office shall publish annually, in its Notice to Mariners, the dates of application of daylight saving time, for at least its own country and areas for which it has charting responsibility.

Comment by IHB: It is considered that this information should be published well in advance. In the case of Southern Hemisphere States it would be the case that in chronological order the end of Daylight Saving Time (DST) would appear before the start of DST.

Colombia:

Deleted resolutions: The Publication S-44 describes better the standards to measure the depths.

F1.6 YES It is mandatory that the reports about the positions be exact, to chart them later more accurately.

F3.4 YES With this arises the obligation to better inform the mariner when a Notice to Mariners is issued. Obviously, without going beyond what is proper.

F3.14 NO The Hydrographic Office of Colombia does not issue this type of information currently.

F4.1 YES Worldwide mariners must be trained to report, to the nearest hydrographic office, on the news found in their routes, to have them contribute to the safety of navigation and environmental protection.

H1.1 YES The sailing directions should also be digitally published so that the users can update them with the information collected during their voyages.

H2.1 YES The connecting points will be issued in the next edition of the publication of the Tables with the distances between the Colombian ports.

Comment by IHB: The points raised by Colombia have been noted but do not require any specific action with respect to the resolutions.

Egypt:

F4.1 NO Reported information as to changes in aids to navigation from pilots, masters of vessels and others might be accepted in case been double checked by either the national hydrographic office or relevant authority in charge.

Comment by IHB: Whilst it is agreed that Hydrographic Offices should seek to verify information received, the intent of this resolution is to ensure that all those concerned with the sea-going profession are encouraged to provide information to Hydrographic Offices when they discover differences from published information.

France:

F1.6 YES Suggest making the text consistent as regards the indication of an approximate position by deleting the corresponding indication appearing only in paragraph 1 b, bearing in mind the recommendation contained in paragraph 2 which applies to both paragraphs 1 b and 1 c.

Comment by IHB: Agreed that the final text in paragraph 1b is unnecessary and has been deleted.

F3.4 NO The proposed wording does not seem very clear for it to be correctly understood and properly interpreted. The following alternative wording is proposed:

“The state of the obstructions from which navigational aids have been removed must be described as precisely as possible”.

Comment by IHB: The text has been amended; see also the comments from Australia, the Netherlands and Turkey.

H1.1 NO It should be possible to simplify paragraph H 1.1 a) and to make it more general, for example, as follows:

“It is recommended that this geographical sequence be that adopted for Sailing Instructions and that it be extended to the other nautical documents.”

Moreover, the paragraph number “a)” could be deleted since there is no paragraph b).

Comment by IHB: The text proposed by France is considered to be both simpler and clearer. The text, with a couple of small changes, has been modified accordingly.

H2.1 NO The list of the connecting points provided is rather debatable and the place names used may also be a source of dispute (cf point 18 in the English version for example and incorrect in the French version “Bouches de Bonifacio”); the advantage of encouraging the publication of new tables which do not yet exist is not an established fact. France therefore recommends that this resolution be deleted.

NB: Obviously, the deletion of this resolution must not entail the deletion of those tables which already exist in the nautical guides (cf. SHOM’s “Guide du navigateur “, Vol. 2, Annex 2).

Comment by IHB: The IHB has reviewed the names used in the French text and amended them as appropriate.

Note: as a general comment, France suggests only numbering paragraphs or sub-paragraphs when there are numerous paragraphs or sub-paragraphs.

Comment by IHB: Once the review of M-3 has been completed the IHB will be proposing a revised structure and layout for the remaining extant resolutions. The comment made by France will be considered during this review of the structure.

IR of Iran:

F1.6 YES At the end of comment 2, "after the Position" should be added.

Comment by IHB: It is considered that, given the revised wording in the final resolution at Annex B, there is no requirement for this additional text.

F3.4 YES At comment 1, after the word condition "and the date" should be added.

Comment by IHB: The additional text "and date of observation" has been included as this is considered to add to the value of the information provided.

F4.1 YES In order to be sure of any new information, at comment 1, after the word "others" in 3rd line "whenever approved by proper administration" should be added.

Comment by IHB: This resolution seeks to ensure that all those concerned with the sea-going profession are encouraged to provide information to Hydrographic Offices when they discover differences from published information. The HO concerned must determine whether that information has come from a "reliable" source and should therefore be accepted. See also the comment under Egypt above.

Netherlands:

F3.4 YES Agree to delete para 1. However I doubt that the Title "Reason for described changes" still covers the subject.

Comment by IHB: It is agreed that this title is no longer appropriate following the deletion of paragraph 1. The following title: "Obstructions from which navigational aids have been removed" has been adopted. The words "It is resolved that" have been added at the beginning of the text and "navigational" inserted before "aids" to maintain consistence with the remaining resolutions in this section. See also the comments from Australia, France and Turkey.

Oman:

F1.6 YES 1.b Units for distances and bearings should be quoted in nautical miles and degrees or parts thereof.

Comment by IHB: The information on units is now contained in IHO Publication S-4 (Formerly M-4) Article B-130

Papua New Guinea:

F3.14 YES Not all member states observe the daylight saving time, can we put a phase somewhere in the amended as "not applicable where daylight saving time is not observed"

For example: It is resolved that each Hydrographic Office shall publish annually, as early as possible, ~~a Notice to Mariners giving~~ the dates of application of daylight saving time, for *at least* its own country, ~~its colonies, protectorates and dependencies, as well as for other countries about which it has~~

~~been informed~~ and areas for which it has charting responsibility. "This is only applicable to member states who observe the Daylight Saving Time."

Comment by IHB: It is agreed that such an amendment is appropriate and the words "(if it applies)" have been included after "daylight saving time".

Turkey:

F3.4 YES After deleting the first sentence, there is no place to give reason for the changes. Therefore the title of the resolution F3.4 should be changed (i.e. "Description of the Changes")

Comment by IHB: The text has been amended; see also comments from Australia, France and the Netherlands.

FINAL TEXT OF REVISED RESOLUTIONS F1.6, F3.4, F3.14, F4.1, H1.1, and H2.1

F1.6 EXPRESSING GEOGRAPHICAL POSITIONS

- 1.- It is resolved that positions shall be defined by one of the following methods:
 - a) Accurate latitude and longitude (referred to the first-mentioned largest scale chart affected or to the chart affected - the number of which is shown in brackets). The exact position by latitude and longitude should always be given in such a way as to conform with the system of graduation appearing on the chart mentioned above;
 - b) Bearing and distance from a well-defined and permanent charted object
 - c) Difference of latitude and longitude from a well-defined and permanent charted object.
- 2.- It is resolved that when the position is not given by accurate latitude and longitude, a position by approximate latitude and longitude shall be added, whenever possible, and given to the nearest minute. In this case the word "approximate" should always be inserted.

F3.4 OBSTRUCTIONS FROM WHICH NAVIGATIONAL AIDS HAVE BEEN REMOVED.

1. It is resolved that definite information shall be furnished as to the conditions prevailing, and date of observation, at obstructions from which navigational aids have been removed.

F3.14 DAYLIGHT SAVING TIME

- 1.- It is resolved that each Hydrographic Office shall publish annually, as early as possible, the dates of application of daylight saving time (if it applies), for at least its own country and areas for which it has charting responsibility.

F4.1 COLLECTION OF NAUTICAL INFORMATION

- 1.- It is recommended that each Hydrographic Office seek to obtain prompt information as to changes in aids to navigation, not only from those governmental branches which are charged with their maintenance, but also from pilots, masters of vessels and others, who should be encouraged in every way to report immediately any divergence which they have observed between aids to navigation and the description of them given in nautical documents.

H1.1 STANDARD GEOGRAPHICAL SEQUENCE

- 1.- Although a standard geographical sequence does not appear to be indispensable in editing miscellaneous nautical documents, it is nevertheless recommended that those which are of general interest and cover a vast area of the world, or are subject to frequent revisions by Hydrographic Offices, be drawn up as far as possible according to a predetermined geographical arrangement. It is recommended that this geographical sequence be that which is adopted for Sailing Instructions and that it also be extended to the other nautical documents.
- 2.- It is recommended that the same geographical sequence be adopted in the classification of Notices to Mariners.

See also C2.1.

H2.1 DISTANCE TABLES

1.- It is recommended that those countries which do not already publish Distance Tables for their own coast do so and include therein the connecting points listed below, which are already used by several countries.

1. Nordkapp (30 NM N)	29. Hong Kong
2. North Foreland	30. Tsugaru Kaikyo, Japan
3. Skagen	31. Kanmon Kaikyo, Japan
4. Kiel (Holtenau)	32. Selat Sunda
5. German Bight (GB Light Buoy)	33. Selat Lombok
6. Dover Strait (51° 00'N 001° 30'E)	34. Torres Strait (Goods Island (10° 34'S 142° 09'E))
7. Pentland Skerries	35. Cape Leeuwin (Australia)
8. Cape Wrath	36. Pedra Branca (Tasmania)
9. Barra Head	37. Wilson Promontory, (Rodondo Island (39°14'S 146°23'E))
10. Inishtrahull	38. Southwest Cape (NZ)
11. Inishtearaght Light	39. Adele Island
12. Off Fastnet Rock TSS (5 NM S of Fastnet Rock)	40. Bougainville Strait
13. Off Tuskar Rock TSS (6 NM SE of Tuskar Rock)	41. Honolulu, Hawaii
14. Bishop Rock	42. Unimak Pass, Alaska (5 NM N of Ugamak Island)
15. Off Ouessant TSS (30 NM NW of Île d'Ouessant)	43. In the Strait of Juan de Fuca and its Approaches TSS (J Light Buoy)
16. Finisterre (30 NM W)	44. San Francisco (SF Light Buoy)
17. Gibraltar (6 NM S of Europa Point)	45. Panama
18. Bonifacio Strait	46. Cabo de Hornos
19. Stretto di Messina	47. Cabo Pilar (Magellan Strait)
20. Dioryga Korinthou	48. Punta Dungeness (Magellan Strait)
21. Istanbul	49. 30 NM NE of Cabo Calcanhar
22. Port Said	50. Colon
23. Las Palmas (Canary)	51. 80 NM E of Cabo Catoche, Yucatan Channel
24. Cape of Good Hope (30 NM SW)	52. Key West
25. Bab el Mandeb (3 NM SW of Balfe Point)	53. Cape Hatteras (Diamond Shoal Light Buoy)
26. Strait of Hormuz (6.5 NM N of Didamar)	54. Nantucket Shoals, Great South Channel (N Light Buoy)
27. Sri Lanka (Dondra Head)	55. St. Lawrence River (Reporting Point 5, Les Escoumins)
28. Singapore (Raffles Lighthouse)	