

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

Références :

- A. LC 23/2003 de l'OHI du 11 mars 2003.
- B. LC 41/2003 de l'OHI du 24 juin 2003.

Monsieur le Directeur,

1. Vous trouverez joint en annexe à cette lettre circulaire une liste d'informations relatives à la 3<sup>e</sup> Edition de la Publication spéciale S-55, « Etat des levés hydrographiques et de la cartographie marine dans le monde » qui sera diffusée sur le site Web de l'OHI, le 30 juin 2004. Ce texte a été établi à partir des réponses reçues au questionnaire communiqué sous couvert de la LC 41/2003. Le Comité de direction tient à remercier les pays qui ont permis, à ce stade, l'inclusion de 70% des zones maritimes dans la base de données, et incite vivement ceux dont les réponses sont en attente à fournir leurs informations au BHI dans les meilleurs délais.

2. La S-55 est désormais une publication numérique qui peut être actualisée de manière continue afin de s'assurer que les utilisateurs disposent des informations de l'OHI les plus à jour possible. Un formulaire à utiliser pour la soumission de nouvelles informations sera inclus dans le menu de la page d'accueil de l'OHI. L'on s'attend à ce que la plupart des Services hydrographiques souhaitent mettre à jour leurs données annuellement, dans le cadre de leur processus de planification national. Il est toutefois évident que de nouvelles informations peuvent être soumises à tout moment et aussi souvent que souhaité.

3. Le Comité de direction demande aux Présidents des Commissions hydrographiques régionales de tirer pleinement profit du point permanent de l'ordre du jour relatif à la S-55 afin d'encourager les points suivants :

a. Couverture. Il existe toujours d'importants manques dans la base de données qui doit être alimentée et l'on encourage vivement les pays qui n'ont pas encore complété leurs évaluations à le faire. Le capitaine de vaisseau Mike Barritt ([mike.barritt@ukho.gov.uk](mailto:mike.barritt@ukho.gov.uk); Tel: +44 (0)1823 337900 poste 3135) reste à votre disposition pour tout conseil et toute assistance.

b. Révision. Il est demandé aux présidents de s'efforcer d'obtenir la confirmation que les données ont été actualisées et qu'elles peuvent être utilisées pour les travaux des CHR.

c. Utilisation. La base de données de la S-55 constitue désormais un outil important devant servir aux présidents des CHR pour examiner les opportunités et les priorités en matière de coopération afin d'améliorer les services hydrographiques le long des routes de leur région. Il est demandé de rendre compte au BHI de tout enseignement et de toute suggestion d'amélioration issus de cette exploitation active de la base de données. L'on disposera, à terme, d'outils qui facilitent l'interrogation de la base de données. Les informations seront communiquées par lettre circulaire.

d. Développement des couches de données régionales. La présentation de la S-55 a été optimisée afin de permettre l'abstraction d'une vision stratégique générale utilisée pour transmettre des informations aux NU et à l'OMI ainsi qu'à d'autres agences internationales, et pour donner des renseignements sur les travaux de Comités supérieurs tel le CBC de l'OHI. Il est quasiment certain que les travaux des CHR nécessiteront le développement de couches plus détaillées de la base de données de l'OHI. Cette question fait actuellement l'objet de discussions actives au sein du Comité hydrographique sur l'Antarctique (CHA) qui travaille sur le remplacement de la S-59 par une base de données numérique régionale. Cependant, les besoins des CHR peuvent varier et, au-delà de la proposition de quelques formats et outils, elle n'aura pas de caractère normatif. Les points de vue des CHR, ainsi que tout exemple régional déjà utilisé, seront les bienvenus.

**4. Une lettre circulaire sera publiée chaque année afin de rappeler l'importance de mettre à jour les données de la S-55.**

5. Le Comité de direction souhaite profiter de cette occasion pour remercier le SH du RU pour son soutien continu, et pour avoir mis à disposition le capitaine de vaisseau Barritt en vue d'aider à la réalisation de cette nouvelle édition de la S-55, sans frais pour l'Organisation. Enfin le Comité de direction tient à remercier personnellement le capitaine de vaisseau Barritt pour son travail remarquable.

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 – Liste d'informations relatives à l'Édition 3 de la S-55.

**Publication spéciale de l'OHI No. 55****Troisième Edition – juin 2004****ETAT DE L'HYDROGRAPHIE ET DE LA CARTOGRAPHIE MARINE DANS LE MONDE****Résumé analytique**

L'objectif de cette troisième édition de la Publication spéciale de l'OHI No. 55 (S-55) consiste à présenter une image claire de la couverture mondiale en levés et en cartes marines, ainsi que de l'étendue des organisations effectives pour la diffusion, en temps opportun, des informations sur la sécurité de la navigation. Le contenu des Annexes se trouve à présent dans une base de données interactive, sur le site Web de l'OHI, à partir de laquelle des rapports peuvent être extraits à tout moment. La base de données couvre les eaux d'approximativement 70% des Etats côtiers du monde.

Si l'on compare les données de la première et de la seconde édition avec celles ici présentées, il est clair que des progrès significatifs ont été accomplis dans certaines zones très importantes pour la navigation maritime internationale et pour la protection des environnements côtiers. Ceci résulte essentiellement des fermes prescriptions établies par l'OMI avant que les systèmes d'organisation du trafic ne puissent être approuvés. Le constat d'une coopération régionale est également encourageant dans l'optique d'assurer une couverture moderne des routes de navigation maritime.

Toutefois, dans d'importantes zones de la mer des Caraïbes, dans les eaux côtières d'Afrique, dans l'océan Indien et ses eaux adjacentes, ainsi que dans l'Océan Pacifique occidental et ses eaux adjacentes, peu de changements sont intervenus, et c'est donc dans ces zones qu'il convient de concentrer les efforts fournis en matière de renforcement des capacités.

L'OMI et l'OHI ont identifiés les principales zones de préoccupation suivantes émanant des informations présentées dans la base de données de la S-55 :

**Principales faiblesses en matière de compétence :**

De nombreux gouvernements doivent encore mettre en œuvre une organisation efficace pour la diffusion d'informations importantes pour la sécurité de la navigation et la protection de l'environnement, sous la forme soit d'avertissements de navigation, soit de données aux Services hydrographiques ayant des responsabilités en matière de cartographie.

Des mesures doivent être prises pour la mise en œuvre du SMDSM dans un certain nombre de zones, notamment en Amérique centrale et dans les Caraïbes, dans la majeure partie de l'Afrique ainsi que dans les zones océaniques.

De nombreux Etats côtiers n'ont pas les moyens de planifier et de mettre en œuvre des programmes de levés prioritaires incluant l'exécution de nouveaux levés de routine urgents dans des zones instables le long de routes de navigation et dans les accès aux ports.

Si les levés dans le cadre de la recherche scientifique marine et de l'industrie offshore ne sont pas exécutés conformément aux critères de la S-44 de l'OHI, alors les données seront perdues pour la cartographie SOLAS.

## Principales faiblesses régionales :

**D'importantes faiblesses en matière de données hydrographiques qui ont été mises en avant dans la première édition de la S-55 sont toujours présentes dans l'analyse qui suit. Il existe encore d'importantes disparités le long des principales routes de navigation internationales dans l'Océan Indien, dans la mer de Chine méridionale, ainsi que dans le Pacifique occidental et ses eaux adjacentes. Dans les Caraïbes, dans certaines eaux côtières d'Afrique, en Australasie, en Océanie et dans l'Antarctique, l'exécution de levés modernes, le changement de système métrique et le passage au WGS 84 sont très urgents dans certains endroits à présent fréquentés par les navires de croisière.**

### Introduction

L'objectif de la Publication spéciale de l'OHI No. 55 (S-55) est de fournir une base de données aux gouvernements et aux organisations internationales qui se penchent sur le meilleur moyen de mettre en œuvre les responsabilités décrites dans le Chapitre V, Règle 9 de la Convention pour la sauvegarde de la vie humaine en mer (SOLAS). Elle transmet également les informations de l'OHI pour l'évaluation maritime globale des Nations Unies.

### Contexte

En 1970, les Nations Unies (NU) ont lancé un processus d'évaluation de la situation actuelle et des progrès accomplis en matière de levés hydrographiques et de cartographie bathymétrique, à travers le monde. Depuis le départ, la coopération régionale a été encouragée. L'OHI a été chargée d'entreprendre une étude détaillée. Celle-ci a été documentée par une série de questionnaires publiés pour les Etats côtiers dans les années 80. En dépit d'une réponse décevante à chaque occasion, une analyse a été effectuée et les rapports ont été publiés. L'ensemble de ces événements ont abouti à la production de la première édition de la S-55 (1991), qui a été diffusée par les NU dans le Volume XXII de « *World Cartography* » (ST/TCD/19 New York 1993). Celui-ci reposait sur les données de 46% des Etats et des zones maritimes.

Une deuxième édition de la S-55 a été publiée par l'OHI en 1998, à partir des informations recueillies en 1995-96. Là encore d'importants manques ont été constatés dans la base de données complémentaire. Les informations étaient disponibles pour seulement 47% des Etats et zones maritimes.

### Base de données relative à cette Edition

La préparation de cette 3<sup>e</sup> Edition a été supervisée par le Comité de l'OHI sur le renforcement des capacités (CBC de l'OHI), et les Commissions hydrographiques régionales (CHR) ont été impliquées dans tout le processus. Le nombre de réponses reçues a été bien supérieur et l'on dispose à présent de données pour 70% des Etats et zones énumérées. Les manques les plus importants, lorsque l'on ne dispose pas d'information pour analyse, concernent les régions d'Amérique centrale, la Méditerranée et la mer Noire, certaines parties de l'Océan Indien et de ses mers adjacentes ainsi que la mer de Chine méridionale et les détroits et mers adjacents.

La première priorité de l'OHI consiste à identifier et à apporter son aide pour l'établissement des priorités, des exigences en matière de coopération et d'assistance qui contribueront à améliorer la sécurité de la navigation et la protection du milieu marin en exécutant des levés modernes et en produisant des cartes. Par conséquent, le processus de recueil des informations pour cette édition s'est davantage concentré sur l'identification des manques en matière de levés hydrographiques et sur leur diffusion, plutôt que de tenter de quantifier et de comparer les capacités des Etats côtiers. Cependant, le questionnaire qui a été diffusé aux Etats côtiers demandait la confirmation des informations contenues dans l'annuaire de l'OHI à propos du statut de leur organisme hydrographique national et les encourageait également à établir les demandes d'assistance en vue du développement des capacités. La base de données de la S-55 est un outil fondamental pour les travaux continus du CBC de l'OHI.

### Hydrographie et activités maritimes

L'importance des activités hydrographiques pour l'utilisation sûre des mers, la prospérité économique

nationale et la protection du milieu marin sont expliquées de manière détaillée dans la Publication M-2 de l'OHI. Cette publication identifie trois capacités centrales dont l'état est évalué dans les trois sections de la base de données de la S-55 :

**A. Levés hydrographiques.**

**B. Cartographie marine.**

**C. Fourniture de renseignements sur la sécurité maritime (RSM).**

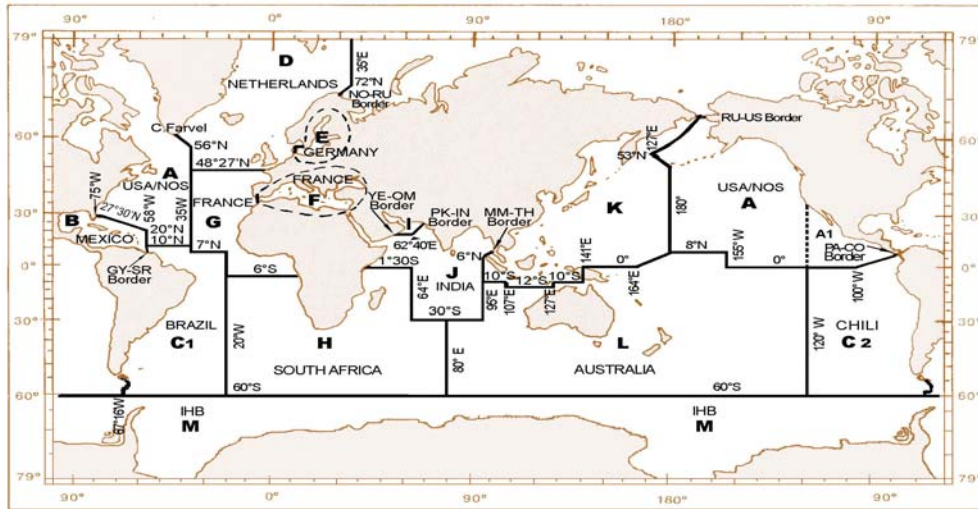
Dans cette édition, les résultats sont organisés par les régions de cartographie internationale, comme définies dans la Partie A de la Publication M-4 de l'OHI. Le diagramme y relatif est reproduit ci-après. Ce dernier montre comment ces limites sont également utilisées pour définir les limites des CHR. Le détail de la composition des CHR figure sur le site Web de l'OHI. Plusieurs pays sont membres de plus d'une CHR. Leurs données sont indiquées dans cette publication, dans le premier tableau regroupant leur zone nationale.

Pour aider les Etats à effectuer une révision systématique de leurs programmes hydrographiques et à identifier clairement les principales faiblesses dans la couverture hydrographique, les activités maritimes sont considérées au sein des trois groupes suivants :

Routes maritimes de navigation (Maritime Shipping Routes) (MSR). Un certain nombre de CHR ont déjà pris des mesures pour concentrer la coopération en matière de levés hydrographiques et de cartographie marine sur l'amélioration de la couverture des MSR passant par leurs eaux :

**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) 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

Ces MSR sont sous-divisées en 3 catégories :

- a. internationales, c'est-à-dire les routes entre les ports principaux;
- b. régionales, c'est-à-dire les routes entre les ports principaux et les ports secondaires ;
- c. internes (incluant les zones maritimes intérieures), c'est-à-dire les routes des ports secondaires vers les ports nationaux.

Ports et accès. Il existe une pression croissante pour l'amélioration des données hydrographiques afin de permettre une évaluation appropriée des risques à utiliser un port, notamment pour les navires à tirant d'eau profond.

Industrie maritime (pêcheries, ressources offshore). Les efforts réalisés dans ce secteur tendent à être compartimentés et les données de valeur ne sont pas partagées avec la communauté maritime plus large. Les rares atouts associés à la représentation cartographique des levés tendent à se concentrer dans des zones maritimes moins profondes et il est particulièrement nécessaire d'optimiser le recueil et l'exploitation des sondes des passages ainsi que des données issues des levés d'autres bâtiments commerciaux ou de recherche gouvernementaux dans des eaux plus profondes.

### **Analyse de l'état des levés**

La catégorisation faite en Annexe A est étayée par l'évaluation nationale détaillée qui utilise les critères de la [S-44](#), les zones de fiabilité (CATZOC) définies dans la [S-57](#), ou un autre système de classification systématique de données sources.

L'étendue totale des eaux navigables dans chaque zone nationale jusqu'aux limites de la ZEE a été évaluée. Tandis que la première édition de cette publication publiait un simple pourcentage de l'ensemble de la ZEE, la seconde édition adoptait 3 bandes (< 50m, < 200m et > 200m). Ceci était trop complexe pour la plupart des pays. Pour cette édition, une analyse a été demandée à l'intérieur et à l'extérieur de l'isobathe de 200 m.

Depuis la publication de la seconde édition de la S-55, d'importants progrès ont été accomplis dans certaines zones. Dans un certain nombre de régions, une approche systématique a été adoptée pour l'identification des activités hydrographiques et l'établissement de priorités en la matière, par exemple le Communiqué d'Helsinki (HELCOM) concernant un accord sur les chenaux dans la mer Baltique. Les membres de l'Organisation pour la protection de l'environnement de la mer Rouge et du golfe d'Aden (PERSGA) ont fourni un autre exemple d'action concertée pour traiter une principale faiblesse régionale, et un nouveau dispositif de séparation du trafic (TSS) ainsi que d'autres mesures d'organisation du trafic sont à présent en place dans les approches Nord du détroit de Bab el Mandeb. On a prévu, par le biais du projet d'autoroute de l'information électronique maritime, de traiter les faiblesses dans le détroit de Malacca et la mer de Chine méridionale. Le concept d'autoroute est également appliqué dans les projets de développement d'autres zones.

### **Principales faiblesses :**

Parmi les faiblesses de la zone identifiées dans la première édition, les suivantes sont toujours d'actualité :

Sur la côte occidentale de l'Afrique :

- Certaines eaux côtières du Sahara occidental et de la Mauritanie.
- Les eaux côtières au large du delta du fleuve Niger.
- Les eaux côtières au large de Cabinda.
- Le fleuve Congo jusqu'à Matadi.

Sur la côte orientale de l’Afrique :

Les eaux plus profondes de la mer Rouge entre les approches Sud du golfe de Suez et les approches Nord du détroit de Bab el Mandeb.

Les eaux côtières du Soudan, de Port Soudan vers le Sud.

Les lacs africains intérieurs.

Les zones de la mer de Chine méridionale et de la mer de Java.

Le golfe de Papouasie.

Les navigateurs font toujours part de préoccupations quant aux importantes zones d’eaux non hydrographiées qui sont représentées sur les cartes du Golfe persique. L’OMI a mis en avant des préoccupations signalées depuis les zones suivantes :

Le côté Sud du canal de Sicile.

Le canal du Mozambique.

Les détroits et le système partiel des voies de circulation archipélagiques des eaux archipélagiques indonésiennes.

Les chenaux qui entourent Cuba et la République dominicaine.

L’avènement de navires à tirant d’eau plus profond a renforcé l’urgence des programmes nationaux visant à réviser et à améliorer la couverture qui précède l’utilisation du sonar à balayage latéral et des échosondeurs multifaisceaux (MBES). La tendance croissante des navires de croisière à rechercher de nouvelles routes, de nouveaux mouillages et de nouvelles escales, a mis en évidence la nécessité d’exécuter des levés plus précis dans des zones à l’origine explorées au 19<sup>e</sup> siècle. Il s’agit d’un important défi pour les Services hydrographiques en voie de développement dans les Caraïbes, dans l’océan Indien et dans les zones pacifiques occidentales. Cela nécessite également un engagement continu de la part des Etats qui investissent dans des programmes de levés dans les régions polaires. Les nouvelles techniques telle celle du LIDAR peuvent contribuer aux progrès dans certaines zones maritimes mais leur utilisation est onéreuse. La coordination de projets régionaux et le principe de « participation aux coûts » devraient être pleinement exploités.

De nombreux pays dotés de capacités hydrographiques établies depuis longtemps et en développement, sont responsables de l’accès sûr aux ports dans des zones où le fond de la mer est instable. Les programmes de nouveaux levés de routine sont fondamentaux dans ces zones. Il est véritablement nécessaire que les Etats qui ont les compétences pour gérer ces programmes partagent leur expérience.

Il faut à nouveau accorder de l’attention à la réfutation des vigies et à la détermination de la position des îles éloignées, notamment de celles adjacentes aux routes de navigation maritime dans le Pacifique et dans les eaux adjacentes.

A ce jour, l’OHI n’a pas tenu compte de l’hydrographie dans les fleuves et les voies navigables intérieures. Toutefois, il apparaît clairement que les CHR ont besoin de directives et d’un partage d’informations. A cet effet, les Etats qui possèdent d’importantes voies navigables internes ont été inclus dans cette édition.

### **Analyse de l’état de la cartographie**

La catégorisation établie en Annexe B est fondée sur une évaluation nationale détaillée par rapport aux critères des [M-4](#), [S-57](#) et [S-61](#). La couverture en cartes INT est indiquée dans la [M-11](#).



### **Principales faiblesses :**

Bien que la couverture en cartes papier et électroniques ait augmenté, dans de nombreux cas, il n'y a pas eu d'amélioration concomitante des données sources à partir desquelles elles sont dérivées. L'avènement de navires à tirant d'eau plus profond a également révélé l'inadéquation des produits de navigation dans de nombreuses zones. Ceci est évident, par exemple, dans l'évaluation de la couverture à grandes échelles concernant les Etats du Pacifique occidental et de l'Océanie.

Des programmes de passage au système métrique sont en cours dans de nombreuses zones (par exemple dans la couverture du RU pour des îles des Caraïbes), mais ceci indique rarement la disponibilité de levés modernes importants. Certaines cartes ont été retirées à cause d'un manque de données permettant leur mise à jour, comme par exemple la couverture du RU pour le Lac Victoria en Afrique.

L'utilisation répandue du GPS, l'avènement de l'ECDIS et l'introduction des AIS, confèrent une grande urgence aux efforts visant à identifier les transferts de systèmes géodésiques et à publier de nouveau les cartes au WGS 84. Ceci nécessite une liaison très étroite entre les SH et les autorités cadastrales nationales. Ceci est particulièrement important dans certaines parties d'Europe, des Caraïbes, d'Afrique et de l'Océan Pacifique.

### **Analyse de l'état des RSM**

L'organisation de la collecte et la diffusion des informations nautiques est la première phase vitale des capacités hydrographiques que tous les Etats côtiers devraient s'efforcer d'atteindre. Effectivement, elle donne des informations sur l'établissement ultérieur de priorités en matière de levés, et permet de s'assurer que les cartes restent exactes. Pour ces raisons, un résumé de l'état des RSM a été introduit dans cette troisième Edition.

### **Principales faiblesses :**

Une faiblesse que connaissent de nombreux pays, notamment dans les Caraïbes et en Afrique, concerne les dispositions prises en vue de communiquer des informations à jour aux SH producteurs de cartes en temps opportun. Le manque répandu de données sur les installations offshore est un sujet des plus préoccupants.

Des mesures concrètes sont nécessaires dans de nombreux pays avant que le SMDSM puisse être considéré comme pleinement opérationnel. En plus des régions susmentionnées dans le paragraphe ci-dessus, il existe des manques importants dans les zones océaniques.

La coordination entre les différentes agences maritimes est médiocre dans de nombreux pays en voie de développement et celle-ci n'est pas aidée par le manque d'attention des gouvernements envers l'hydrographie.

La plus haute priorité des efforts fournis par l'OHI en matière de renforcement des capacités doit consister à aider tous les Etats côtiers à atteindre ce premier stade vital des capacités hydrographiques, à savoir la capacité de collecter, collationner et diffuser des informations urgentes concernant la sécurité de la navigation en temps voulu. Ces efforts sont déjà en cours dans un certain nombre de zones de CHR grâce à des visites d'experts et à des ateliers techniques.

### **Recommandations relatives à la tenue à jour et à l'utilisation de la S-55**

La base de données de la S-55 est à présent disponible sur le site Web de l'OHI, avec la possibilité de permettre aux Etats de soumettre des informations actualisées à tout moment. Le BHI diffusera, sous couvert de lettre circulaire, une lettre de rappel annuelle sur l'importance de cette mise à jour, en vue d'encourager les Etats à inclure la mise à jour de la S-55 dans leur processus de planification hydrographique. Les CHR réviseront également le contenu de la S-55 lors de chaque réunion.

La base de données de la S-55 servira de fondement aux conseils que prodiguera l'OHI aux NU, à l'OMI ainsi qu'à d'autres agences. Certaines CHR planifient déjà des bases de données régionales avec des couches d'informations plus détaillées. L'on espère que l'approche systématique de la S-55 aidera les Etats dotés de SH en voie de développement à établir un plan national cohérent.

Les données de la S-55 ainsi que les informations supplémentaires fournies par les Etats en matière de coopération et de besoins d'assistance, seront utilisées par le CBC de l'OHI pour développer un plan d'action prioritaire d'application des mesures visant à contribuer à la sécurité de la navigation et à la protection de l'environnement maritime mondial.

**STATUS OF HYDROGRAPHIC SURVEYS**

The following tables show survey coverage for the depth bands 0-200m and > 200m (--/--) out to the limits of the EEZ<sup>1</sup>, 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				

<sup>1</sup> All navigable waters, including internal waters, are included.

## INTERNATIONAL CHARTING REGION B

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
<b>Antigua and Barbuda</b>	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.
<b>Bahamas</b>	<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.
<b>Barbados</b>	45%/35%	55%/0%	0%/65%	Most of the shelf area of navigational significance has been surveyed recently by LIDAR and conventional methods.
<b>Belize</b>	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.
<b>Costa Rica</b>				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.
<b>Cuba</b>	0%/0%	100%/100%	0%/0%	
<b>Dominica</b>	15%/10%	20%/0%	65%/90%	The shelf area is very narrow and the approaches to the main ports are covered by modern surveys.
<b>Dominican Republic</b>				
<b>El Salvador</b>				A number of vigias require disproving searches.
<b>Grenada</b>	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.
<b>Guatemala</b>				
<b>Guyana</b>	70%/0%	30%/0%	0%/100%	Routine re-surveys are required in the port areas, which lie in unstable riverine regimes.
<b>Haiti</b>				
<b>Honduras</b>				Top priority is modern survey of the extensive area of coastal waters which is only covered by early nineteenth century lead-line surveys.
<b>Jamaica</b>	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.
<b>Mexico</b>	35%/63%	2%/-	1%/-	
<b>Nicaragua</b>				There are numerous reported shoal depths on the Miskito Bank and in adjacent waters, and modern surveys are required.
<b>Panama</b>				A number of vigias require disproving searches.
<b>St Kitts &amp; Nevis</b>	15%/65%	85%/0%	0%/35%	The S approaches to Basseterre including Monkey Shoals require survey to modern standards.
<b>St Lucia</b>	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.

<b>St Vincent &amp; the Grenadines</b>	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.
<b>Suriname</b>	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.
<b>Trinidad and Tobago</b>	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.
<b>Venezuela</b>				
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**

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Argentina</b>	20%/10%	40%/30%	40%/60%	Significant areas of unstable seabed requiring routine resurvey.
<b>Brazil</b>				
<b>Paraguay</b>	Inland waterways			
<b>Uruguay</b>				
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**

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Bolivia</b>	Inland Waterways			
<b>Chile</b>	27.5%/10%	17.5%/10%	55%/80%	
<b>Colombia</b>	50%/10%	10%/20%	40%/70%	
<b>Ecuador</b>				
<b>Peru</b>	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
<b>Denmark</b>	95%/100%	5%/0%	0%/0%	1. Contributes to the HELCOM harmonised re-survey programme.
<b>Finland</b>	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.
<b>Iceland</b>	24.6%/2%	11.8%/10%	63.6%/88%	
<b>Norway</b>	73%/40%	9%/2%	18%/78%	Prioritised survey programme in place.
<b>Sweden</b>	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
<b>Belgium</b>				
<b>France</b>	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.
<b>Germany</b>	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.
<b>Ireland</b>	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.
<b>Luxembourg</b>	Inland Waterways			Inland waterways only; no problems reported.
<b>Netherlands</b>	70%/N/A	20%/N/A	10%/N/A	The whole shelf is sedimentary and is subject to a prioritised re-survey plan.
<b>Switzerland</b>	Inland Waterways			Inland waterways only; no problems reported.
<b>UK</b>	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**

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



**INTERNATIONAL CHARTING REGION F**

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Albania</b>	25%/15%	45%/25%	30%/60%	Data provide by Greece, the coordinator of the SEAPOWER co-operative surveys to update coverage of Albanian waters.
<b>Algeria</b>	4.2%/0%	48%/1%	47.8%/99%	A prioritised survey programme is in place, starting with ports and approaches.
<b>Austria</b>	Inland Waterways			Inland waterways only; no problems reported.
<b>Azerbaijan</b>				
<b>Bosnia – Herzegovina</b>				
<b>Bulgaria</b>	84%/0%	10%/0%	6%/100%	
<b>Croatia</b>	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.
<b>Cyprus</b>	0%/5%	100%/0%	0%/95%	Areas of port developments are the priority for re-survey effort.
<b>Egypt</b>				
<b>Georgia</b>				
<b>Greece</b>	35%/10%	55%/60%	10%/30%	
<b>Hungary</b>	Inland Waterways			Inland waterways only; no problems reported.
<b>Israel</b>				
<b>Italy</b>				
<b>Kazakhstan</b>				
<b>Lebanon</b>				
<b>Libya</b>				
<b>Malta</b>	1%/0%	99%/100%	0%/0%	Coastal areas and the Hurd Bank, covered by 1950s surveys, require resurvey.
<b>Monaco</b>	100%/N/A	0%/N/A	0%/N/A	
<b>Morocco</b>	30%/0%	0%/100%	70%/0%	Top priority is the completion of survey of waters within the 200m contour, including the minor ports.
<b>Republic of Moldova</b>				
<b>Romania</b>				
<b>Serbia-Montenegro</b>	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.
<b>Slovakia</b>	Inland Waterways			Inland waterways only; no problems reported.

<b>Slovenia</b>	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.
<b>Spain</b>	90%/25%	10%/0%	0%/75%	A programme of MBES surveys of ports, approaches and anchorages has started.
<b>Syria</b>				
<b>Tunisia</b>				
<b>Turkey</b>	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.
<b>Turkmenistan</b>				
<b>Ukraine</b>	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.
<b>Uzbekistan</b>				
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
<b>Benin</b>	6%/0%	0%/0%	94%/100%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. Depths fall away precipitately beyond the narrow continental shelf. The coast is subject to erosion and depths inshore are constantly changing.</li> <li>3. Routine re-surveys are required for Cotonou.</li> </ol>
<b>Cameroon</b>	9%/0%	0%/100%	91%/0%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. The seabed is unstable in all the rivers and estuaries. Routine re-surveys are conducted in the entry channel and port of Douala.</li> <li>3. Garoua can be operated from July to September, the navigable season on the River Benué</li> </ol>
<b>Cape Verde</b>	65%/3%	1%/0%	34%/97%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>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.</li> </ol>
<b>Central African Republic</b>	Inland Waterways			
<b>Chad</b>	Inland Waterways			
<b>Congo</b>	51%/0%	0%/0%	49%/100%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>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.</li> <li>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.</li> </ol>
<b>Côte d'Ivoire</b>	27%/0%	0%/100%	73%/0%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. Depths fall away rapidly at the edge of the narrow continental shelf.</li> <li>3. Routine re-surveys are required following dredging in Port d'Abidjan.</li> </ol>
<b>DRC</b>	0%/0%	100%/0%	0%/100%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. A routine resurvey programme is needed in the mouth of the River Congo and in the river channels to Matadi and Boma.</li> <li>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.</li> </ol>
<b>Equatorial Guinea</b>	0%/0%	100%/0%	0%/100%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. Modern surveys will be required following the expansion of Malabo and Luba. A routine resurvey programme must be established.</li> <li>3. Survey data is required for offshore installations to ensure safe navigation in their vicinity.</li> </ol>

<b>Gabon</b>	37%/0%	0%/100%	63%/0%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. Modern surveys are required for the port of Mayumba.</li> <li>3. Survey data is required for offshore installations to ensure safe navigation in their vicinity.</li> </ol>
<b>Gambia</b>	30%/16%	70%/0%	0%/84%	<ol style="list-style-type: none"> <li>1. The area largely comprises the River Gambia and estuary, where the seabed is subject to change.</li> <li>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.</li> <li>3. Surveys of the River Gambia above Banjul date from the 1940s. However, at present no commercial traffic uses the river.</li> </ol>
<b>Ghana</b>	15%/0%	30%/10%	65%/90%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. Tema is prone to siltation and requires routine resurvey. River entrances are subject to constant change and require local knowledge for access.</li> </ol>
<b>Guinea</b>	14%/0%	0%/0%	86%/100%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>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.</li> <li>3. A number of vigias outside the charted 100m contour require disproving survey.</li> <li>4. Survey requirements on the River Senegal are being assessed by <i>l'Organisation pour la mise en valeur du fleuve Senegal</i> (OMVS).</li> </ol>
<b>Guinea Bissau</b>	0%/4%	95%/0%	5%/96%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>2. The majority of the seabed in the riverine areas is unstable with many sandbanks.</li> <li>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.</li> </ol>
<b>Liberia</b>	2%/0%	22%/0%	76%/100%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Priorities are: <ol style="list-style-type: none"> <li>a. Maritime Shipping Routes: vigias W of Greenville and in the approaches to Harper require investigation.</li> <li>b. Ports and Approaches: Sidescan sonar coverage is required to supplement modern surveys in the ports of Monrovia, Buchanan, Harper and Greenville.</li> </ol> </li> </ol>
<b>Mali</b>	Inland Waterways			Survey requirements on the River Senegal are being assessed by <i>l'Organisation pour la mise en valeur du fleuve Senegal</i> (OMVS).
<b>Mauritania</b>	49%/0%	36%/100%	15%/0%	<ol style="list-style-type: none"> <li>1. Data derived from EAtHC technical visit.</li> <li>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.</li> <li>3. Survey requirements on the River Senegal are being assessed by <i>l'Organisation pour la mise en valeur du fleuve Senegal</i> (OMVS).</li> </ol>
<b>Niger</b>	Inland Waterways			
<b>Nigeria</b>	10%/10%	80%/10%	10%/80%	<p>Priorities are:</p> <ol style="list-style-type: none"> <li>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.</li> <li>b. Ports and Approaches: routine re-survey of entrances, especially of the rivers Escravos,</li> </ol>

				Forcados and Bonny, together with the Benin River up to Sapele.
<b>Portugal</b>	99%/16%	0%/0%	1%/84%	Priorities are coastal waters, and harbours and approaches.
<b>Sao Tome &amp; Principe</b>	99%/25%	1%/0%	0%/75%	1. Data provided by Portugal. 2. Surveys date from before 1974.
<b>Senegal</b>	58%/0%	0%/0%	42%/100%	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. 2. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
<b>Sierra Leone</b>	70%/70%	20%/25%	10%/5%	Routine re-surveys are required in the Sierra Leone River.
<b>Togo</b>	5%/0%	0%/0%	95%/100%	1. Data derived from EAHC technical visit. 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. 3. Although a full survey of Lomé and approaches was completed in 2002, resurveys will be required of unstable areas.
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
<b>Angola</b>	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>
<b>Burundi</b>	Lake Tanganyika			
<b>Comoros</b>	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>
<b>Kenya</b>	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>
<b>Madagascar</b>	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>
<b>Malawi</b>				

<b>Mauritius</b>	10%/30%	90%/40%	0%/30%	1. Figures provided by UK. 2. Priorities are: a. Check surveys in the approach and dredged channels at Port Louis. b. Assessment of cruise liner and inter-island traffic and consequent survey requirements.
<b>Mozambique</b>	10%/0%	90%/0%	0%/100%	Priorities are: a. Regional Routes: coastal waters between Maputo and Palma. b. Ports and Approaches: maintenance of programme of surveys of Maputo, Beira, Nacala, Pemba and Quelimane. A national survey programme will progress remaining areas within the 200m contour, and then the remainder of the EEZ.
<b>Namibia</b>	40%/2%	0%/0%	60%/98%	Priorities are: 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. b. Other: disproval of shoals and seamounts on Walvis Ridge and Valdivia Bank.
<b>Rep of S Africa</b>	60%/3%	40%/2%	0%/95%	Priorities are: a. EEZ: programme in hand which includes the Prince Edward Island Group. b. Regional Routes: in the national hydrographic programme, area from E London to Durnford Pt.
<b>Seychelles</b>	15%/0%	50%/0%	35%/100%	1. Depths beyond the shelf edge fall away dramatically from c50m to 2000m. The majority of this area is covered only by passage soundings. 2. Priorities are: a. Internal Routes: cruise liner and yacht routes from Port Victoria to Praslin and La Digue Island. b. Ports and Approaches: resurvey programme following dredging and other harbour works.
<b>Tanzania</b>	20%/0%	65%/0%	15%/100%	1. Priorities for Indian Ocean waters are: a. Regional Routes: larger scale surveys with sidescan sonar coverage required in Zanzibar Channel. b. Internal Routes: modern survey required of N and S Mafia Channel and areas transited during cruise liner calls at Tanga and Zanzibar. 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. 2. The waters of Lakes Victoria, Tanganyika and Nyasa require resurvey to modern standards.
<b>Uganda</b>	Lake Victoria			
<b>Zambia</b>	Inland Waterways			
<b>Zimbabwe</b>	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
<b>Bahrain</b>	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.
<b>Iran</b>				
<b>Iraq</b>				
<b>Kuwait</b>				
<b>Pakistan</b>	80%/10%	20%/90%	0%/0%	
<b>Qatar</b>				
<b>Saudi Arabia</b>	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.
<b>UAE</b>				

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

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Bangladesh</b>				
<b>Djibouti</b>	66%/0%	34%/100%	0%/0%	Data supplied by France.
<b>Eritrea</b>	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.
<b>India</b>	100%/85%	0%/15%	0%/0%	
<b>Jordan</b>	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.
<b>Maldives</b>	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.
<b>Myanmar</b>				
<b>Oman</b>				
<b>Somalia</b>	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.
<b>Sudan</b>	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.
<b>Sri Lanka</b>	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.
<b>Thailand</b>				
<b>Yemen</b>				
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**

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Brunei Darussalam</b>				
<b>Cambodia</b>	0%/N/A	34%/N/A	66%/N/A	Figures provided by France.
<b>China</b>				
<b>DP Rep of Korea</b>				
<b>East Timor</b>				
<b>Indonesia</b>				
<b>Japan</b>	93%/89%	7%/11%	0%/0%	
<b>Malaysia</b>	55%/5%	10%/5%	35%/90%	<p>Priorities are:</p> <ul style="list-style-type: none"> <li>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.</li> <li>b. Ports and Approaches: Tanjung Pelepas will require re-survey with sidescan sonar after reclamation is complete.</li> <li>c. Bathymetric and oceanographic survey is required to support submarine operation in the S China Sea.</li> </ul>
<b>Marshall Islands</b>				
<b>Palau</b>				
<b>Philippines</b>	25%/34%	50%/36%	25%/30%	<p>Priorities are:</p> <ul style="list-style-type: none"> <li>a. Maritime Shipping Routes: modern MBES surveys of the Archipelagic Sea Lanes, inter-connections with neighbouring countries, and linking passages.</li> <li>b. Ports and Approaches: ports such as Cebu with significant developments over the past 5 years.</li> <li>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.</li> </ul>
<b>Rep of Korea</b>	70%/80%	30%/20%	0%/0%	
<b>Singapore</b>				
<b>Vietnam</b>	1%/0%	30%/100%	69%/0%	<ul style="list-style-type: none"> <li>1. Figures provided by France.</li> <li>2. There are numerous submarine volcanoes off the E coast. Vigias require examination throughout Vietnamese waters.</li> </ul>
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%	
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**INTERNATIONAL CHARTING REGION L**

<b>Nation/Area</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Amplifying Information including Key Deficiencies</b>
<b>Australia</b>	35%/7%	20%/1%	45%/92%	<ol style="list-style-type: none"> <li>1. Extensive sand-wave fields in the Torres Strait require routine re-survey.</li> <li>2. Priorities in the national survey plan are: <ol style="list-style-type: none"> <li>a. International Routes: increase area surveyed to modern standards in Bass Strait and Torres Strait.</li> <li>b. Regional Routes: Great Barrier Reef and coastal areas of southern coast of Australia.</li> <li>c. Areas off Tasmania, sections of Inner Great Barrier Reef, Joseph Bonaparte Gulf and Dampier Archipelago.</li> </ol> </li> </ol>
<b>Cook Islands</b>	1%/0%	9%/0%	90%/100%	<ol style="list-style-type: none"> <li>1. Data provided by NZ.</li> <li>2. Priority for modern survey is large-scale coverage of anchorages and landings.</li> </ol>
<b>Fiji</b>	5%/15%	70%/0%	25%/85%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands.</li> <li>3. The priority is for modern survey of the minor ports and anchorages, which are only covered by lead-line surveys.</li> </ol>
<b>Kiribati</b>	0%/0%	20%/0%	80%/100%	<ol style="list-style-type: none"> <li>1. Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands.</li> <li>3. Priorities are: <ol style="list-style-type: none"> <li>a. International Routes: disproving surveys of vigias WNW of Tanama, in the Line Group, and towards the Phoenix Group.</li> <li>b. Internal Routes, Approaches and Ports: Starbuck Island, frequented by cruise liners, is only covered by a sketch survey.</li> <li>c. Modern survey of the waters of all the islands of the archipelago.</li> </ol> </li> </ol>
<b>Nauru</b>	0%/0%	0%/0%	100%/100%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Nauru is a steep-to oceanic island. One ED shoal to the NE requires a disproving search.</li> </ol>
<b>New Zealand</b>	80%/1%	5%/4%	15%/95%	A prioritised programme for full modern survey of shipping routes is underway.
<b>Papua New Guinea</b>	25%/7%	0%/0%	75%/93%	<ol style="list-style-type: none"> <li>1. Data provided by Australia.</li> <li>2. Significant fringing barrier reefs and large adjacent areas remain unsurveyed. PNG National Maritime Safety Authority is reviewing priorities.</li> </ol>
<b>Samoa</b>	5%/0%	65%/5%	30%/95%	<ol style="list-style-type: none"> <li>1. Data provided by NZ.</li> <li>2. Priority for modern survey is large-scale coverage of anchorages and landings, then the shelf area between the two islands.</li> </ol>
<b>Solomon Islands</b>	10%/30%	30%/10%	60%/60%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Coverage of the most frequented parts of these steep-to islands is adequate. Priorities for modern survey are: <ol style="list-style-type: none"> <li>a. International Routes: examination of shoals, banks and submarine volcanoes e.g. Brougham Shoal, Edwards Bank.</li> <li>b. Internal Routes: Iron Bottom Sound.</li> <li>c. Ports and Approaches: approaches to Honiara, and modern survey of Gizo, Yandia and Tulagi.</li> </ol> </li> </ol>
<b>Tokelau</b>	5%/1%	0%/0%	95%/99%	<ol style="list-style-type: none"> <li>1. Data provided by NZ.</li> <li>2. Priority for modern survey is large-scale coverage of anchorages and landings.</li> </ol>

<b>Tonga</b>	2%/0%	28%/2%	70%/98%	<ol style="list-style-type: none"> <li>1. Data based on SWPHC discussions.</li> <li>2. Priorities are: <ol style="list-style-type: none"> <li>a. Maritime Shipping Routes: disproving searches for numerous vigias.</li> <li>b. Ports and Approaches: <ol style="list-style-type: none"> <li>(1) Modern survey in the Vava'u and Ha'apai Groups.</li> <li>(2) Modern survey of the outer approaches to Nuku'alofa.</li> </ol> </li> </ol> </li> </ol>
<b>Tuvalu</b>	10%/0%	30%/0%	60%/100%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Comprises steep-to oceanic islands and atolls.</li> <li>3. Priorities are: <ol style="list-style-type: none"> <li>a. Maritime Shipping Routes: the vigias in the general vicinity of Niulakita and Kosciusko Bank, including Macaw, Martha and Rose Bank should be investigated.</li> <li>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.</li> </ol> </li> </ol>
<b>Vanuatu</b>	5%/50%	55%/0%	40%/50%	<ol style="list-style-type: none"> <li>1. Data provided by UK.</li> <li>2. Comprises steep-to oceanic islands. Priorities for modern survey are parts of Santo harbour and the cruise liner anchorages at Ambrym and Pentecost.</li> </ol>
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%	<ol style="list-style-type: none"> <li>1. Data provided by NZ.</li> <li>2. No urgent survey requirements for safety of navigation.</li> </ol>
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				





**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	
<b>Antigua and Barbuda</b>	100%	100%	0%	100%	100%	50%	100%	100%	0%	No ENC coverage of Antigua, but is planned.
<b>Bahamas</b>	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.
<b>Barbados</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4186.
<b>Belize</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	
<b>Costa Rica</b>										
<b>Cuba</b>	-	-	-	97%	Note 1	Note 2	32%	Note 1	Note 2	1. Work is in hand to adopt S-61 standard. 2. Production is underway.
<b>Dominica</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184.
<b>Dominican Republic</b>										
<b>El Salvador</b>										
<b>Grenada</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184 & 4186.
<b>Guatemala</b>										
<b>Guyana</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Approaches charts require metrication.
<b>Haiti</b>										
<b>Honduras</b>										
<b>Jamaica</b>	100%	100%	0%	100%	100%	100%	100%	100%	100%	Paper charts to be converted to WGS 84 datum.
<b>Mexico</b>	100%	4%	1%	100%	3%	3%	100%	93%	96%	
<b>Nicaragua</b>										
<b>Panama</b>										
<b>St Kitts &amp; Nevis</b>	100%	100%	0%	100%	100%	0%	100%	100%	100%	
<b>St Lucia</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4184 & 4186.
<b>St Vincent &amp; the Grenadines</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4186.

<b>Suriname</b>	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.
<b>Trinidad and Tobago</b>	100%	100%	0%	75%	100%	50%	100%	100%	75%	Coverage to E and S requires improvement.
<b>Venezuela</b>										
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	
<b>Argentina</b>	100%	0%	0%	89%	11%	3.6%	100%	33%	3.7%	There are deficiencies in coastal chart coverage between Capes Raso and Virgenes.
<b>Brazil</b>										
<b>Paraguay</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Uruguay</b>										
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	
<b>Bolivia</b>	N/A	N/A	N/A							
<b>Chile</b>	8%	8%	16%	18%	0%	42%	74%	0%	42%	Main deficiencies in coverage arise from lack of source data to update old charts.
<b>Colombia</b>	30%	0%	0%	0%	0%	0%	0%	5%	15%	
<b>Ecuador</b>										
<b>Peru</b>	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 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	
<b>Belarus</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Czech Republic</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Estonia</b>	75%	0%	0%	95%	0%	100%	100%	0%	100%	UKHO ARCS partially covers Estonian waters.
<b>Latvia</b>	-	-	-	100%	-	100%	100%	-	100%	
<b>Lithuania</b>	5%	0%	5%	0%	0%	0%	5%	0%	5%	
<b>Poland</b>	-	-	-	100%	-	100%	100%	-	100%	
<b>Russian Federation</b>	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	
<b>Albania</b>	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.
<b>Algeria</b>	100%	0%	0%	100%	0%	0%	90%	0%	0%	
<b>Austria</b>										
<b>Azerbaijan</b>										
<b>Bosnia-Herzegovina</b>										
<b>Bulgaria</b>	-	-	-	-	-	-	-	-	-	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.
<b>Croatia</b>	100%	100%	0%	100%	100%	45%	100%	100%	10%	ENCs are not yet available on the market.
<b>Cyprus</b>	100%	100%	45%	100%	100%	45%	100%	100%	0%	
<b>Egypt</b>										
<b>Georgia</b>										
<b>Greece</b>	100%	0%	100%	85%	0%	69%	100%	0%	43%	A number of large scale charts need updating.
<b>Hungary</b>										
<b>Israel</b>										
<b>Italy</b>										
<b>Kazachstan</b>										
<b>Lebanon</b>										
<b>Libya</b>										
<b>Malta</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	
<b>Monaco</b>	100%	-	0%	100%	-	100%	100%	-	0%	Large scale ENC coverage available early 2005.
<b>Morocco</b>										
<b>Republic of Moldova</b>										
<b>Romania</b>										
<b>Serbia-Montenegro</b>	100%	0%	0%	100%	0%	0%	100%	0%	0%	
<b>Slovakia</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Slovenia</b>	0%	0%	0%	0%	0%	0%	40%	0%	40%	
<b>Spain</b>	100%	0%	20%	100%	0%	65%	100%	0%	70%	
<b>Syria</b>										
<b>Tunisia</b>										
<b>Turkey</b>	100%	-	0%	100%	-	56%	100%	-	61%	



**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	
<b>Benin</b>	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.
<b>Cameroon</b>	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.
<b>Cape Verde</b>	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.
<b>Central African Republic</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Chad</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Congo</b>	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.
<b>Côte d'Ivoire</b>	100%	100%	100%	100%	100%	0%				1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum.
<b>DRC</b>	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.
<b>Equatorial Guinea</b>	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.





**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	
<b>Angola</b>	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.
<b>Burundi</b>	N/A	N/A	N/A							
<b>Comoros</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Figures provided by UK.
<b>Kenya</b>	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.
<b>Madagascar</b>										
<b>Malawi</b>	N/A	N/A	N/A							
<b>Mauritius</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Figures provided by UK.
<b>Mozambique</b>	0%	0%	0%	0%	0%	0%	2%	0%	0%	Published large-scale charts are subject to continuous revision to meet M-4.
<b>Namibia</b>	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.
<b>Rep of S Africa</b>	100%	0%	0%	100%	0%	0%	100%	0%	7%	Attention is drawn to the shortfalls in survey data in Annex A.
<b>Seychelles</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	
<b>Tanzania</b>	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.
<b>Uganda</b>										
<b>Zambia</b>	N/A	N/A	N/A	N/A	N/A	N/A				
<b>Zimbabwe</b>	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 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	
<b>Bangladesh</b>										
<b>Djibouti</b>										
<b>Eritrea</b>	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).
<b>India</b>	100%	0%	50%	100%	0%	70%	100%	0%	95%	
<b>Jordan</b>	100%	100%	100%	100%	100%	0%	100%	100%	0%	Figures supplied by UK.
<b>Maldives</b>	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.
<b>Myanmar</b>										
<b>Oman</b>										
<b>Somalia</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Figures supplied by UK. 2. Most source data is very old (see AnnexA). 3. Plans for smaller ports and anchorages require modernisation.
<b>Sudan</b>	100%	100%	0%	100%	100%	0%	66%	66%	0%	1. Figures supplied by UK. 2. Most source data is very old (see AnnexA). 3. At present Bashayer Oil Terminal (SBM) is only charted at 1: 150k.
<b>Sri Lanka</b>	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.
<b>Thailand</b>										
<b>Yemen</b>										
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	
<b>Brunei Darussalam</b>										
<b>Cambodia</b>										
<b>China</b>										
<b>DP Rep of Korea</b>										
<b>East Timor</b>										
<b>Indonesia</b>										
<b>Japan</b>	100%	0%	100%	100%	0%	96%	100%	0%	40%	
<b>Malaysia - Peninsular - Sarawak/Sabah</b>	45% 37.5%	- 76.4%	20% 67.6%	79% -	- -	30% -	50% -	- 32.35%	20% 6.75%	
<b>Marshall Islands</b>										
<b>Palau</b>										
<b>Philippines</b>	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.
<b>Rep of Korea</b>	100%	100%	100%	-	-	-	100%	100%	100%	
<b>Singapore</b>										
<b>Vietnam</b>										
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	
<b>Australia</b>	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.
<b>Cook Islands</b>	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.
<b>Fiji</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Some coverage requires metrication.
<b>Kiribati</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Large scale coverage requires metrication.
<b>Nauru</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Large scale coverage requires metrication.
<b>New Zealand</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	Test ENCs covering 1% of NZ EEZ are available on request.
<b>Papua New Guinea</b>	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.
<b>Samoa</b>	100%	0%	0%	100%	0%	0%	0%	0%	0%	1. Data provided by NZ. 2. Project underway to transform to WGS 84 datum.
<b>Solomon Islands</b>	100%	100%	0%	100%	100%	0%	100%	100%	0%	
<b>Tokelau</b>	100%	100%	0%	100%	100%	0%	0%	0%	0%	1. Data provided by NZ. 2. Survey data is required for large scale charting.
<b>Tonga</b>	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 above, large scale coverage is in fathoms, and







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
<b>Canada</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>USA</b>	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 b. Yes c. Yes (Note 1) d. Yes (Note 2)	a. Yes b. Yes c. Yes d. No (Note 3) e. Yes f. Yes	1. Via NAVAREA IV 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**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Antigua and Barbuda</b>	a. No. b. No. c. No. d. Yes.	a. b. Yes. c. Yes (Note 2). d. No. e. No. f. Yes (Note 2).	1. Data from MACHC (CGMHC).
<b>Bahamas</b>	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).
<b>Barbados</b>	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.
<b>Belize</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Costa Rica</b>	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.
<b>Cuba</b>	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	
<b>Dominica</b>	a. No. b. No. c. No. d. No.	a. No. b. Yes. c. No. d. No. e. No. f. Shared.	1. Data from MACHC (CGMHC).
<b>Dominican Republic</b>	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.
<b>El Salvador</b>	a. b. c. d.	a. No. b. No. c. No. d. No.	1. Data provided by UK.

		e. No. f. No.	
<b>Grenada</b>	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).
<b>Guatemala</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>Guyana</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>Haiti</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>Honduras</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>Jamaica</b>	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.
<b>Mexico</b>	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.
<b>Nicaragua</b>	a. b. c. d.	a. b. No. c. No. d. e. f.	1. Data provided by UK.
<b>Panama</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>St Kitts &amp; Nevis</b>	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.

<b>St Lucia</b>	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.
<b>St Vincent &amp; the Grenadines</b>	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.
<b>Suriname</b>	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.
<b>Trinidad and Tobago</b>	a. Yes. b. Yes. c. No. d. Yes.	a. b. Yes. c. Yes. d. No. e. No. f.	1. Data from MACHC (CGMHC).
<b>Venezuela</b>	a. b. c. d.	a. b. No (Note 2). c. d. e. f.	1. Data provided by UK. 2. Planned
<b>Anguilla</b>	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.
<b>Aruba &amp; Netherlands Antilles (Leeward Islands)</b>	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.
<b>British Virgin Is</b>	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**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Argentina</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	
<b>Brazil</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. c. d. Yes. e. No. f.	Data provided by UK.
<b>Paraguay</b>	N/A	N/A	
<b>Uruguay</b>	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**

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

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

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Belgium</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>France</b>	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.
<b>Germany</b>	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.
<b>Ireland</b>	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).
<b>Luxembourg</b>	N/A	N/A	
<b>Netherlands</b>	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.
<b>Switzerland</b>	N/A	N/A	
<b>UK</b>	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 France.

**INTERNATIONAL CHARTING REGION E**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Belarus</b>	N/A	N/A	
<b>Czech Republic</b>	N/A	N/A	
<b>Estonia</b>	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.
<b>Latvia</b>	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.
<b>Lithuania</b>	a. Partial. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. Yes (Note 1). f. No.	1. NAVTEX Station J is used for all MSI purposes.
<b>Poland</b>	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.
<b>Russian Federation</b>	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**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Albania</b>	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.
<b>Algeria</b>	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.
<b>Austria</b>	N/A	N/A	
<b>Azerbaijan</b>			
<b>Bosnia-Herzegovina</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Bulgaria</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. No (Note 1). c. Yes. d. Yes. e. Yes. f.	1. Planned.
<b>Croatia</b>	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.
<b>Cyprus</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. Yes. c. Yes. d. Yes. e. Yes. f.	
<b>Egypt</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Georgia</b>	a. b. c. d.	a. b. c. d. e. f.	

<b>Greece</b>	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. Yes. f. No.	
<b>Hungary</b>	N/A	N/A	
<b>Israel</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Italy</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Kazakhstan</b>			
<b>Lebanon</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Libya</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Malta</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Partial. b. Yes. c. Yes. d. No. e. Yes. f. No.	
<b>Monaco</b>	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.
<b>Morocco</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Republic of Moldova</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Romania</b>	a. b. c. d.	a. b. c. d. e.	

		f.	
<b>Serbia-Montenegro</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. No. f. No.	
<b>Slovakia</b>	N/A	N/A	
<b>Slovenia</b>	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.
<b>Spain</b>	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.
<b>Syria</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Tunisia</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Turkey</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	
<b>Turkmenistan</b>			
<b>Ukraine</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	
<b>Uzbekistan</b>			
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**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Benin</b>	a. Partial (Note 1). 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. Only by hand of the pilots.
<b>Cameroon</b>	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.
<b>Cape Verde</b>	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.
<b>Central African Republic</b>	N/A	N/A	
<b>Chad</b>	N/A	N/A	
<b>Congo</b>	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.
<b>Côte d'Ivoire</b>	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.
<b>DRC</b>	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.
<b>Equatorial Guinea</b>	a. No. 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.

<b>Gabon</b>	a. No. b. No. c. No. d. No.	a. No. b. - c. - d. - e. - f. No.	1. Data derived from EAtHC technical visit.
<b>Gambia</b>	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.
<b>Ghana</b>	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.
<b>Guinea</b>	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.
<b>Guinea Bissau</b>	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.
<b>Liberia</b>	a. b. c. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	
<b>Mali</b>	N/A	N/A	
<b>Mauritania</b>	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.
<b>Niger</b>	N/A	N/A	
<b>Nigeria</b>	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.
<b>Portugal</b>	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.
<b>Sao Tome &amp; Principe</b>	a. b. c. d.	a. No. b. No. c. No. d. No. e. No.	



		f. No.	
<b>Senegal</b>	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.
<b>Sierra Leone</b>	a. Yes (Note 1). b. No. c. Partial (Note 2). d. Partial (Note 3).	a. Yes. b. Yes (Note 4). c. Yes (Note 4). d. No. e. No. f. No.	1. VHF. 2. Passed to NAVAREA Co-ordinator. 3. Passed to UKHO. 4. Planned
<b>Togo</b>	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
<b>Angola</b>	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	
<b>Burundi</b>	N/A	N/A	
<b>Comoros</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Kenya</b>	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.
<b>Madagascar</b>	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.
<b>Malawi</b>	a. b. d.	N/A	
<b>Mauritius</b>	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.
<b>Mozambique</b>	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.
<b>Namibia</b>	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.
<b>Rep of S Africa</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. No. d. Yes. e. Yes. f. Yes.	

<b>Seychelles</b>	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.
<b>Tanzania</b>	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.
<b>Uganda</b>		N/A	
<b>Zambia</b>	N/A	N/A	
<b>Zimbabwe</b>	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)**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Bahrain</b>	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.
<b>Iran</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Iraq</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Kuwait</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Pakistan</b>	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.
<b>Qatar</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Saudi Arabia</b>	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.
<b>UAE</b>	a. b. c. d.	a. b. c. d. e. f.	

**INTERNATIONAL CHARTING REGION J**

**(NORTH INDIAN OCEAN HYDROGRAPHIC COMMISSION AREA)**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Bangladesh</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Djibouti</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Eritrea</b>	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.
<b>India</b>	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.
<b>Jordan</b>	a. Yes. b. Yes. c. No. d. Partial.	a. b. Yes. c. Yes. d. No. e. No. f. No.	
<b>Maldives</b>	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.
<b>Myanmar</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Oman</b>	a. b. c. d.	a. b. c. d. e. f.	

<b>Somalia</b>	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.
<b>Sudan</b>	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.
<b>Sri Lanka</b>	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.
<b>Thailand</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Yemen</b>	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). c. Yes (Note 2). d. Yes (Note 4).	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.
Socotra Island	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	

**INTERNATIONAL CHARTING REGION K**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Brunei Darussalam</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Cambodia</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>China</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>DP Rep of Korea</b>	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.
<b>East Timor</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Indonesia</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Japan</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. Yes. d. Yes. e. Yes. f. Yes.	
<b>Malaysia</b>	a. Yes. b. Yes. c. Yes. d. Yes.	a. No. b. No. c. No. d. No. e. Yes. f. Yes.	
<b>Marshall Islands</b>	a. b. c. d.	a. b. c. d.	

		e. f.	
<b>Palau</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Philippines</b>	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.
<b>Rep of Korea</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Singapore</b>	a. b. c. d.	a. b. c. d. e. f.	
<b>Vietnam</b>	a. b. c. d.	a. 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**

<b>Nation/Area</b>	<b>MSI Service</b> a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	<b>GMDSS</b> a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	<b>Notes</b>
<b>Australia</b>	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.
<b>Cook Islands</b>	a. No. b. No. c. No. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
<b>Fiji</b>	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.
<b>Kiribati</b>	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.
<b>Nauru</b>	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.
<b>New Zealand</b>	a. Yes. b. Yes. c. Yes. d. Partial.	a. Yes (Note 1). b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Co-ordinated by NZ MSA.
<b>Papua New Guinea</b>	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.
<b>Samoa</b>	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	1. Data provide by UK.
<b>Solomon Islands</b>	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No.	1. Data provided by UK.

		e. f.	
<b>Tokelau</b>	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	1. Data provided by UK.
<b>Tonga</b>	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.
<b>Tuvalu</b>	a. No. b. No. c. No. d. No.	a. b. No. c. No. d. No. e. No. f.	1. Data provided by UK.
<b>Vanuatu</b>	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. f.	1. Data provided by UK.
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.	