

**PUBLICACION ESPECIAL N° 55 (S-55) DE LA OHI:
“ESTADO MUNDIAL DE LOS LEVANTAMIENTOS HIDROGRAFICOS
Y DE LA CARTOGRAFIA NAUTICA”**

PUBLICACION DE LA TERCERA EDICION

Referencias: A. Circular del BHI No. 23/2003 del 11 de Marzo del 2003.
B. Circular del BHI No. 41/2003 del 24 de Junio del 2003.

Estimado Director,

1. Se adjunta a esta circular un listado de información para la 3ª Edición de la Publicación Especial No. S-55 de la OHI: “Estado Mundial de los Levantamientos Hidrográficos y de la Cartografía Náutica”, que será incluida en el sitio Web de la OHI el 30 de Junio del 2004. Este texto está basado en las respuestas recibidas utilizando el cuestionario enviado junto a la Circular No. 41/2003. El Comité Directivo da las gracias a aquellos países que han permitido que el 70% de las zonas marítimas sean incluidas en la base de datos a estas alturas, e insta a aquellos cuyas respuestas siguen pendientes a que proporcionen su información al BHI lo antes posible.
2. La S-55 es ahora una publicación digital, que puede ser actualizada de forma continua, para asegurarse de que los utilizadores ponen a disposición de la OHI un máximo de información actualizada. Un formulario que se utilizará para la sumisión de nueva información será incluido en el menú de la Home Page de la OHI. Se anticipa que la mayoría de servicios hidrográficos desearán actualizar sus datos anualmente, como parte de su proceso nacional de planificación. Sin embargo, está claro que puede someterse nueva información en cualquier momento y tan a menudo como se desee.
3. El Comité Directivo solicita que los Presidentes de las Comisiones Hidrográficas Regionales aprovechen totalmente el punto pendiente del orden del día sobre la S-55 para fomentar lo siguiente:
 - a. Cobertura. Sigue habiendo importantes deficiencias en la base de datos, que debe ser alimentada, y se anima a aquellos países que tienen que completar aún sus evaluaciones de situación a que lo hagan. El Capitán de Navío Mike BARRITT (mike.barritt@ukho.gov.uk; Tel.: +44 (0)1823 337900 extensión 3135) está a su disposición para asesorarles y ayudarles.
 - b. Revisión. Se solicita a los Presidentes de las CHRs que intenten obtener la confirmación de que la información ha sido actualizada y que puede utilizarse para el trabajo de las CHRs.
 - c. Uso. La base de datos de la S-55 proporciona ahora un instrumento de gran impacto para su uso por los Presidentes de las CHRs, para revisar las oportunidades y prioridades de cooperación, y mejorar los servicios hidrográficos que se encuentren en las rutas de su región. Se solicita que informen al BHI sobre las lecciones y sugerencias de mejoras que puedan surgir de una participación activa similar en la base de datos. En su momento, habrá instrumentos disponibles para facilitar la interrogación de la base de datos. La información será difundida por Circular.
 - d. Desarrollo de Capas de Datos Regionales. Se ha optimizado la presentación en la S-55, para permitir la abstracción de una visión general estratégica que pueda ser utilizada al transmitir

información detallada a las NN.UU., la OMI y a otras agencias internacionales, y para informar sobre el trabajo de importantes comités como el CBC de la OHI. Es casi seguro que el trabajo de las CHRs requerirá el desarrollo de grupos más detallados de la base de datos de la OHI. Esto se está discutiendo de manera activa en el Comité Hidrográfico sobre la Antártida (CHA), que está trabajando en la sustitución de la S-59 por una base de datos digital regional. Sin embargo, las necesidades de las CHRs pueden variar y, además de proponer algunos formatos e instrumentos, no se pretende que sean prescriptivas. Se aceptan gustosamente las opiniones de las CHRs, junto con todo ejemplo regional que se esté utilizando ya.

4. Se publicará una Circular cada año, como recordatorio de la importancia de actualizar la información de la S-55.

5. Al Comité Directivo le gustaría aprovechar esta oportunidad para dar las gracias al Servicio Hidrográfico del RU, por su apoyo continuado, al poner a nuestra disposición al Capitán de Navío BARRITT, para ayudarnos en la realización de esta nueva edición de la S-55, sin coste para la Organización, y agradecemos personalmente al Capitán de Navío BARRITT sus destacados esfuerzos.

En nombre del Comité Directivo
Atentamente,

(original firmada)

Capitán de Navío Hugo GORZIGLIA
Director

Anexo - Listado de información para la 3ª Edición de la S-55.

Publicación Especial No. 55 de la OHI

Tercera Edición – Junio del 2004

**ESTADO MUNDIAL DE LOS LEVANTAMIENTOS HIDROGRAFICOS Y
DE LA CARTOGRAFIA NAUTICA**

Resumen

El objetivo de esta tercera edición de la Publicación Especial No. 55 (S-55) de la OHI es presentar una imagen clara de la cobertura mundial de levantamientos y cartas náuticas a las organizaciones efectivas, para la promulgación puntual de información para la seguridad de la navegación. El contenido de los Anexos se encuentra ahora en una base de datos viva, en el sitio Web de la OHI, a partir de la cual pueden extraerse informes en cualquier momento. La base de datos cubre las aguas de un 70% de los estados costeros del mundo entero.

Comparando los datos de las ediciones primera y segunda con los de la que se presenta aquí, está claro que se ha hecho un importante progreso en algunas zonas de gran importancia para la navegación internacional y para la protección de los entornos costeros. Esto ha sido el resultado, principalmente, de los firmes requerimientos establecidos por la OMI antes de que los sistemas de ordenación del tráfico de buques puedan ser aprobados. Hay también una alentadora evidencia de cooperación regional para proporcionar una cobertura moderna de derrotas de navegación marítimas.

Sin embargo, en zonas importantes del Mar Caribe, en las aguas costeras de Africa, el Océano Indico y las zonas adyacentes, y el Océano Pacífico Occidental y las zonas adyacentes, ha habido pocos cambios y es ahí donde deben concentrarse los esfuerzos de creación de capacidades.

La OMI y la OHI han identificado las siguientes áreas clave de interés, a partir de la información presentada en la base de datos de la S-55:

Principales Deficiencias de Competencias

Muchos gobiernos tienen aún que poner en marcha una organización eficaz para la promulgación de información importante para una navegación segura y para la protección del medio ambiente, ya sea como avisos a los navegantes o como información para aquellos servicios hidrográficos con responsabilidades cartográficas.

Se requieren medidas para implementar el GMDSS en un número de zonas, notablemente en Centroamérica y en el Caribe, en la mayoría de zonas de Africa y en las zonas oceánicas.

Muchos estados costeros carecen de capacidad para programar e implementar un programa de levantamientos prioritarios, incluyendo nuevos levantamientos de rutina de alta prioridad, de zonas inestables a lo largo de las rutas de navegación y en los aproches de los puertos.

Si los levantamientos en el marco de la Investigación Científica Marina y de la industria offshore no son ejecutados conforme a los criterios de la S-44 de la OHI, entonces los datos se perderán para la cartografía SOLAS.

Principales Deficiencias Regionales

Importantes deficiencias de datos hidrográficos que se destacaron en la primera edición de la S-55 siguen existiendo en el análisis que siguen. Sigue habiendo grandes disparidades en las rutas internacionales de navegación en el Océano Indico, el mar del Sur de China, el Océano Pacífico Occidental y en aguas adyacentes. En el Caribe, algunas aguas costeras de Africa, Australasia, Oceanía y el Antártico, los levantamientos modernos, el cambio al sistema métrico y el cambio de dátum al WGS 84 son todos requerimientos urgentes en lugares que son actualmente frecuentados por trasatlánticos.

Introducción

El objetivo de la Publicación Especial No. 55 (S-55) de la OHI es proporcionar datos básicos a los gobiernos y a las organizaciones internacionales secundarias, ya que consideran que son el mejor medio de implementar las responsabilidades establecidas en la Regla 9 del Capítulo V° de la Convención sobre la Seguridad de la Vida en el Mar (SOLAS). También transmite la información de la OHI para la Evaluación Marítima Global de las Naciones Unidas.

Antecedentes

En 1970, las Naciones Unidas (NN.UU.) empezaron un proceso de evaluación del estado actual y del progreso de los levantamientos hidrográficos y la cartografía batimétrica a nivel mundial. Desde el principio, se fomentó la cooperación regional. Se atribuyó a la OHI la tarea de emprender un estudio detallado. Esta última fue informada, a través de una serie de cuestionarios publicados para los estados costeros durante los años 80. A pesar de una decepcionante respuesta en cada ocasión, se llevó a cabo un análisis y se publicaron informes. La secuencia culminó con la producción de la primera edición de la S-55 (1991), que fue promulgada también por las NN.UU. en el Volumen XXII de *World Cartography* (ST/TCD/19 Nueva York 1993). Este último se basó en datos del 46% de las naciones y las zonas marítimas.

Una segunda edición de la S-55 fue publicada por la OHI en 1998, basada en información reunida en 1995-96. De nuevo, hubo muchas discrepancias importantes en la base de datos complementaria. La información estuvo disponible para sólo el 47% de las naciones y las zonas marítimas.

Base de Datos para esta Edición

La preparación de esta 3ª Edición ha sido supervisada por el Comité de Creación de Capacidades (CBC) de la OHI y las Comisiones Hidrográficas Regionales (CHRs) se han visto implicadas a lo largo del proceso. El nivel de respuestas ha mejorado enormemente, y los datos están ahora disponibles para el 70% de las naciones y las áreas enumeradas. Las discrepancias más significativas, cuando no se dispone de información para análisis, están en las regiones de Centroamérica, los Mares Mediterráneo y Negro, en algunas partes del Océano Indico y en los mares adyacentes, y en el mar del Sur de China y los estrechos y mares adyacentes.

La primera prioridad de la OHI es identificar y ayudar a establecer prioridades, requerimientos de cooperación y asistencia que mejorarán la seguridad de la navegación y la protección del medio ambiente marino efectuando levantamientos modernos y produciendo cartas. Así pues, el proceso de reunir información para esta edición se ha concentrado en la identificación de discrepancias en los datos hidrográficos y en su promulgación, antes que en intentar cuantificar y comparar la capacidad de los estados costeros. Sin embargo, el cuestionario que fue distribuido a los estados costeros requería una confirmación de la información en el Anuario de la OHI, sobre el estado de su organización hidrográfica regional, e invitaba también a identificar los requerimientos de asistencia para desarrollar su capacidad. La base de datos de la S-55 es un instrumento fundamental para el trabajo continuo del CBC de la OHI.

La Hidrografía y las Actividades Marítimas

Se explican detalladamente el significado del esfuerzo hidrográfico para el uso seguro del mar, la prosperidad económica nacional y la protección del medio ambiente marino en la **Publicación M-2** de la OHI. Esta publicación identifica tres capacidades comunes, cuyo estado se evalúa en las tres secciones siguientes de la base de datos de la S-55:

- A. Levantamientos Hidrográficos;**
- B. Cartografía Náutica;**
- C. Suministro de Información sobre la Seguridad Marítima (MSI).**

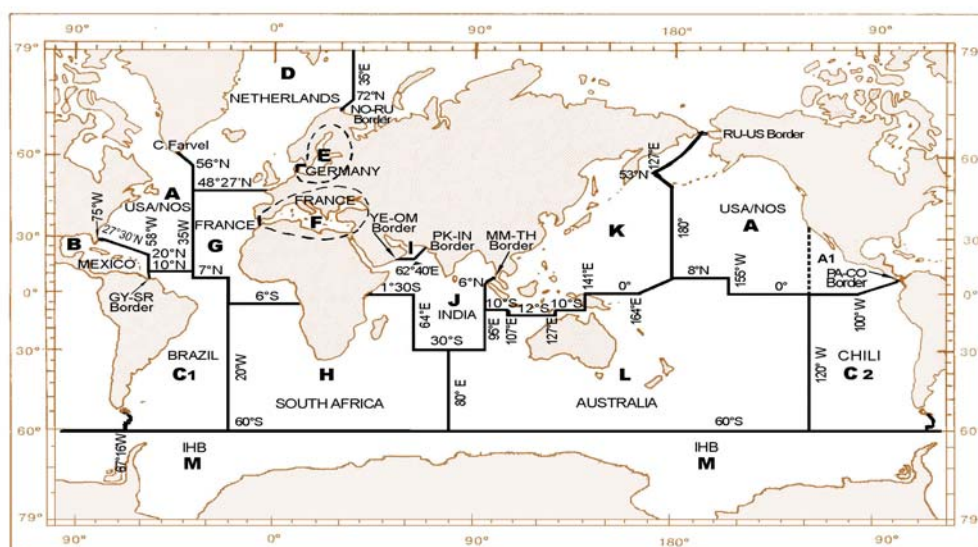
En esta edición, los resultados están organizados por Regiones Cartográficas Internacionales, según lo definido en la Parte A de la Publicación M-4 de la OHI. El diagrama pertinente se reproduce aquí. Muestra cómo se utilizan también estos límites para definir las CHRs. Los detalles de los miembros de las CHRs están en el sitio Web de la OHI. Algunos países son miembros de más de una CHR. Se muestran sus datos en esta publicación, en el primer cuadro que abarca su zona nacional.

Para ayudar a los estados a efectuar una revisión sistemática de sus programas hidrográficos y a identificar claramente las deficiencias principales en la cobertura de levantamientos, se considera que hay tres grupos de actividades marítimas:

Rutas Marítimas de Navegación (*Maritime Shipping Routes*) (MSRs). Un número de CHRs han tomado ya medidas para concentrar la cooperación en los levantamientos hidrográficos y la cartografía náutica en la mejora de cobertura de MSRs que pasan por:

IHO
INTERNATIONAL CHARTING
REGIONS

REGIONES
CARTOGRAFICAS INTERNACIONALES
DE LA OHI



Related Regional Hydrographic Commissions	Región	Comisiones Hidrográficas Regionales asociadas
(US/CHC) US/Canada Hydrographic Commission	A	(US/CHC) Comisión Hidrográfica EE.UU./Canadá
(MACHC) Meso American and Caribbean Hydrographic Commission	B	(CHMMC) Comisión Hidrográfica Mesoamericana y del Mar Caribe
None	C1	Ninguna
(SEPHC) South-East Pacific Hydrographic Commission	C2	(CHPSE) Comisión Hidrográfica del Pacífico Sureste
(NHC) Nordic Hydrographic Commission	D	(CHN) Comisión Hidrográfica Nórdica
(NSHC) North Sea Hydrographic Commission		(CHMN) Comisión Hidrográfica del Mar del Norte
(BSHC) Baltic Sea Hydrographic Commission	E	(CHMB) Comisión Hidrográfica del Mar Báltico
(MBSHC) Mediterranean and Black Seas Hydrographic Commission	F	(CHMMN) Comisión Hidrográfica de los Mares Mediterráneo y Negro
(EAthC) Eastern Atlantic Hydrographic Commission	G	(CHAto) Comisión Hidrográfica del Atlántico Oriental
(SAIHC) Southern African and Islands Hydrographic Commission	H	(CHAIA) Comisión Hidrográfica de Africa del Sur e Islas Australes
(RSAHC) ROPME Sea Area Hydrographic Commission	I	(RSAHC) Comisión Hidrográfica de la Zona Marítima de la ROPME
(NIOHC) North Indian Ocean Hydrographic Commission	J	(CHOIS) Comisión Hidrográfica del Océano Indico Septentrional
(EAHC) East Asia Hydrographic Commission	K	(CHAO) Comisión Hidrográfica del Asia Oriental
(SWPHC) South-West Pacific Hydrographic Commission	L	(CHPSO) Comisión Hidrográfica del Pacífico Suroeste
(HCA) Hydrographic Committee on Antarctica	M	(CHA) Comité Hidrográfico sobre la Antártida

sus aguas. Estas MSR's están subdivididas en 3 categorías:

- a. internacionales, es decir las rutas entre puertos centrales;
- b. regionales, es decir rutas entre puertos centrales y puertos secundarios;
- c. internas (incluyendo zonas marítimas internas), es decir rutas a partir de puertos secundarios a otros puertos nacionales.

Puertos y Aproxes. Hay una presión creciente para que los datos hidrográficos mejorados permitan una evaluación adecuada de los riesgos para el uso de puertos, especialmente por parte de buques de mayor calado.

Industria Marítima (Pesquera, Recursos Offshore). El esfuerzo en este sector tiende a ser compartimentado y los datos valiosos no se comparten con la gran comunidad marítima. Las escasas ventajas de representar los levantamientos tenderán a concentrarse en las zonas marítimas menos profundas, y se requiere especialmente que la recogida y la explotación de sondeos de pasos y de datos procedentes de la actividad hidrográfica sean optimizadas por otros buques comerciales o de investigación gubernamentales, en aguas más profundas.

Análisis del Estado de los Levantamientos

La categorización del Anexo A está apoyada por una evaluación nacional detallada que utiliza los criterios de la **S-44**, las zonas de confianza (CATZOC) definidas en la **S-57**, o algún otro sistema de clasificación sistemática de datos originales.

Se ha evaluado la extensión total de las aguas navegables en cada zona nacional, al exterior de los límites de la ZEE. Considerando que la Primera Edición de esta publicación publicó un simple porcentaje de la totalidad de la ZEE, la Segunda Edición adoptó 3 bandas (< 50m, < 200m y > 200m). Para la mayoría de los países esto era demasiado complejo. Para esta edición, se solicitó un análisis en y fuera del veril de 200m.

Hay algunas zonas en las que ha habido un importante progreso desde la publicación de la segunda edición de la S-55. En un número de regiones se ha adoptado un enfoque sistemático de la identificación y priorización del esfuerzo hidrográfico, pe. el Acuerdo sobre el Paso Navegable de "Helsinki Comunicado" (HELCOM) en el Mar Báltico. Los miembros de la organización para la protección del medio ambiente en el Mar Rojo y en el Golfo de Aden (PERSGA) han proporcionado otro ejemplo de acción concertada para tratar una deficiencia regional importante y se ha establecido ahora un nuevo Esquema de Separación del Tráfico (TSS) y otras medidas de ordenación del tráfico recomendadas, en los aproximados del N del Estrecho de Bab el Mandeb. Se ha planificado, gracias al Proyecto de Autopista Electrónica Marina, tratar las deficiencias en el Estrecho de Malacca y en el Mar del Sur de China. El concepto de autopista se está aplicando en el desarrollo de proyectos en otras zonas.

Deficiencias principales:

De las deficiencias de la zona identificadas en la primera edición, las siguientes siguen existiendo:

En la costa oeste de Africa:

- En algunas aguas costeras del Sahara Occidental y de Mauritania;
- En aguas costeras del delta del Río Níger;
- En aguas costeras de Cabinda;
- En el río Congo hasta Matadi.

En la costa este de Africa:

- En aguas más profundas del Mar Rojo entre los aproximados del Sur del Golfo de Suez y los aproximados del Norte del Estrecho de Bab el Mandeb;
- En aguas costeras del Sudán a partir del Puerto del Sudán en dirección sur.

En los lagos internos de Africa;

En zonas del Mar del Sur de China y del Mar de Java.

El Golfo de Papua.

Los navegantes siguen informando sobre su interés por grandes zonas de aguas sin levantar, que están representadas en las cartas del Golfo Pérsico. La OMI ha destacado los problemas indicados procedentes de las siguientes zonas:

- El lado S del canal de Sicilia;
- El canal de Mozambique;
- Los estrechos y el sistema parcial de rutas marítimas archipelágicas en aguas archipelágicas Indonesias;
- Los canales alrededor de Cuba y de la República Dominicana.

La llegada de la navegación de calado más profundo ha aumentado la urgencia de que los programas nacionales revisen y mejoren la cobertura que precede al despliegue del sonar de barrido lateral y a la sonda acústica multihaz (MBES). La creciente tendencia de los trasatlánticos de intentar buscar nuevas rutas, fondeaderos, y puertos de escalas, ha puesto en evidencia la necesidad de levantar de forma más vigorosa las zonas que fueron exploradas originalmente en el siglo XIX. Este es un desafío importante para desarrollar servicios hidrográficos en las zonas del Caribe, del Océano Índico y del Pacífico Occidental. También requiere el compromiso continuo de aquellos estados que invierten en programas hidrográficos en las regiones polares. Las nuevas técnicas, como el LIDAR, pueden ayudar a avanzar en algunas zonas marítimas, pero desplegar estas técnicas es caro. Deben explotarse completamente la coordinación de proyectos regionales y compartir los gastos.

Muchos países, con capacidades hidrográficas establecidas desde hace tiempo y en desarrollo, son responsables del acceso seguro a puertos en zonas en las que el fondo marino es inestable. Los programas de nuevos levantamientos rutinarios son esenciales en dichas zonas. Hay una necesidad real de que aquellos estados con conocimientos técnicos suficientes para administrar dichos programas compartan su experiencia.

Debe prestarse atención de nuevo a la refutación de vigías y al posicionamiento de islas remotas, especialmente las que son adyacentes a las rutas marítimas de navegación del Pacífico y de los mares adyacentes.

Hasta la fecha, la OHI no ha tenido en cuenta la hidrografía en ríos y en vías navegables internas. Sin embargo, hay una evidencia clara en las CHR de la necesidad de orientación y de compartir la información. Con esta finalidad, los estados con importantes vías navegables internas han sido incluidos en esta edición.

Análisis del Estado de la Cartografía:

La categorización del Anexo B está argumentada por una evaluación nacional detallada en comparación con los criterios de la **M-4**, la **S-57** y la **S-61**. La cobertura de cartas INT se muestra en la **M-11**.

Deficiencias principales:

Aunque la cobertura de cartas de papel y electrónicas ha aumentado, en muchos casos no ha habido ninguna mejora concomitante en los datos originales a partir de los cuales se derivan. La aparición de navegación de mayor calado ha revelado también la insuficiencia de los productos náuticos en muchas áreas. Esto es aparente, por ejemplo, en la evaluación de cobertura a gran escala, en los estados del Pacífico Occidental y de Oceanía.

Los programas de cambio al sistema métrico están funcionando en muchas zonas, pe. en la cobertura del RU de las islas del Caribe, pero esto raramente indica la disponibilidad de levantamientos modernos importantes. Se han retirado algunas cartas a causa de la carencia de datos que permitan su actualización, pe. la cobertura del Lago Victoria por el RU, en Africa.

El extendido uso del GPS, la llegada del ECDIS y la introducción del AIS, confiere una gran urgencia a los esfuerzos para identificar las transferencias de dátums y para publicar nuevamente cartas en el dátum WGS 84. Esto requiere una coordinación muy estrecha entre los SHs y las autoridades hidrográficas nacionales. Esto es particularmente importante en algunas partes de Europa, del Caribe, Africa y del Océano Pacífico.

Análisis del Estado de la MSI:

Una organización para la recogida y la distribución de información náutica es la primera fase vital de la capacidad hidrográfica, que todos los estados costeros deberían intentar obtener. En efecto, informa sobre el posterior establecimiento de prioridades en los levantamientos y se asegura de que las cartas siguen siendo exactas. Por estas razones, se ha introducido un resumen del estado de la MSI con esta tercera edición.

Deficiencias principales:

Los acuerdos para comunicar información actualizada de manera puntual a los SHs productores de cartas siguen siendo deficientes en muchos países, especialmente en el Caribe y en Africa. La extendida carencia de datos sobre instalaciones offshore es un asunto de la mayor importancia.

Se requieren medidas prácticas en muchos países, antes de considerar que el GMDSS haya sido implementado en su totalidad. Además de las regiones mencionadas en el último párrafo, hay deficiencias importantes en zonas oceánicas.

La coordinación entre las diferentes agencias marítimas es escasa en muchos países en vías de desarrollo, y no ayuda la falta de conocimiento de la hidrografía en los gobiernos.

La primera prioridad para el esfuerzo de creación de capacidades de la OHI tiene que ser ayudar a cada estado costero a llevar a cabo la primera etapa vital de capacidad hidrográfica, a saber la capacidad de recoger, reunir y promulgar información urgente sobre la seguridad de la navegación, de manera puntual. Este trabajo está ya en marcha en un número de zonas de CHRs, mediante visitas de expertos y reuniones técnicas de trabajo.

Recomendaciones para el mantenimiento y uso de la S-55

La base de datos de la S-55 está ahora disponible en el sitio Web de la OHI, con la posibilidad de permitir a los estados someter información actualizada en cualquier momento. El BHI recordará anualmente la importancia de actualizar esta información mediante una Circular, animará a los estados a que incluyan la actualización de la S-55 en su proceso de planificación hidrográfica. Las CHRs revisarán también el contenido de la S-55 en cada reunión.

La base de datos de la S-55 apoyará el asesoramiento de la OHI a las NN.UU., la OMI y a otras agencias. Algunas CHRs están planificando ya bases de datos regionales, con secciones de información más detalladas. Se espera que el enfoque sistemático de la S-55 ayude a los estados con servicios hidrográficos en vías de desarrollo a establecer juntos un plan nacional coherente.

Los datos de la S-55, junto con la información adicional proporcionada por los estados, sobre cooperación y requerimiento de asistencia, serán utilizados por el CBC de la OHI en el desarrollo de un plan de acciones prioritarias para implementar las medidas que contribuyan a la seguridad de la navegación y a la protección del medio ambiente marino a nivel mundial.

STATUS OF HYDROGRAPHIC SURVEYS

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

A = percentage which is adequately surveyed.

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

C = percentage which has never been systematically surveyed.

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

INTERNATIONAL CHARTING REGION A

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

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

INTERNATIONAL CHARTING REGION B

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Antigua and Barbuda	45%/40% 50%	55%/0% 50%	0%/60% 0%	Outside St John's and approaches, inshore areas are covered by lead-line surveys. Inshore areas of Barbuda are only accessible to small craft with local knowledge.
Bahamas	<1%/0%	99%/0%	0%/100%	Only the immediate port areas of Nassau and Freeport have been recently surveyed to modern standards. The whole of the Bahamas Banks (c20% of the EEZ) has been systematically surveyed, but only by lead-line. Modern surveys are required throughout the area to meet the needs of modern shipping.
Barbados	45%/35%	55%/0%	0%/65%	Most of the shelf area of navigational significance has been surveyed recently by LIDAR and conventional methods.
Belize	15%/0%	85%/0%	0%/100%	Only the Inner Channel inside the barrier reef and the approaches to Belize City are surveyed to modern standards. More extensive surveys are needed to meet the needs of increased cruise ship traffic and to avoid damage to an International Heritage Site.
Costa Rica				1. Top priority is modern survey of the approaches to all ports. 2. A number of vigias, most notably the Guardian Bank and the Morris Shoal, require investigation.
Cuba	0%/0%	100%/100%	0%/0%	
Dominica	15%/10%	20%/0%	65%/90%	The shelf area is very narrow and the approaches to the main ports are covered by modern surveys.
Dominican Rep.				
El Salvador				A number of vigias require disproving searches.
Grenada	50%/20%	50%/0%	0%/80%	1. Within the 200m contour modern survey coverage is confined to the shoals to SW and the approaches to St George's Harbour. Other areas, including the passage to the N of the island, are covered by nineteenth century lead-line surveys. 2. Outside the 200m contour, only the Grenada Passage is covered by modern surveys.
Guatemala				
Guyana	70%/0%	30%/0%	0%/100%	Routine re-surveys are required in the port areas, which lie in unstable riverine regimes.
Haiti				
Honduras				Top priority is modern survey of the extensive area of coastal waters which is only covered by early nineteenth century lead-line surveys.
Jamaica	40%/15%	60%/0%	0%/85%	Top priority is modern survey with sidescan sonar of the shoals on the S coast and the banks to eastwards.
Mexico	35%/63%	2%/-	1%/-	
Nicaragua				There are numerous reported shoal depths on the Miskito Bank and in adjacent waters, and modern surveys are required.
Panama				A number of vigias require disproving searches.
St Kitts & Nevis	15%/65%	85%/0%	0%/35%	The S approaches to Basseterre including Monkey Shoals require survey to modern standards.
St Lucia	15%/10%	85%/0%	0%/90%	Outside the approaches to ports and harbours on the W coast the narrow shelf has not been surveyed to modern standards.
St Vincent & the Grenadines	10%/0%	90%/0%	0%/100%	Movement of cruise liners should be carefully monitored. Kingstown and Arnos Vale Terminal are covered by modern surveys. Anchorages in the Grenadines are covered by E/S surveys from the 1970s and 1930s. Most of the area of the northern Grenadines has only been covered by lead-line surveys.

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

INTERNATIONAL CHARTING REGION C1

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

INTERNATIONAL CHARTING REGION C2

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

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

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

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

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

				b. Regional: approaches to the Firth of Forth. c. Internal: areas on W coast of Scotland frequented by cruise liners. 3. Re-assessment of archived 1970s survey data will affect A and B percentages. Report will follow.
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INTERNATIONAL CHARTING REGION E

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Belarus	Inland Waterways			
Czech Republic	Inland Waterways			
Estonia	70%/N/A	30%/N/A	0%/N/A	1. Contributes to the HELCOM harmonised re-survey programme. 2. Systematic dredging and re-survey is needed in the shallow W part of the archipelago. 3. Large scale survey is required on the Narva River and Lake Peipsi to connect inland waterways to the Gulf of Finland.
Latvia	25%/0%	25%/0%	50%/100%	1. Contributes to the HELCOM harmonised re-survey programme. 2. National priorities are: a. Maritime Shipping Routes: survey of the Irben Strait (a former mined area). b. Ports and Approaches: survey programmes in Ventspils, Riga and Liepaja.
Lithuania	5%/N/A	95%/N/A	0%/N/A	1. Contributes to the HELCOM harmonised re-survey programme.
Poland	30%/NA	61%/NA	9%/NA	1. Contributes to the HELCOM harmonised re-survey programme. 2. Bottom sediment shifts in the maintained fairways.
Russian Federation	75.4%/87.7%	20.5%/6.3%	4.1%/6%	1. Contributes to the HELCOM harmonised re-survey programme. 2. Ice conditions preclude systematic survey of the central parts of the Laptev and E Siberian Seas. 3. Only passage sounding data is available for the deep water areas of the Sea of Okhotsk, Bering Sea and Sea of Japan.

INTERNATIONAL CHARTING REGION F

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

Slovakia	Inland Waterways			Inland waterways only; no problems reported.
Slovenia	80%/N/A	20%/N/A	0%/N/A	Top priorities are: a. Regional routes: Area of intended TSS near boundary with Italy, especially to survey PA wrecks. b. Internal routes: Some survey is needed of navigable rivers and inland waterways. c. Ports and approaches: Koper, after completion of dredging and pier construction.
Spain	90%/25%	10%/0%	0%/75%	A programme of MBES surveys of ports, approaches and anchorages has started.
Syria				
Tunisia				
Turkey	83%/58%	17%/37%	0%/5%	Top priorities are: a. Maintenance of the routine resurvey programme. b. Completion of survey of category C areas deeper than 200m. c. Completion of modern survey coverage (DGPS and MBES) of all coastal waters.
Turkmenistan				
Ukraine	75%/100%	25%/0%	0%/0%	1. An annual re-survey programme is in place for the estuaries of the Danube, Dnieper and the mouth of the Pivdennyi Buh. 2. Top priorities are: a. International routes: cooperative survey of the DW route from the Kiliis'ke mouth of the Danube to the Black Sea. b. Regional routes: coastal waters, especially in SW Black Sea. c. Internal routes: survey for river charts of Dnieper, Danube and Pivdennyi Buh.
Uzbekistan				
Gibraltar	95%/100%	5%/0%	0%/0%	Some dredging is planned to facilitate access by the liner <i>Queen Mary II</i> .
Palestinian Authority				

INTERNATIONAL CHARTING REGION G

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

Gabon	37%/0%	0%/100%	63%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Modern surveys are required for the port of Mayumba. 3. Survey data is required for offshore installations to ensure safe navigation in their vicinity.
Gambia	30%/16%	70%/0%	0%/84%	<ol style="list-style-type: none"> 1. The area largely comprises the River Gambia and estuary, where the seabed is subject to change. 2. Regular resurveys are required of the approach channel from the bar up to Banjul. There are sand-waves in this area. This is the top survey priority. 3. Surveys of the River Gambia above Banjul date from the 1940s. However, at present no commercial traffic uses the river.
Ghana	15%/0%	30%/10%	65%/90%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Tema is prone to siltation and requires routine resurvey. River entrances are subject to constant change and require local knowledge for access.
Guinea	14%/0%	0%/0%	86%/100%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. Modern surveys are required in the port of Conakry, especially of dangerous wrecks. A resurvey programme will be necessary to cover areas of unstable seabed. 3. A number of vigias outside the charted 100m contour require disproving survey. 4. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Guinea Bissau	0%/4%	95%/0%	5%/96%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. The majority of the seabed in the riverine areas is unstable with many sandbanks. 3. New surveys are required to provide an access channel from the Ponta de Caio pilot station to the port of Bissau, and as part of the rehabilitation of the port.
Liberia	2%/0%	22%/0%	76%/100%	<ol style="list-style-type: none"> 1. Data provided by UK. 2. Priorities are: <ol style="list-style-type: none"> a. Maritime Shipping Routes: vigias W of Greenville and in the approaches to Harper require investigation. b. Ports and Approaches: Sidescan sonar coverage is required to supplement modern surveys in the ports of Monrovia, Buchanan, Harper and Greenville.
Mali	Inland Waterways			Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Mauritania	49%/0%	36%/100%	15%/0%	<ol style="list-style-type: none"> 1. Data derived from EAtHC technical visit. 2. A modern survey is required at Nouadhibou to position dangerous wrecks, and at Nouakchott to establish least depths and positions of obstructions in the approaches. 3. Survey requirements on the River Senegal are being assessed by l'Organisation pour la mise en valeur du fleuve Senegal (OMVS).
Niger	Inland Waterways			
Nigeria	10%/10%	80%/10%	10%/80%	<p>Priorities are:</p> <ol style="list-style-type: none"> a. Maritime Shipping Routes: areas of expanding oil and gas industry activity. Survey data is required for offshore installations to ensure safe navigation in their vicinity.

				b. Ports and Approaches: routine re-survey of entrances, especially of the rivers Escravos, Forcados and Bonny, together with the Benin River up to Sapele.
Portugal	99%/16%	0%/0%	1%/84%	Priorities are coastal waters, and harbours and approaches.
Sao Tome & Principe	99%/25%	1%/0%	0%/75%	1. Data provided by Portugal. 2. Surveys date from before 1974.
Senegal	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).
Sierra Leone	70%/70%	20%/25%	10%/5%	Routine re-surveys are required in the Sierra Leone River.
Togo	5%/0%	0%/0%	95%/100%	1. Data derived from EAtHC 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
Angola	50%/3%	48%/10%	2%/87%	1. Priorities are: a. Maritime Shipping Routes: (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. (2) Modern survey of coastal waters off Cabinda, especially unsurveyed wrecks. (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). b. Ports and Approaches: (1) Wrecks in Luanda harbour require survey. (2) Cabinda sand-bar may require regular re-survey, and survey will also be necessary in the area of the new pier. (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.
Burundi	Lake Tanganyika			

Comoros	100%/0%	0%/0%	0%/100%	1. Figures provided by France. 2. Comoros has a narrow continental shelf beyond which the bottom falls away quickly and is covered only by passage soundings.
Kenya	30%/30%	70%/70%	0%/0%	1. Figures provided by UK. 2. Priorities are: a. The whole area of Lake Victoria requires resurvey to modern standards. b. The following work is needed in areas frequented by cruise liners: (1) The banks and the vicinity of the inner anchorage at Malindi should be surveyed with side-scan sonar. (2) At Lamu, areas adjacent to the dredged channel where survey work dates from the 1960s should be brought to modern standards.
Madagascar	15%/0%	18%/100%	67%/0%	1. Figures provided by France. 2. Priorities are: a. Internal Routes: Coastal passages amongst reefs require full survey if used by modern vessels, especially cruise liners. b. Ports and Approaches: modern survey work needed for several ports and approaches.
Malawi				
Mauritius	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.
Mozambique	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.
Namibia	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.
Rep of S Africa	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.
Seychelles	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.

Tanzania	20%/0%	65%/0%	15%/100%	<p>1. Priorities for Indian Ocean waters are:</p> <p>a. Regional Routes: larger scale surveys with sidescan sonar coverage required in Zanzibar Channel.</p> <p>b. Internal Routes: modern survey required of N and S Mafia Channel and areas transited during cruise liner calls at Tanga and Zanzibar.</p> <p>c. Ports and Approaches: approaches to Dar es Salaam and flanks of main channel require modern survey, and the entry channels to Tanga, Mtwara, Lindi, Kilwa and Zanzibar, and the approaches to and entry to Pangani require resurvey with sidescan sonar sweep.</p> <p>2. The waters of Lakes Victoria, Tanganyika and Nyasa require resurvey to modern standards.</p>
Uganda	Lake Victoria			
Zambia	Inland Waterways			
Zimbabwe	Inland Waterways			
Ascension Island	80%/30%	20%/30%	0%/40%	No significant shortfalls affecting navigation.
Bouvetøya				
French Southern Territories				
Heard I and McDonald Is	1%/1%	0%/0%	99%/99%	
Prince Edward Islands	40%/30%	0%/0%	60%/70%	
Reunion & Mayotte				
St Helena	20%/0%	30%/0%	50%/100%	No significant shortfalls affecting navigation.
Tristan da Cunha & Gough I	30%/10%	50%/50%	20%/40%	No significant shortfalls affecting navigation.

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

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

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

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Bangladesh				
Djibouti	66%/0%	34%/100%	0%/0%	Data supplied by France.
Eritrea	2.5%/2.5%	0%/0%	97.5%/97.5%	1. Data supplied by UK. 2. Apart from the modern survey of the TSS in the N approaches to Bab El Mandeb, and parts of the approaches to Massawa, Asseb and Ghubbet Mus Nefit, soundings are drawn from lead-line surveys and scattered open-line modern surveys.
India	100%/85%	0%/15%	0%/0%	
Jordan	0%/0%	90%/0%	10%/100%	1. The coast is steep to with no significant off-lying dangers to navigation. 2. Priority is modern survey of the areas of Aqaba ports and the JFI phosphates terminal.
Maldives	0%/0%	3%/1%	97%/99%	1. Data provided by UK. 2. Depths fall away dramatically on the edge of each atoll and the risk to shipping from the lack of surveys is very slight. 3. The priority is modern survey of the atolls, including sidescan sonar of the routes into Male.
Myanmar				
Oman				

Somalia	5%/2.5%	1%/2.5%	94%/95%	1. Data supplied by UK. 2. Apart from a modern survey in the entrance to the Gulf of Aden around Raas Casey, and the approaches to Berbera and Muqdisho, soundings are drawn from lead-line surveys and scattered open-line modern surveys. 3. A modern survey to support development at Boosaaso is a priority.
Sudan	1%/2%	10%/0%	99%/98%	1. The seabed on the narrow continental shelf is predominantly coral. Most surveys are lead-line and outlying dangers may lie undiscovered. Sidescan sonar and MBES survey is required. 3. Priorities are: a. Maritime Shipping Routes: modern survey of the coastal area around Port Sudan, Sawakin and the Bashayer Oil Terminal. b. Re-survey of the approaches and ports of Port Sudan, Sawakin and Bashayer.
Sri Lanka	2%/0%	98%/0%	0%/100%	1. Top priority is a re-survey programme to check siltation in Colombo and Galle harbours. Increased container and bulk cargo traffic make this especially important at Colombo. 2. The international route between Dondra Head and Little Basses Reef is the first priority for modern survey of coastal waters, which are mainly covered by lead-line surveys.
Thailand				
Yemen				
Andaman Islands, India				
British Indian Ocean Territory	5%/10%	0%/0%	95%/90%	1. Depths fall away sharply at the edge of the atolls. 2. Apart from Diego Garcia, modern surveys are required of the other atolls to locate all dangers.
Socotra Island	0%/2%	0%/0%	100%/98%	Numerous vigias exist in the waters around Socotra.

INTERNATIONAL CHARTING REGION K

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Brunei Darussalam				
Cambodia	0%/N/A	34%/N/A	66%/N/A	Figures provided by France.
China				
DP Rep of Korea				
East Timor				
Indonesia				
Japan	93%/89%	7%/11%	0%/0%	
Malaysia	55%/5%	10%/5%	35%/90%	Priorities are: 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.

				<p>b. Ports and Approaches: Tanjung Pelepas will require re-survey with sidescan sonar after reclamation is complete.</p> <p>c. Bathymetric and oceanographic survey is required to support submarine operation in the S China Sea.</p>
Marshall Islands				
Palau				
Philippines	25%/34%	50%/36%	25%/30%	<p>Priorities are:</p> <p>a. Maritime Shipping Routes: modern MBES surveys of the Archipelagic Sea Lanes, inter-connections with neighbouring countries, and linking passages.</p> <p>b. Ports and Approaches: ports such as Cebu with significant developments over the past 5 years.</p> <p>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.</p>
Rep of Korea	70%/80%	30%/20%	0%/0%	
Singapore				
Vietnam	1%/0%	30%/100%	69%/0%	<p>1. Figures provided by France.</p> <p>2. There are numerous submarine volcanoes off the E coast. Vigias require examination throughout Vietnamese waters.</p>
Guam	0%/0%	10%/5%	90%/95%	
Hong Kong, China				
Macau, China				
Minami Tori Shima	100%/100%	0%/0%	0%/0%	
Paracel Islands				
Spratly Islands				
Wake Island	0%/0%	10%/5%	90%/95%	

INTERNATIONAL CHARTING REGION L

Nation/Area	A	B	C	Amplifying Information including Key Deficiencies
Australia	35%/7%	20%/1%	45%/92%	<p>1. Extensive sand-wave fields in the Torres Strait require routine re-survey.</p> <p>2. Priorities in the national survey plan are:</p> <p>a. International Routes: increase area surveyed to modern standards in Bass Strait and Torres Strait.</p> <p>b. Regional Routes: Great Barrier Reef and coastal areas of southern coast of Australia.</p> <p>c. Areas off Tasmania, sections of Inner Great Barrier Reef, Joseph Bonaparte Gulf and Dampier Archipelago.</p>
Cook Islands	1%/0%	9%/0%	90%/100%	<p>1. Data provided by NZ.</p> <p>2. Priority for modern survey is large-scale coverage of anchorages and landings.</p>

Fiji	5%/15%	70%/0%	25%/85%	<ol style="list-style-type: none"> 1. Data provided by UK. 2. Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands. 3. The priority is for modern survey of the minor ports and anchorages, which are only covered by lead-line surveys.
Kiribati	0%/0%	20%/0%	80%/100%	<ol style="list-style-type: none"> 1. Depths fall away quickly beyond the edge of the fringing reefs of the steep-to atolls and islands. 3. Priorities are: <ol style="list-style-type: none"> a. International Routes: disproving surveys of vigias WNW of Tanama, in the Line Group, and towards the Phoenix Group. b. Internal Routes, Approaches and Ports: Starbuck Island, frequented by cruise liners, is only covered by a sketch survey. c. Modern survey of the waters of all the islands of the archipelago.
Nauru	0%/0%	0%/0%	100%/100%	<ol style="list-style-type: none"> 1. Data provided by UK. 2. Nauru is a steep-to oceanic island. One ED shoal to the NE requires a disproving search.
New Zealand	80%/1%	5%/4%	15%/95%	A prioritised programme for full modern survey of shipping routes is underway.
Papua New Guinea	25%/7%	0%/0%	75%/93%	<ol style="list-style-type: none"> 1. Data provided by Australia. 2. Significant fringing barrier reefs and large adjacent areas remain unsurveyed. PNG National Maritime Safety Authority is reviewing priorities.
Samoa	5%/0%	65%/5%	30%/95%	<ol style="list-style-type: none"> 1. Data provided by NZ. 2. Priority for modern survey is large-scale coverage of anchorages and landings, then the shelf area between the two islands.
Solomon Islands	10%/30%	30%/10%	60%/60%	<ol style="list-style-type: none"> 1. Data provided by UK. 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"> a. International Routes: examination of shoals, banks and submarine volcanoes e.g. Brougham Shoal, Edwards Bank. b. Internal Routes: Iron Bottom Sound. c. Ports and Approaches: approaches to Honiara, and modern survey of Gizo, Yandia and Tulagi.
Tokelau	5%/1%	0%/0%	95%/99%	<ol style="list-style-type: none"> 1. Data provided by NZ. 2. Priority for modern survey is large-scale coverage of anchorages and landings.
Tonga	2%/0%	28%/2%	70%/98%	<ol style="list-style-type: none"> 1. Data based on SWPHC discussions. 2. Priorities are: <ol style="list-style-type: none"> a. Maritime Shipping Routes: disproving searches for numerous vigias. b. Ports and Approaches: <ol style="list-style-type: none"> (1) Modern survey in the Vava'u and Ha'apai Groups. (2) Modern survey of the outer approaches to Nuku'alofa.
Tuvalu	10%/0%	30%/0%	60%/100%	<ol style="list-style-type: none"> 1. Data provided by UK. 2. Comprises steep-to oceanic islands and atolls. 3. Priorities are: <ol style="list-style-type: none"> a. Maritime Shipping Routes: the vigias in the general vicinity of Niulakita and Kosciusko Bank, including Macaw, Martha and Rose Bank should be investigated.

				b. Ports and Approaches: Funafuti entrance passages and anchorage are covered by modern survey. Surveys of the other atolls date from WW2 or are lead-line only.
Vanuatu	5%/50%	55%/0%	40%/50%	1. Data provided by UK. 2. Comprises steep-to oceanic islands. Priorities for modern survey are parts of Santo harbour and the cruise liner anchorages at Ambrym and Pentecost.
American Samoa	0%/0%	10%/5%	90%/95%	
Christmas Island	3%/1%	97%/0%	0%/99%	
Cocos (Keeling) I	1%/4%	0%/0%	99%/96%	
French Polynesia				
Howland & Baker Islands	0%/0%	10%/5%	90%/95%	
Jarvis Island	0%/0%	10%/5%	90%/95%	
Kingman Reef & Palmyra Island	0%/0%	10%/5%	90%/95%	
Macquarie Island	1%/1%	0%/0%	99%/99%	
New Caledonia				
Niue	10%/1%	5%/0%	85%/99%	1. Data provided by NZ. 2. No urgent survey requirements for safety of navigation.
Norfolk Island	10%/1%	0%/0%	90%/99%	
Pitcairn Dependencies	0%/0%	0%/0%	100%/100%	Consists of steep-to oceanic islands with no indications of off-lying dangers.
Wallis and Futuna Islands				

INTERNATIONAL CHARTING REGION M

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

STATUS OF NAUTICAL CHARTING

This table shows coverage of charts where:

A = percentage covered by INT series, or national equivalent meeting the standards in [M-4](#).

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

C = percentage covered by ENC's meeting the standards in [S-57](#).

INTERNATIONAL CHARTING REGION A

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Canada										
USA	100%	100%	23%	100%	100%	16%	100%	100%	40%	
Aleutian Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Bermuda	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Hawaiian Islands & Midway Is, USA										
Johnston Atoll	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Saint Pierre & Miquelon										

INTERNATIONAL CHARTING REGION B

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

St Vincent & the Grenadines	100%	100%	0%	100%	100%	0%	100%	100%	0%	Medium scale coverage in fathoms will be replaced in 2005 by INT 4186.
Suriname	100%	100%	0%	60%	0%	0%	50%	0%	0%	All charts are in need of revision, and are based on outdated source material. Area E of 55°W is not covered by coastal/medium scale charts.
Trinidad and Tobago	100%	100%	0%	75%	100%	50%	100%	100%	75%	Coverage to E and S requires improvement.
Venezuela										
Anguilla	100%	100%	0%	100%	100%	0%	100%	100%	0%	There is no INT scheme for scales larger than 1: 300k.
Aruba & Netherlands Antilles (Leeward Islands)	100%	100%	0%	100%	100%	0%	100%	100%	0%	
British Virgin Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	INT coverage at 1: 300k planned for 2005.
Cayman Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	Small scale and offshore coverage needs modernisation.
Guadeloupe and Martinique, France										
Guyane										
Montserrat	100%	0%	0%	100%	100%	100%	100%	100%	0%	Small scale fathoms coverage needs replacement by an INT 1:1M chart.
Netherlands Antilles (Windward Islands)	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Navassa Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Puerto Rico & US Virgin Is	N/A	N/A	N/A	100%	100%	100%	100%	100%	90%	
St Barthelemy										
Turks & Caicos Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	

INTERNATIONAL CHARTING REGION C1

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

INTERNATIONAL CHARTING REGION C2

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

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

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

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Belgium										
France										
Germany	75%	-	100%	100%	-	85%	90%	-	60%	
Ireland	100%	100%	100%	100%	100%	40%	100%	100%	0%	Charts require conversion to ETRS 89 datum.
Luxembourg	N/A	N/A	N/A	N/A	N/A	N/A				Inland waterways.
Netherlands	100%	100%	40%	100%	100%	100%	100%	100%	50%	
Switzerland	N/A	N/A	N/A	N/A	N/A	N/A				Inland waterways.
UK	100%	100%	100%	100%	100%	100%	100%	100%	90%	

INTERNATIONAL CHARTING REGION E

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

INTERNATIONAL CHARTING REGION F

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

Turkey	100%	-	0%	100%	-	56%	100%	-	61%	
Turkmenistan										
Uzbekistan										
Ukraine	100%	0%	100%	100%	0%	100%	27%	0%	32%	
Gibraltar	100%	100%	0%	100%	100%	0%	100%	100%	100%	
Palestinian Authority										

INTERNATIONAL CHARTING REGION G

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

Equatorial Guinea	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. Medium and large scale charts require transfer to WGS 84 datum. 3. Paper coverage is provided in the Spanish and UK series, and RNC coverage is provided by UK. Medium scale coverage needs modernisation.
Gabon	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 medium scale coverage needs modernisation.
Gambia	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Published by UK. 2. Landfall and Coastal and Approaches and Port charts require to be transferred to WGS datum.
Ghana	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. Published by UK.
Guinea	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum.
Guinea Bissau	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No coverage is on WGS 84 datum. 3. Paper coverage is provided in the Portuguese and UK series, and RNC coverage is provided by UK. All source data is from the 1970s and earlier.
Liberia	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. No coverage is on WGS 84 datum.
Mali	N/A	N/A	N/A	N/A	N/A	N/A				
Mauritania										
Niger	N/A	N/A	N/A	N/A	N/A	N/A				
Nigeria	100%	100%	100%	100%	100%	0%	100%	0%	0%	1. Data provided by UK.
Portugal	100%	0%	100%	100%	0%	100%	100%	0%	50%	
Sao Tome & Principe	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. No coverage is on WGS 84 datum. 2. Paper coverage is provided in the Portuguese and UK series, and RNC coverage is provided by UK. All source data is from the 1970s and earlier.
Senegal	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. No charts are referred to WGS datum.
Sierra Leone	100%	100%	100%	100%	100%	0%	100%	100%	0%	
Togo	100%	100%	100%	100%	100%	0%	100%	100%	0%	1. Data derived from EAtHC technical visit. 2. No charts are on WGS 84 datum.

Azores, Portugal	100%	0%	100%	100%	0%	100%	100%	0%	50%	
Canary Islands, Spain	100%	-	20%	100%	-	65%	100%	-	70%	
Madeira, Portugal	100%	0%	100%	100%	0%	100%	100%	0%	50%	
Western Sahara										

INTERNATIONAL CHARTING REGION H

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

Zimbabwe	N/A	N/A	N/A	N/A	N/A	N/A				
Ascension Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Bouvetøya										
French Southern Territories										
Heard I and McDonald Is	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Prince Edward Islands	100%	0%	0%	100%	0%	0%	100%	0%	0%	
Reunion & Mayotte										
St Helena	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Tristan da Cunha & Gough I	100%	100%	0%	100%	100%	0%	100%	100%	0%	

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

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Bahrain	0%	0%	0%	65%	0%	35%	100%	0%	52%	ENCs produced but approval awaited for sale through RENC.
Iran										
Iraq										
Kuwait										
Pakistan	100%	-	0%	100%	-	0%	100%	-	0%	
Qatar										
Saudi Arabia	60%	0%	0%	40%	0%	25%	40%	0%	0%	1. All paper charts produced by the Ports Authority require updating. 2. ENC's are not commercially available.
UAE										

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

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

British Indian Ocean Territory	100%	100%	0%	70%	70%	0%	100%	100%	100%	ENC covers the only significant port - Diego Garcia.
Socotra Island	100%	100%	0%	100%	100%	0%	0%	0%	0%	

INTERNATIONAL CHARTING REGION K

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

INTERNATIONAL CHARTING REGION L

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

										is not on WGS 84 datum. This coverage is not included. NZ project is underway to transform to WGS 84 datum. 4. There is no large scale coverage of the Niuatoputapu Group.
Tuvalu	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Large scale coverage requires metrication.
Vanuatu	100%	100%	0%	100%	100%	0%	100%	100%	0%	1. Data provided by UK. 2. Shifts to WGS datum are available for all charts, but on some plans may provide positions which are more accurate than the charted detail.
American Samoa	100%	0%	0%	100%	0%	0%	0%	0%	0%	1. Data provided by NZ. 2. Project underway to transform to WGS 84 datum.
Christmas Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Cocos (Keeling) I	100%	100%	0%	100%	100%	0%	100%	100%	0%	
French Polynesia										
Howland & Baker Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Jarvis Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Kingman Reef & Palmyra Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Macquarie Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
New Caledonia										
Niue	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Norfolk Island	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Pitcairn Dependencies	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Wallis and Futuna Islands										

INTERNATIONAL CHARTING REGION M

Nation/Area	Offshore passage/Small			Landfall and Coastal passage/Medium			Approaches & Ports /Large			Amplifying notes
	A	B	C	A	B	C	A	B	C	
Antarctica, excluding Antarctic Peninsula										
Antarctic Peninsula										
Balleny Islands	100%	100%	0%	100%	100%	0%	0%	0%	0%	No large scale charts are planned because of inaccessibility and restrictions on landings in Antarctica.
S Orkney and S Shetland Islands	100%	100%	0%	100%	100%	0%	100%	100%	0%	
Peter I Øy										

STATUS OF MARITIME SAFETY INFORMATION

INTERNATIONAL CHARTING REGION A

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

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

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

	c. No. d. No.	c. No. d. No. e. No. f. No.	
St Lucia	a. Yes (Note 2). b. No. c. No. d. No.	a. b. Yes. c. Shared. d. No. e. No. f. Shared.	1. Data from MACHC (CGMHC). 2. Port VHF only.
St Vincent & the Grenadines	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Suriname	a. Yes (Note 1). b. Partial. c. No. d. Partial.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Notice to Mariners.
Trinidad and Tobago	a. Yes. b. Yes. c. No. d. Yes.	a. b. Yes. c. Yes. d. No. e. No. f.	1. Data from MACHC (CGMHC).
Venezuela	a. b. c. d.	a. b. No (Note 2). c. d. e. f.	1. Data provided by UK. 2. Planned
Anguilla	a. Unknown. b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 2).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Available by Safety NET. 2. Through UKHO.
Aruba & Netherlands Antilles (Leeward Islands)	a. Yes. b. Yes. c. Yes. d. No (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Can be provided on request.
British Virgin Is	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
Cayman Islands	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.

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

INTERNATIONAL CHARTING REGION C1

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

Uruguay	a. Yes. b. Yes. c. Yes. d.	a. b. Yes. c. Yes. d. Yes. e. Yes. f.	Data provided by UK.
Falkland Islands Dependencies	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.
St Peter and St Paul Rocks, Brazil			
Trinidad & Martin Vaz Is, Brazil			
S Georgia and S Sandwich Islands	a. Unknown. b. Yes (Notes 1 & 2). c. Yes (Note 1). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Only via NAVAREA coordinator and SAFETYNET. 2. Available/offered, but not currently used. 3. Through UKHO.

INTERNATIONAL CHARTING REGION C2

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Bolivia	N/A	N/A	
Chile	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	
Colombia	a. Yes. b. Yes. c. No. d. Yes	a. No. b. No. c. No. d. No. e. No. f. No.	
Ecuador			
Peru	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 1). d. Yes (Note 1). e. Partial. f. Yes (Note 2).	1. By Dirección General de Capitanías y Guardacostas. 2. By Dirección de Hidrografía y Navegación.
Easter I & Sala-y-Gomez, Chile	a. Yes. b. No. c. No. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	

Galapagos Islands, Ecuador			
Islas Juan Fernandez, Chile	a. Yes. b. No. c. No. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. No. f. No.	
Islas San Ambrosio & San Felix, Chile	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	

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

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

		d. e. Yes (Note 1). f.	
Jan Mayen			
Svalbard			

(NORTH SEA HYDROGRAPHIC COMMISSION AREA)

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Belgium	a. b. c. d.	a. b. c. d. e. f.	
France	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes (Note 1). f. Yes.	1. Co-ordinated with UK.
Germany	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes (Note 2). d. Yes (Note 3). e. Yes (Note 4). f. No.	1. Agreements in place with all Port Authorities operating commercial traffic. 2. With Lyngby Radio, Denmark. 3. With France Telecom. 4. With Netherlands and Sweden.
Ireland	a. Yes (Note 1). b. Yes. c. Yes (Note 2). d. Yes (Note 3).	a. Yes. b. Yes. c. Yes. d. N/A (Note 4). e. Yes (Note 5). f. Yes.	1. By Coastguard and ports. 2. Through UKHO. 3. Passed to UKHO. 4. Through UKHO a/r. 5. Full coverage (2 stations).
Luxembourg	N/A	N/A	
Netherlands	a. Yes. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes (Note 2). b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Via NAVAREA coordinator at UKHO and Netherlands CG. 2. All GMDSS elements are the responsibility of the Netherlands CG.
Switzerland	N/A	N/A	
UK	a. Yes. b. Yes. 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

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Belarus	N/A	N/A	
Czech Republic	N/A	N/A	
Estonia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. N/A. e. Yes. f. Yes (Note 1).	1. Provided by UK.
Latvia	a. Yes. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes (Note 1). f. No.	1. Through NAVAREA I Co-ordinator.
Lithuania	a. Partial. b. Yes. c. Yes. d. Yes.	a. b. c. d. e. Yes (Note 1). f. No.	1. NAVTEX Station J is used for all MSI purposes.
Poland	a. Yes. b. Yes. c. Yes. d. Yes.	a. No (Note 1). b. Yes. c. Yes. d. No. e. No. f. No.	1. All data in IMO Master Plan.
Russian Federation	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes (Note 1). f. Yes (Note 2).	1. NAVAREA I. 2. NAVAREA XIII.

INTERNATIONAL CHARTING REGION F

Nation/Area	MSI Service 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
Albania	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	Data provided by UK and Greece.

Algeria	a. No. b. No. c. Yes (Note 1). d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. By FAX to NAVAREA III co-ordinator.
Austria	N/A	N/A	
Azerbaijan			
Bosnia-Herzegovina	a. b. c. d.	a. b. c. d. e. f.	
Bulgaria	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. No (Note 1). c. Yes. d. Yes. e. Yes. f.	1. Planned.
Croatia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes (Note 1).	1. Temporary use of NAVAREA III Co-ordinator SafetyNET facilities is agreed in case of failure of Croatian NAVTEX service.
Cyprus	a. Yes. b. Yes. c. Yes. d. Yes.	a. b. Yes. c. Yes. d. Yes. e. Yes. f.	
Egypt	a. b. c. d.	a. b. c. d. e. f.	
Georgia	a. b. c. d	a. b. c. d. e. f.	
Greece	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Hungary	N/A	N/A	
Israel	a. b. c. d.	a. b. c. d. e. f.	
Italy	a. b. c.	a. b. c.	

	d.	d. e. f.	
Kazakhstan			
Lebanon	a. b. c. d.	a. b. c. d. e. f.	
Libya	a. b. c. d.	a. b. c. d. e. f.	
Malta	a. Yes. b. Yes. c. Yes. d. Yes.	a. Partial. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Monaco	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	Fully integrated with MSI and GMDSS arrangements in France.
Morocco	a. b. c. d.	a. b. c. d. e. f.	
Republic of Moldova	a. b. c. d.	a. b. c. d. e. f.	
Romania	a. b. c. d.	a. b. c. d. e. f.	
Serbia-Montenegro	a. Yes. b. Yes. c. Yes. d. Yes.	a. No. b. Yes. c. Yes. d. No. e. No. f. No.	
Slovakia	N/A	N/A	
Slovenia	a. Yes (Note 1). b. Yes (Note 1). c. Yes (Note 2). d. Yes.	a. Yes. b. Yes. c. No. d. No. e. Yes (Note 3). f. No.	1. Trieste (IT) Radio, Rijeka (HR) Radio. 2. Hydrographic Institute- Split (HR). 3. Split- Croatia.

Spain	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes (Note 1).	1. Agreements in place with all Port Authorities. 2. Only for NAVAREA warnings.
Syria	a. b. c. d.	a. b. c. d. e. f.	
Tunisia	a. b. c. d.	a. b. c. d. e. f.	
Turkey	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Turkmenistan			
Ukraine	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	
Uzbekistan			
Gibraltar	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. For GMDSS Gibraltar falls within coverage of Spanish areas.
Palestine Authority			

INTERNATIONAL CHARTING REGION G

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	
Benin	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.
Cameroon	a. No. b. No. c. No.	a. No. b. No. c. No.	1. Data derived from EAtHC technical visit.

	d. Partial (Note 1).	d. No. e. No. f. No.	2. Survey data for Douala harbour is received by SHOM.
Cape Verde	a. Partial (Note 1). b. No. c. No. d. Partial (Note 2).	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. One VHF station. 2. Updates passed to Portugal. 3. Planned.
Central African Republic	N/A	N/A	
Chad	N/A	N/A	
Congo	a. Partial (Note 2). b. No. c. No. d. Partial (Note 2).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. Only for Pointe-Noire.
Côte d'Ivoire	a. b. Yes. c. d.	a. No. b. No (Note 2). c. No (Note 2). d. No (Note 2). e. No. f. No.	1. Data provided by UK. 2. Planned.
DRC	a. Partial. b. No. c. No. d. Partial.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit.
Equatorial Guinea	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit.
Gabon	a. No. b. No. c. No. d. No.	a. No. b. - c. - d. - e. - f. No.	1. Data derived from EAtHC technical visit.
Gambia	a. Partial (Note 1). b. Partial (Note 1). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. Partial (Note 4).	1. Banjul Port VHF. 2. Passed to NAVAREA II coordinator via Dakar. 3. Passed to UKHO. 4. Passed to Dakar.
Ghana	a. Yes (Note 2). b. No. c. Yes (Note 3). d. Yes (Note 4).	a. Yes. b. Yes. c. Yes. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. VHF. 3. Via Navarea Coordinator. 4. Passed to UKHO.
Guinea	a. Partial (Note 2). b. No. c. No. d. No.	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. Data derived from EAtHC technical visit. 2. Conakry VHF only. 3. Planned.

Guinea Bissau	a. Partial (Note 2). b. Partial (Note 2). c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. Bissau VHF only. Range currently 12nm; planned to be extended to 50nm.
Liberia	a. b. c. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	
Mali	N/A	N/A	
Mauritania	a. Partial (Note 2). b. No. c. No. d. No.	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No (Note 3). f. No.	1. Data derived from EAtHC technical visit. 2. Passed on arrival by pilot. 3. Planned.
Niger	N/A	N/A	
Nigeria	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. No. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	1. Passed to NAVAREA Co-ordinator. 2. Passed to UKHO.
Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2). e. Yes. f. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information. 2. Planning underway.
Sao Tome & Principe	a. b. c. d.	a. No. b. No. c. No. d. No. e. No. f. No.	
Senegal	a. Yes (Note 1). b. Yes. c. Yes. d. Yes.	a. Yes. b. No (Note 2). c. No (Note 2). d. No. e. No. f. No.	1. VHF. 2. Planned.
Sierra Leone	a. Yes (Note 1). b. No. 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
Togo	a. Yes (Note 2). b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data derived from EAtHC technical visit. 2. By VHF.
Azores, Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information.

		e. Yes. f. No (Note 2).	2. Planning underway.
Canary Islands, Spain	a. Yes. b. Yes. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. Yes (Note 1).	1. Via NAVAREA II Coordinator. 2. Agreements in place with all Port Authorities.
Madeira, Portugal	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. No (Note 2). b. No (Note 2). c. No (Note 2). d. No (Note 2). e. No (Note 2). f. No (Note 2).	1. Maritime Authorities and Port Administrations must report any concerned information. 2. Planning underway.
Western Sahara			

INTERNATIONAL CHARTING REGION H

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Angola	a. Yes. b. Yes. c. No. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	
Burundi	N/A	N/A	
Comoros	a. b. c. d.	a. b. c. d. e. f.	
Kenya	a. Yes (Note 1). b. No. c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Port VHF. 2. Via NAVAREA VIII Co-ordinator. 3. Passed to UKHO.
Madagascar	a. No. b. No. c. No. d.	a. b. No (Note 2). c. No (Note 2). d. e. No. f.	1. Data provided by UK. 2. Planned.
Malawi	a. b. d.	N/A	
Mauritius	a. Yes. b. Yes. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. Yes. c. Yes. d. No. e. Yes. f. No.	1. Via NAVAREA VIII Co-ordinator. 2. Passed to UKHO.

Mozambique	a. Yes (Note 1). b. Yes (Note 2). c. Yes (Note 2). d. Yes.	a. No. b. No. c. No. d. Yes. e. No. f. No.	1. Issued by INAHINA. 2. Issued by S Africa (SANHO) on behalf of INAHINA.
Namibia	a. b. Yes (Note 1). c. Yes (Note 1). d.	a. b. No. c. No. d. No. e. Yes. f.	1. Promulgated by S Africa.
Rep of S Africa	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. No. d. Yes. e. Yes. f. Yes.	
Seychelles	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. Yes. b. No (Note 3). c. No (Note 3). d. No. e. No. f. No.	1. Via NAVAREA VII Coordinator. 2. Passed to UKHO. 3. Planned.
Tanzania	a. Yes. b. No. c. Yes (Note 1). d. Yes (Note 2).	a. No. b. No (Note 3). c. No (Note 3). d. No. e. No. f. No.	1. Via NAVAREA VIII Coordinator. 2. Passed to UKHO. 3. A GMDSS service providing A1 and A2 services will be operational in Sep 04.
Uganda		N/A	
Zambia	N/A	N/A	
Zimbabwe	N/A	N/A	
Ascension Island	a. Unknown (Note 1). b. Yes. c. Yes. d. Yes.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally.
Bouvetøya			
French Southern Territories			
Heard I and McDonald Is			
Prince Edward Islands	a. N/A. b. N/A. c. Yes (Note 1). d. N/A.	a. No. b. No. c. No. d. Yes. e. No. f. No.	1. NAVAREA VII.
Reunion & Mayotte			
St Helena	a. Unknown (Note 1). b. Yes (Notes 2 & 3). c. Yes (Note 2). d. Yes (Note 3).	a. No. b. No. c. No. d. No. e. No. f. No.	1. Local authority responsibility – no requirement to promulgate internationally. 2. Only via NAVAREA coordinator and SAFETYNET.

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

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

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

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

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

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Bangladesh	a. b. c. d.	a. b. c. d. e. f.	
Djibouti	a. b. c. d.	a. b. c. d. e. f.	
Eritrea	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
India	a. Yes. b. Yes. c. Yes. d. Yes (Note 1).	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Agreements in place with all Port Authorities.
Jordan	a. Yes. b. Yes. c. No. d. Partial.	a. b. Yes. c. Yes. d. No. e. No. f. No.	

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

Nation/Area	MSI Service a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	GMDSS a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	Notes
Brunei Darussalam	a. b. c. d.	a. b. c. d. e. f.	
Cambodia	a. b. c. d.	a. b. c. d. e. f.	
China	a. b. c. d.	a. b. c. d. e. f.	
DP Rep of Korea	a. No. b. Yes. c. Yes (Note 1). d. Yes.	a. Yes. b. Yes. c. Yes. d. Yes. e. Yes. f. No.	1. Passed to NAVAREA co-ordinator.
East Timor	a. b. c. d.	a. b. c. d. e. f.	
Indonesia	a. b. c. d.	a. b. c. d. e. f.	
Japan	a. Yes. b. Yes. c. Yes.	a. Yes. b. No. c. Yes.	

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

Nation/Area	MSI Service	GMDSS	Notes
	a. Local Warnings b. Coastal Warnings c. NAVAREA Warnings d. Port Information	a. Master Plan b. A1 Area c. A2 Area d. A3 Area e. NAVTEX f. SafetyNET	
Australia	a. Yes. b. Yes. c. Yes. d. Yes.	a. Yes. b. No. c. No. d. Yes (Note 1). e. No. f. Yes (Note 2).	1. Covers the whole Australasian area. 2. All MSI is provided by Safety NET.
Cook Islands	a. No. b. No. c. No. d.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
Fiji	a. Yes. b. Yes. c. No. d. Yes.	a. b. No (Note 2). c. Yes. d. Yes. e. No. f.	1. Data provided by UK. 2. Planned.
Kiribati	a. Yes. b. No. c. No. d. No.	a. Yes (Note 1). b. No. c. No. d. No. e. No. f. No.	1. A Master Plan has been formulated but needs funding for implementation.
Nauru	a. No. b. No. c. No. d. No.	a. No. b. No. c. No. d. No. e. No. f. No.	1. Data provided by UK.
New Zealand	a. Yes. b. Yes. c. Yes. d. Partial.	a. Yes (Note 1). b. Yes. c. Yes. d. Yes. e. Yes. f. Yes.	1. Co-ordinated by NZ MSA.
Papua New Guinea	a. Yes. b. No. c. No. d. Yes (Note 2).	a. b. No. c. No. d. No.	1. Data provided by UK. 2. Passed to Australian HO.

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

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