

**PUBLICATION SPECIALE DE L'OHI N° 55 (S-55)
"ETAT DES LEVES HYDROGRAPHIQUES ET DE LA CARTOGRAPHIE MARINE DANS LE MONDE"
QUESTIONNAIRE**

Référence: LC de l'OHI 23 / 2003 en date du 11 mars 2003

Monsieur le directeur,

1. Le questionnaire joint en annexe reflète les commentaires des Etats membres sur les propositions contenues dans la lettre circulaire 23/2003 eu égard à la révision et à la parution d'une nouvelle édition de la publication spéciale S-55, "Etat des levés hydrographiques et de la cartographie marine dans le monde" ainsi qu'à l'établissement d'une base de données organisée en couches permettant, à l'avenir, une mise à jour continue.
2. La plupart des réponses approuvaient le format ainsi que le contenu proposé et reconnaissaient que la S-55 devait être optimisée en tant que document stratégique de très haut niveau. La mise en évidence du rôle clé des Commissions hydrographiques régionales (CHR) et l'importance du soutien apporté par les bases de données régionales ont été fortement affirmées.
3. Les points suivants, dont il a été tenu compte pour l'établissement du questionnaire, ont été évoqués:
 - a. Présentation. La présentation adoptée dans les éditions précédentes n'a pas été appréciée par certains Etats membres. Dans la troisième édition de la S-55 les données seront groupées dans l'ordre alphabétique des diverses régions de cartographie internationale, telles que définies dans la publication M-4 de l'OHI.
 - b. Bandes de profondeur devant être évaluées en vue de l'adéquation des levés. Dans la première édition, les données n'étaient pas divisées en bandes de profondeur. La deuxième édition demandait l'évaluation des bandes côtières, continentales et externes. Cette tâche dépassait les ressources dont disposaient de nombreux Etats, ce qui explique le faible nombre de réponses et l'incohérence en matière de présentation des résultats. Les Etats membres ont indiqué que la S-55 devait identifier la zone maritime la plus significative pour la sécurité de la navigation de surface mais des divergences sont apparues quant à savoir si celle-ci devait être définie par la courbe de niveau de 50m ou de 200m. Dans le questionnaire, c'est la courbe de niveau de 200m, déjà utilisée dans certaines bases de données des CHR, qui a été adoptée.
 - c. Normes communes pour la détermination de l'état des levés. La LC23/2003 présentait une analyse raisonnée en faveur du maintien, dans la S-55, des catégories "Adequate", "Re-survey Required", et "Unsurveyed" pour les négociations avec les décideurs non - spécialisés. La nécessité de promouvoir une norme commune est reconnue, mais les Etats membres demeurent partagés quant à la meilleure position à adopter en vue de l'analyse nationale détaillée des pourcentages à accorder à chaque catégorie. Les critères de la S-44 et les outils d'attribution S-57 CATZOC, M_QUAL et M_SREL de la S-57 sont disponibles. Il pourrait être plus réaliste, tout particulièrement là où la documentation source des anciens levés n'est pas disponible, de procéder à une évaluation en utilisant la méthodologie de la S-59 et en s'appuyant sur l'échelle

du levé ainsi que sur la technique de sondage. Le capitaine de vaisseau Barritt, coordonnateur de cette révision, est disponible pour toute discussion de cette question avec les CHR ou avec les Etats.

d. Fonds instables et programmes d'exécution de nouveaux levés systématiques. L'importance de l'identification des zones de fonds instables ainsi que des programmes d'exécution de nouveaux levés systématiques a été prise en compte pour les notes concernant les informations supplémentaires.

e. Couverture par les cartes papier. Plusieurs Etats ont instamment demandé que l'analyse de la couverture par les cartes papier ne se limite pas à la série INT car cela exclurait certaines zones pour lesquelles existent des produits adéquats mais où aucun programme INT n'a encore été mis en oeuvre. Le questionnaire prend donc en compte les séries de cartes papier répondant aux normes de la M-4. Les Etats membres peuvent utiliser les notes d'informations supplémentaires pour indiquer l'étendue de la couverture INT.

f. Illustration de la couverture cartographique. Plusieurs Etats ont instamment demandé la mise en œuvre rapide de méthodologies numériques, à la place de la production de calques graphiques superposables, pour illustrer la couverture et la relation avec les données hydrographiques sources. Des exemples de formats sont disponibles sur le site web de l'OHI. L'objectif est de permettre aux Etats de mettre à jour leurs propres informations en temps voulu.

g. Information sur l'Antarctique. Le Comité hydrographique sur l'Antarctique discutera, lors de sa prochaine réunion, de la gestion d'une base de données régionale et un résumé de son contenu en sera donné dans la S-55.

4. Ainsi qu'il a été suggéré par les Etats membres, deux modèles de questionnaires dûment renseignés, concernant des pays fictifs et couvrant diverses situations et responsabilités, sont également joints.

5. Il est demandé aux Etats membres de bien vouloir faire parvenir au BHI les questionnaires dûment remplis avant le 1^{er} janvier 2004. Pour tout conseil et assistance contacter le capitaine de vaisseau Mike Barritt (mike.barritt@ukho.gov.uk ; Tél: +44 (0) 1823 337900, poste 3135).

Veillez agréer, Monsieur le Directeur, l'assurance de ma haute considération,

Pour le Comité de direction,

(original signé)

Capitaine de vaisseau Hugo GORZIGLIA
Directeur

Annexe A : Questionnaire pour la 3^e édition de la S-55 *(en anglais uniquement)*

Annexe B : Modèles de questionnaires dûment renseignés *(en anglais uniquement)*

IHO SPECIAL PUBLICATION S-55
“STATUS OF HYDROGRAPHIC SURVEYING AND NAUTICAL CHARTING WORLD-WIDE”
QUESTIONNAIRE

Country:

Date of validity of information:

Are any amendments required to your entry in the IHO Year Book? If so, enter below.

Update is particularly important on your outsourcing strategy and on your ability to provide contract survey or charting support to other states in your RHC area.

1. HYDROGRAPHIC SURVEYING

1.1 Status of hydrographic survey of all navigable waters, including internal waters, out to the limits of the EEZ:

Survey coverage, 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.

	A	B	C
Depths < 200m			
Depths > 200m			

Amplifying information:

1. Special national circumstances which influence the statistical break-down above (e.g. geographical factors such as narrow continental shelf or fringing reefs, or constraints such as areas of unstable seabed which require a routine resurvey programme):

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International (i.e. between hub ports):

(2) Regional (i.e. between hub ports and feeder ports):

(3) Internal (i.e. from feeder ports to other national ports; cruise liner routes):

b. Ports and Approaches:

c. Other (fisheries; offshore industry):

1.2 Status of hydrographic survey of all navigable waters, including internal waters, out to the limits of the EEZ of dependent territories:

Territory:

Survey coverage, where:

A = percentage which is adequately surveyed.

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

C = percentage EEZ which has never been systematically surveyed.

	A	B	C
Depths < 200m			
Depths > 200m			

Amplifying information:

1. Special national circumstances which influence the statistical break-down above (e.g. geographical factors such as narrow continental shelf or fringing reefs, or constraints such as areas of unstable seabed which require a routine resurvey programme):

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International (i.e. between hub ports):

(2) Regional (i.e. between hub ports and feeder ports):

(3) Internal (i.e. from feeder ports to other national ports; cruise liner routes):

b. Ports and Approaches:

c. Other (fisheries; offshore industry):

1.3 Status of hydrographic survey of all navigable waters, including internal waters, out to the limits of the EEZ of developing countries where surveys have been, or are being carried out by your hydrographic service:

Country:

Survey coverage, 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.

	A	B	C
Depths < 200m			
Depths > 200m			

Amplifying information:

1. Special national circumstances which influence the statistical break-down above (e.g. geographical factors such as narrow continental shelf or fringing reefs, or constraints such as areas of unstable seabed which require a routine resurvey programme):

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International (i.e. between hub ports):

(2) Regional (i.e. between hub ports and feeder ports):

(3) Internal (i.e. from feeder ports to other national ports; cruise liner routes):

b. Ports and Approaches:

c. Other (fisheries; offshore industry):

2. NAUTICAL CHARTING

If you do not have a nautical charting capability, but know which country/countries has/have assumed responsibility for the charting of your sea areas, please indicate details here:

If you do have a nautical charting capability, complete the details below:

2.1 Status of nautical charting within the limits of the EEZ

Coverage of charts published by your organisation, where:

A = percentage covered by INT series, or a paper chart series 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.

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

2.2 Status of nautical charting within the limits of the EEZ of dependent territories

Coverage of charts published by your organisation, where:

A = percentage covered by INT series, or a paper chart series meeting the standards in M-4.

B = percentage covered by RNCs meeting the standards in S-61.

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

Territory:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Territory:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Territory:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

2.3 Status of nautical charting produced by mutual agreement within the limits of the EEZ of other coastal states

Coverage of charts produced by your organisation, where:

A = percentage covered by INT series, or a paper chart series meeting the standards in M-4.

B = percentage covered by RNCs meeting the standards in S-61.

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

Country:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Country:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Country:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

3. MARITIME SAFETY INFORMATION (MSI)

Fill in the tables to indicate the status of implementation of the services: Yes, No, Partial.

Use the Notes Columns to indicate services which are provided by another state, and facilities co-ordinated and/or shared with other coastal states.

NAVIGATIONAL INFORMATION (S-53)

SERVICE	Yes	No	Partial	NOTES
LOCAL WARNINGS				
COASTAL WARNINGS				
NAVAREA WARNINGS				
INFORMATION ON PORTS AND HARBOURS ¹				

GMDSS IMPLEMENTATION (IMO Publication 970 - GMDSS Handbook²)

SERVICE	Yes	No	Partial	NOTES
Master Plan				
A1 Area				
A2 Area				
A3 Area				
NAVTEX				
SafetyNET				

¹ Confirm that a system exists for passage of information on changes in ports and harbours to the responsible charting authority.

² See also the guidance in Navigational Publications published by Hydrographic Offices e.g. ALRS 5.

4. NATIONAL PRIORITIES FOR INTERNATIONAL AND OR REGIONAL CO-OPERATION OR ASSISTANCE.

4.1 If international or regional projects are underway in your waters, please indicate here:

4.2 Indicate below any priorities for co-operation or assistance:

a. Projects meriting IHO liaison with international funding agencies:

(1) Regional co-operative projects:

- indicate involvement of RHC, or other Member and non-Member states.

(2) National projects:

- indicate any bilateral co-operation with Member or non-Member states.

b. Requirements for training assistance:

- use M-5 and S-47 to identify level of qualification and course required.

(1) Hydrographic surveying:

(2) Nautical cartography:

(3) MSI:

c. Requirements for assistance with procurement of equipment:

(1) Technical advice on procurement options:

(2) Transfer of equipment:

5. GENERAL COMMENTS OR ADDITIONAL INFORMATION

Signature:

Date:

SAMPLE QUESTIONNAIRE 1

**QUESTIONNAIRE ON THE STATUS OF HYDROGRAPHIC SURVEYING
AND NAUTICAL CHARTING WORLD-WIDE**

Country: **LITTORALIA**

Date of validity of information: **October 2003**

Are any amendments required to your entry in the IHO Year Book? If so, enter below.

Update is particularly important on your outsourcing strategy and on your ability to provide contract survey or charting support to other states in your RHC area.

1. New HO WEB site: <http://www.litho.gov.lr>

2. New surveying ship:

SEA EXPLORER Displacement: 2500 Date Launched: 2002 Crew: 36

3. Outsourcing strategy (as of Jan 03): 50% of coastal hydrographic surveying.

4. Survey, both government and private sector contract, and charting support can probably be provided within RHC projects outlined at Section 4.2.a.

1. HYDROGRAPHIC SURVEYING

1.1 Status of hydrographic survey of all navigable waters, including internal waters, out to the limits of the EEZ:

Survey coverage, 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.

	A	B	C
Depths < 200m	35 (See Note 1)	40 (See Note 2.a.(1))	25 (See Note 2)
Depths > 200m	15	20 (See Note 2.a.(2))	65

Amplifying information:

1. Special national circumstances which influence the statistical break-down above:

Large areas of seabed in the Metropolis Estuary and the Straits of Argosy are unstable, with extensive sand-wave fields. Maintenance of the routine re-survey programme is the top national priority.

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International: **The area of the MSR through the Amber Skerries, which is now the preferred route for large bulk carriers, is only partially covered by a small-scale E/S survey. Survey using dGPS and MBES, to ensure that no steep-to shoals remain undetected, is a high priority for RHC co-operation (see Section 4.).**

(2) Regional: **The next priority in the national hydrographic programme of modern surveys of coastal waters is coverage of the outer, more exposed approaches, especially beyond the Rugged Islands. This will be addressed by the new survey ship using dGPS and MBES.**

(3) Internal (including cruise liners): **Inter-continental short-sea and river traffic is now using the new Enterprise Canal and the Forgotten River. The latter requires urgent large-scale surveys, which will be put out to specialist contract.**

b. Ports and Approaches: **None. Firm arrangements are in place with Port Authorities.**

c. Other (fisheries; offshore industry): **None.**

1.2 Status of hydrographic survey of all navigable waters, including internal waters out to the limits of the EEZ of dependent territories:

Territory: AUBREY AND MATURIN ISLANDS

Survey coverage, 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.

	A	B	C
Depths < 200m	5	10 (See Note 2.b.)	85 (See Note 2.a.(3))
Depths > 200m	-	5 (See Note 2.a.(2))	95 (See Note 2.a.(1))

Amplifying information:

1. Special national circumstances which influence the statistical break-down above:

The Aubrey and Maturin group comprises steep-to oceanic islands and coral atolls

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International: **There are a number of vigias in the area where the main trans-ocean tanker route passes close SE of Surprise Reef. This area is the top priority for deep water survey.**

(2) Regional: **Leopard Channel was surveyed by echo sounder at 1: 100K in 1948. The area around Jollyboat Cay requires survey at larger scale.**

(3) Internal (including cruise liners): **It is reported that large cruise liners are passing close off the E coast of Aubrey Island and conducting boat landings through Diana and Sophie Passages. This area is charted from sketch lead-line surveys and miscellaneous soundings.**

b. Ports and Approaches:

The approaches to Trepanning Harbour, the port of Maturin Island, were surveyed by echo-sounder in 1935. The main channel and flanks should be resurveyed with side-scan sonar to disprove the existence of isolated coral heads.

c. Other (fisheries; offshore industry):

A bathymetric and oceanographic survey is required of the area of the submarine volcanoes in the SE sector of the EEZ.

1.3 Status of hydrographic survey of all navigable waters, including internal waters out to the limits of the EEZ of developing countries where surveys have been, or are being carried out by your hydrographic service:

Country: **DICKENSIA**

Survey coverage, 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.

	A	B	C
Depths < 200m	25	30 (See Notes 2.a.(2) & 2.b.)	45 (See Note 2.c.)
Depths > 200m	5	20 (See Note 2.a.(1))	75

Amplifying information:

1. Special national circumstances which influence the statistical break-down above: **None**

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International: **Dickensia and neighbouring states need to make a case to the IMO for a TSS in the Great Expectations Channel. This requires resurvey of Dickensian areas to seawards of the 1988 1: 25k survey by the Littoralian Navy.**

(2) Regional: **Little Dorrit Passage is now used by LNG feeder traffic. Charting is based on small-scale 1950s surveys. MBES and side-scan sonar coverage is needed.**

(3) Internal (including cruise liners): **None.**

b. Ports and Approaches:

Scrooge Bank in the approaches to Christmas Harbour requires sidescan-sonar survey. Otherwise, the survey coverage from the 1950s-70s is adequate.

No details are available for the 1986-8 commercial surveys for the port development at Copperfield. A number of reported wrecks in the vicinity of the approach channel require location and survey.

c. Other (fisheries; offshore industry): **Large foreign fishing vessels, operating under licence in the Micawber Archipelago, are using unsurveyed channels. A number of strandings have caused significant environmental damage. The required surveys are extensive in area and will require international project support.**

2. NAUTICAL CHARTING

If you do not have a nautical charting capability, but know which country/countries has/have assumed responsibility for the charting of your sea areas, please indicate details here:

If you do have a nautical charting capability, complete the details below:

2.1 Status of nautical charting within the limits of the EEZ:

Coverage of charts published by your organisation, where:

A = percentage covered by INT series, or a paper chart series meeting the standards in M-4.

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

C = percentage covered by ENCs meeting the standards in S-57.

Purpose/Scale	A	B	C
Offshore passage/Small	100	100	5
Landfall and Coastal passage/Medium	100	100	80
Approaches and Ports/Large	100	100	90

Amplifying notes:

Significant gaps in coverage:

2.2 Status of nautical charting within the limits of the EEZ of dependent territories:

Coverage of charts published by your organisation, where:

A = percentage covered by INT series, or a paper chart series meeting the standards in M-4.

B = percentage covered by RNCs meeting the standards in S-61.

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

Territory: Aubrey and Maturin Group

Purpose/Scale	A	B	C
Offshore passage/Small	100	100	-
Landfall and Coastal passage/Medium	100	100	-
Approaches and Ports/Large	100	100	-

Amplifying notes:

Significant gaps in coverage:

Although chart coverage is complete, attention is drawn to the shortcomings in source data indicated in Section 1 above.

Territory:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Territory:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

2.3 Status of nautical charting produced by mutual agreement within the limits of the EEZ of other coastal states:

Coverage of charts produced by your organisation, where:

A = percentage covered by INT series, or a paper chart series meeting the standards in M-4.

B = percentage covered by RNCs meeting the standards in S-61.

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

Country: Dickensia

Purpose/Scale	A	B	C
Offshore passage/Small	100	100	-
Landfall and Coastal passage/Medium	100	100	-
Approaches and Ports/Large	100	100	30

Amplifying notes: **An ENC has been produced for the main port of Christmas Harbour.**

Significant gaps in coverage:

Although chart coverage is complete, attention is drawn to the shortcomings in source data indicated in Section 1 above.

Country:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

Country:

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

3. MARITIME SAFETY INFORMATION (MSI)

Fill in the tables to indicate the status of implementation of the services: Yes, No, Partial.

Use the Notes Columns to indicate services which are provided by another state, and facilities co-ordinated and/or shared with other coastal states.

LITTORALIA

NAVIGATIONAL INFORMATION (S-53)

SERVICE	Yes	No	Partial	NOTES
LOCAL WARNINGS	√			
COASTAL WARNINGS	√			
NAVAREA WARNINGS	√			
INFORMATION ON PORTS AND HARBOURS ³	√			Agreements in place with all Port Authorities.

GMDSS IMPLEMENTATION (IMO Publication 970 - GMDSS Handbook⁴)

SERVICE	Yes	No	Partial	NOTES
Master Plan	√			
A1 Area	√			
A2 Area	√			
A3 Area	√			
NAVTEX	√			
SafetyNET		√		

³ Confirm that a system exists for passage of information on changes in ports and harbours to the responsible charting authority.

⁴ See also the guidance in Navigational Publications published by Hydrographic Offices e.g. ALRS 5.

AUBREY AND MATURIN GROUP

NAVIGATIONAL INFORMATION (S-53)

SERVICE	Yes	No	Partial	NOTES
LOCAL WARNINGS	√			
COASTAL WARNINGS	√			
NAVAREA WARNINGS	√			Issued by Littoralia.
INFORMATION ON PORTS AND HARBOURS⁵	√			Arrangements in place with Littoralian HO.

GMDSS IMPLEMENTATION (IMO Publication 970 - GMDSS Handbook⁶)

SERVICE	Yes	No	Partial	NOTES
Master Plan	√			
A1 Area			√	
A2 Area		√		
A3 Area		√		
NAVTEX		√		
SafetyNET	√			Provided by Pelagia.

DICKENSIA

NAVIGATIONAL INFORMATION (S-53)

SERVICE	Yes	No	Partial	NOTES
LOCAL WARNINGS		√		
COASTAL WARNINGS		√		
NAVAREA WARNINGS		√		
INFORMATION ON PORTS AND HARBOURS⁷			√	Some arrangements in place with Littoralian HO.

GMDSS IMPLEMENTATION (IMO Publication 970 - GMDSS Handbook⁸)

SERVICE	Yes	No	Partial	NOTES
Master Plan	√			Assisted by Littoralia.
A1 Area			√	
A2 Area		√		
A3 Area		√		
NAVTEX	√			Co-ordinated with Tolstoya.
SafetyNET		√		

⁵ Confirm that a system exists for passage of information on changes in ports and harbours to the responsible charting authority.

⁶ See also the guidance in Navigational Publications published by Hydrographic Offices e.g. ALRS 5.

⁷ Confirm that a system exists for passage of information on changes in ports and harbours to the responsible charting authority.

⁸ See also the guidance in Navigational Publications published by Hydrographic Offices e.g. ALRS 5.

4. NATIONAL PRIORITIES FOR INTERNATIONAL AND OR REGIONAL CO-OPERATION OR ASSISTANCE.

4.1 If international or regional projects are underway in your waters, please indicate here:

None.

4.2 Indicate below any priorities for co-operation or assistance:

a. Projects meriting IHO liaison with international funding agencies:

(1) Regional co-operative projects:

- indicate involvement of RHC, or other Member and non-Member states.

Modern survey coverage of the Amber Skerries MSR is a major undertaking which requires regional cooperation if a case is to be made to IMO for a TSS.

(2) National projects:

- indicate any bilateral co-operation with Member or non-Member states.

National routine re-survey programmes in the Straits of Argosy are coordinated within the RHC.

b. Requirements for training assistance:

- use M-5 and S-47 to identify level of qualification and course required.

(1) Hydrographic surveying:

None.

(2) Nautical cartography:

None.

(3) MSI:

None.

c. Requirements for assistance with procurement of equipment:

(1) Technical advice on procurement options:

None.

(2) Transfer of equipment:

None.

5. GENERAL COMMENTS OR ADDITIONAL INFORMATION

The LITTORALIA HO offers to maintain the “xxxxx” RHC S-55 data-base on its new web-site.

Signature: *I M A Hydrographer*

Date: 15 October 2003

EXAMPLE QUESTIONNAIRE 2

**QUESTIONNAIRE ON THE STATUS OF HYDROGRAPHIC SURVEYING
AND NAUTICAL CHARTING WORLD-WIDE**

Country: UNFATHOMEDLAND

Date of validity of information: December 2003

Are any amendments required to your entry in the IHO Year Book? If so, enter below.

Update is particularly important on your outsourcing strategy and on your ability to provide contract survey or charting support to other states in your RHC area.

1. HYDROGRAPHIC SURVEYING

1.1 Status of hydrographic survey of all navigable waters, including internal waters out to the limits of the EEZ:

Survey coverage, 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.

	A	B	C
Depths < 200m	-	15 (See Notes 2.a.(2) & b)	85 (See Notes 1 & 2)
Depths > 200m	-	-	100

Amplifying information:

1. Special national circumstances which influence the statistical break-down above: **The sea areas in which there are dangers to surface navigation are confined to the delta of the Tallow River, passages within the coastal fringe of coral reefs, and the Plumb-bob Archipelago.**

2. Significant shortfalls in sea areas of high priority for maritime traffic:

a. Maritime Shipping Routes:

(1) International: **The atolls and reefs of the Plumb-bob Archipelago lie within 5nm of the MSR through the Dipsie Channel. There are no AtoN. The archipelago has never been systematically surveyed.**

(2) Regional: **60% of the extent of the coastal passages linking ports in the Tallow River delta to the regional feeder ports was surveyed by echo sounder in the 1950s. The remainder is covered by nineteenth century lead-line surveys.**

(3) Internal (including cruise liners): **as at 2.a.(2).**

b. Ports and Approaches: **Modern surveys have been completed by commercial companies for the dredged approach and wharves used by offshore supply vessels at Port Ooze, and by the port surveyor at Sludgeville. Otherwise no recent surveys have been conducted of the unstable seabed of the Tallow River delta.**

c. Other (fisheries; offshore industry): **Numerous offshore installations have been constructed in the approaches to the Tallow River delta.**

2. NAUTICAL CHARTING

If you do not have a nautical charting capability, but know which country/countries has/have assumed responsibility for the charting of your sea areas, please indicate details here:

MAPLAND is listed in the first edition of S-55 as having responsibility for charting in this area. They maintain coverage at all the scales indicated below.

If you do have a nautical charting capability, complete the details below:

2.1 Status of nautical charting within the limits of the EEZ:

Coverage of charts published by your organisation, where:

A = percentage covered by INT series, or a paper chart series 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.

Purpose/Scale	A	B	C
Offshore passage/Small			
Landfall and Coastal passage/Medium			
Approaches and Ports/Large			

Amplifying notes:

Significant gaps in coverage:

3. MARITIME SAFETY INFORMATION (MSI)

Fill in the tables to indicate the status of implementation of the services: Yes, No, Partial.

Use the Notes Columns to indicate services which are provided by another state, and facilities co-ordinated and/or shared with other coastal states.

NAVIGATIONAL INFORMATION (S-53)

SERVICE	Yes	No	Partial	NOTES
LOCAL WARNINGS	√			For Port Ooze and Sludgeville only.
COASTAL WARNINGS		√		
NAVAREA WARNINGS	√			Port authorities pass to Area Coordinator.
INFORMATION ON PORTS AND HARBOURS⁹	√			Passed to Mapland HO.

GMDSS IMPLEMENTATION (IMO Publication 970 - GMDSS Handbook¹⁰)

SERVICE	Yes	No	Partial	NOTES
Master Plan			√	In hand.
A1 Area		√		
A2 Area		√		
A3 Area		√		
NAVTEX		√		
SafetyNET		√		

⁹ Confirm that a system exists for passage of information on changes in ports and harbours to the responsible charting authority.

¹⁰ See also the guidance in Navigational Publications published by Hydrographic Offices e.g. ALRS 5.

4. NATIONAL PRIORITIES FOR INTERNATIONAL AND OR REGIONAL CO-OPERATION OR ASSISTANCE.

4.1 If international or regional projects are underway in your waters, please indicate here:

None.

4.2 Indicate below any priorities for co-operation or assistance:

A. Projects meriting IHO liaison with international funding agencies:

(1) Regional co-operative projects:

- indicate involvement of RHC, or other Member and non-Member states.

The area of the Plumb-bob Archipelago should be included in any regional project to undertake modern surveys of the dangerous areas in the Dipsie Channel. This should be discussed at the next RHC meeting with IHO advice.

(2) National projects:

- indicate any bilateral co-operation with Member or non-Member states.

IHO advice is needed on management of contract survey of coastal passages.

b. Requirements for training assistance:

- use M-5 and S-47 to identify level of qualification and course required.

(1) Hydrographic surveying:

The Chief Surveyor of Sludgeville requires Cat A training to give him the skills to oversee contract surveys. This requires sponsorship or bursary.

(2) Nautical cartography:

Unfathomedland would like to send 2 candidates to the IMA Course in Hydrographic Data Management. RHC support will be sought for this submission.

(3) MSI:

An attachment to an established HO would help port officers to improve Unfathomedland's organisation. RHC help is requested.

c. Requirements for assistance with procurement of equipment:

(1) Technical advice on procurement options:

A dGPS system is needed to enable surveys to be extended out into the Tallow River delta.

Great difficulty is being experienced in keeping a tide-gauge in operation at Sludgeville.

(2) Transfer of equipment:

Spare parts can no longer be obtained for the echo sounder and sidescan sonar system donated by the Gracian HO in 1992, and replacements are urgently needed.

A bigger launch would facilitate operations in the delta. It is hoped that a case can be combined with the requirement for a new buoy tender. RHC backing would be valued.

5. GENERAL COMMENTS OR ADDITIONAL INFORMATION

Unfathomedland is grateful for the advice of the IHB and the assistance of Mapland in providing information on source data. Even with this, the completion of this questionnaire, although it is simpler than that for the Second Edition, was challenging.

Signed: *IM Responsible*

Dated: 25 December 2003