

CIRCULAR No. 75/2004
10 de Noviembre del 2004

**ORIENTACIÓN PARA LA PREPARACION Y EL MANTENIMIENTO
DE ESQUEMAS DE CARTAS INTERNACIONALES**

Parte A de la Publicación M-11 de la OHI

- Referencias:
- 1) Resolución Técnica de la OHI B5.4 *Esquemas Regionales de Cartas INT* ;
 - 2) Circular del BHI No. 18/1985 del 31 de Mayo de 1985;
 - 3) Circular del BHI No. 20/1990 del 4 de Mayo del 1990;
 - 4) Circular del BHI No. 39/1993 del 17 de Agosto de 1993;
 - 5) Circular del BHI No. 43/1994 del 5 de Septiembre de 1994;
 - 6) Circular del BHI No. 66/1994 del 15 de Diciembre de 1994.

Estimado Director,

El Grupo de Trabajo sobre Normalización de Cartas y la Carta de Papel (CSPCWG), organismo integrante de CHRIS, ha completado la redacción de la nueva Parte A propuesta de la M-11 - *Orientación para la Preparación y el Mantenimiento de Esquemas de Cartas Internacionales*, que tenía una tarea iniciada por el antiguo Comité de Normalización de Cartas (CSC). Se adjunta una copia en el **Anexo A**.

Este documento es una actualización del texto contenido en la antigua publicación SP-48 - *Orientación para Coordinadores Regionales de Esquemas de Cartas INT*, que fue distribuido junto con la Circular No. 18/1985. Por consiguiente, se proyectó hacer un Apéndice de la M-11, *Catálogo de Cartas Internacionales* (referirse a la C. No. 39/1993). El CSPCWG ha recomendado ahora que la sección de orientación se convierta en la Parte A de la M-11, seguida del Catálogo de Cartas INT como Parte B y el BHI apoya esta idea. Esto dará a la M-11 una estructura similar a la de la M-4, donde el Reglamento de Cartas INT viene primero, como Parte A de esta publicación.

Además de la reestructuración, el cambio más notable de la SP-48 es la supresión de los antiguos Anexos que informan sobre el progreso de cada Grupo Cartográfico Regional. Estos informes no son de naturaleza ni de validez permanentes y, así pues, no son apropiados para su inclusión en una Publicación de la OHI. En el momento de las Conferencias Hidrográficas Internacionales, estos informes se reúnen en los documentos de la conferencia, se presentan a la Conferencia y se publican en las Actas de la Conferencia.

Se solicita a los Estados Miembros que revisen el documento adjunto en el **Anexo A** y que proporcionen sus comentarios al BHI **antes del 31 de Enero del 2005**. Los Apéndices 1 y 2 del proyecto de Orientación se han basado en las respuestas a la Circular No. 20/1990. Todas las actualizaciones y/o adiciones a estos apéndices deberán enviarse al BHI antes de esa misma fecha, utilizando el Formulario de Respuesta del **Anexo B**. Nuestra intención, tras incorporar sus comentarios, es producir una versión final de la Parte A y publicar una nueva edición de la M-11. El CSPCWG seguirá siendo responsable de revisar y actualizar la Parte A de la M-11, cuando y como se considere necesario. El BHI será responsable de mantener el catálogo de cartas INT como Parte B.

En nombre del Comité Directivo
Atentamente,

A handwritten signature in black ink, appearing to read 'K. Barbor', with a long horizontal stroke extending to the right.

Contralmirante Kenneth BARBOR
Director

Anexo A: Proyecto de Orientación para la Preparación y el Mantenimiento de Esquemas de Cartas Internacionales (*Inglés únicamente*);

Anexo B: Formulario de Respuesta.

GUIDANCE FOR THE PREPARATION AND MAINTENANCE OF INTERNATIONAL CHART SCHEMES

Draft

1. INTRODUCTION

- 1.1. **Regional Hydrographic Commissions** (RHC), the creation of which was encouraged by the IHB under IHO Administrative Resolution T1.3, bring together those Member States having common regional problems of charting, research or data collection, so that cooperative solutions to these problems may be reached. **Regional Charting Groups** (RCG) or Committees may also exist. These were set up following Decision 26 of the XII IHC in 1982 with “a primary objective of developing integrated schemes of INT charts for the areas concerned.” They consist of any Member States with an interest in the charting of a particular region. The Chairman of such a group is referred to as the **Regional Co-ordinator**.
- 1.2. **The Chart Standardization and Paper Chart Working Group** (CSPCWG) (formerly the Chart Standardization Committee (CSC)) has a range of duties in the charting field, as set out in IHO Technical Resolutions (TR) B5.4, B5.6 and K2.11. It has an on-going role (TR B5.4) to advise the IHB on the setting up of RHCs and RCGs to develop integrated schemes of International (INT) charts at medium and large-scales. Under TR B5.4, it also has the responsibility to offer advice on the construction of INT chart schemes, in order to ensure homogeneity. This role of the CSPCWG is purely consultative.
- 1.3. This basic guidance, which has been prepared by the Chairman and Secretary of the CSPCWG, draws upon, and supersedes, that contained in former IHO Publication SP-48. It is intended to be used as an aide-memoire and should be used in conjunction with the Regulations of the IHO for International (INT) Charts in M-4, Part A, and the Specifications of the IHO for International Charts in M-4 Parts B & C.

2. OBJECTIVE AND CONCEPT

- 2.1. The overall objective for International charts differs from that for **National charts**, which must permit the safe navigation of **all** classes of vessels throughout their coastal waters, including major ports visited by the largest vessels and minor arms of the sea which are of purely local interest. National charts must also satisfy the requirement for an information source on behalf of a variety of national users other than navigators. The combined effect of these two requirements has caused national chart series to cover national waters in great detail. Very large scale charts may be used for port plans, and there are usually at least two continuous coastal series, one on a relatively large-scale, the other slightly smaller.
- 2.2. For **International charts**, the overall objective is the creation of a compact set of medium- and large-scale charts that are specifically designed for planning, landfall and coastal navigation and access to ports used by ships engaged in international trade. Their content will, therefore, differ from that of national charts. A careful selection of detail on International (INT) charts will allow updates to be restricted to items which are essential for international shipping, thus keeping the maintenance of the series to manageable proportions. Conceived for the needs of the international mariner, INT chart design will be uninhibited by national boundaries or political considerations. They will not attempt to fulfil the needs of local shipping nor act as national information sources.
- 2.3. In all cases, the content of INT charts must be complete and comprehensive for use by international mariners. They should not require reference to other national charts for any information required by the international mariner.
- 2.4. It is recommended that, for the sake of economy, national charts series are designed so that selected charts can be used for the International chart series (see 3.3).

3. PROCEDURE

- 3.1. **Port Selection.** The ports to be covered by large scale and, where necessary, approach plans should be selected through consultation within the Regional Charting Group. It is important to establish the frequency of use of the ports by international shipping. Statistical data for the volume of traffic at each port should be sought from the relevant authorities. This may include the net registered tonnage of ships arriving each year and the proportion of this tonnage under foreign flags. Where statistical data are not available, other approaches can be used, such as a study of the traffic of companies using a particular area, the number of charts sold or advice from the national authority. In less developed areas, consideration can be given to including harbours because of their importance as regional centres or as the main port of an island or group of islands. Other ports and anchorages may need to be included to satisfy the needs of cruise liners. This selection of ports forms the framework around which the chart scheme is built. The choice of ports must be kept under review in the light of new developments and the chart scheme adjusted accordingly.
- 3.2. **Shipping Routes.** The major routes along the coasts and in the approaches to ports that are used by international shipping should be identified. Where there is a good chance of obtaining a response, existing chart users and international commercial shipping companies should be consulted. In general, a better response will be obtained if users are asked to comment on options rather than to come up with solutions on their own.
- 3.3. **Comparison of Catalogues.** All relevant IHO Member States' chart catalogues should be examined. The catalogues of other countries, in particular those providing extensive regional or world cover, are likely to give a better indication of the scales and numbers of charts likely to be appropriate for the international mariner than that of the nation whose waters are being considered. Ideally, the INT chart limits and scales should conform to the corresponding charts, present or projected, in the local national series. Such charts, which may not always be the largest scale national charts, can then be modified, or prepared from the start, to full INT specifications, as required for all International charts. They can then often be published with a minimum of delay. It will not always be possible to simply select INT charts from existing national series. Where new limits and scales are proposed for INT charts, the member country should be encouraged to amend their national chart series to accommodate the INT coverage, so that, for example, the smaller of the two national coastal series may be utilised for International charts.
- 3.4. **Scale.**
- 3.4.1. The choice of scales should depend upon the navigational requirements of international shipping. Although the precise structure of the scheme may vary from area to area, reflecting different hydrographic and navigational requirements, it will usually be possible to identify the following navigational purposes for charts:
- **Berthing.** Detailed data to aid berthing, at very large scales. It will often be appropriate to include these as inset plans on Harbour charts.

- **Harbour.** Generally at scales larger than 1: 30 000 these will provide for port entry, and navigating within ports, harbours, anchorages, bays, rivers and canals. Sometimes the largest scale equivalent national charts will be followed; sometimes the smaller of such scales will be adequate for the International series, since it is in harbour plans that the national information document role of nautical charts is most clearly seen.
 - **Approach.** Generally at scales between 1:30 000 and 75 000 for navigating in the approaches to ports, in major channels or through intricate or congested waters. Such areas may well contain complicated traffic routing measures. Uncomplicated port approaches should not warrant the provision of separate approach charts; in such cases, the harbour charts should be schemed with sufficient sea-room offshore to permit the safe transfer by the user from the appropriate chart of the coastal series.
 - **Coastal.** Generally at scales between 1:75 000 and 350 000, for coastal navigation. Many national series have two continuous coastal series; usually the smaller scale will be adequate for the needs of international shipping. It is desirable, but not essential, that a continuous coastal series should have a uniform scale since this offers advantages to the navigator in transferring fixes; the cartographer in compiling the overlaps; and it may also facilitate the creation of a seamless database for Electronic Navigational Charts (ENCs). In some areas, however, it may be desirable to have intermediate scales to meet the needs of a large volume of offshore traffic or to give overall cover to extensive offshore shoal areas or outlying island groups.
 - **General.** Generally at scales between 1:350 000 and 1:2 000 000. These medium scale charts are intended for landfall identification and non-oceanic route planning.
 - **Overview.** Generally at 1: 2 000 000 and smaller, intended for route planning and ocean crossing. These will normally be provided by the two established series of small scale INT charts, details of which can be found in M-11 (Part B).
- 3.4.2. Note: It will not always be necessary to use all the above scale bands. (For example, in uncomplicated areas an approach chart will not usually be necessary). Also, the scale bands above are those that are usually suitable for International charts; for National series, the scale bands may well be different. (For example, the coastal band may well include charts as large scale as 1:50 000).
- 3.4.3. If there is no conflict with other important criteria, the charting scale should not normally be larger than the available source material.
- 3.5. **Projections and mid-latitudes.** The choice of projection and in the case of Mercator projections, the mid-latitude, should be made in accordance with the INT Specifications, contained in M-4, B-203 and B-211.

3.6. **Dimensions.** Within the standards laid down in the INT Specifications (M-4, B-222) the regional preferences for the chart dimensions should be determined. The printing capabilities of **all** potential Producer and Printer Nations should be investigated, in order to determine both the preferred and maximum sizes to be used for charts in the regional scheme. Appendix 1 lists potential Printer Nations while Appendix 2 gives details of the use of A0 size paper.

3.7. **Limits and Overlaps.**

- 3.7.1. It is the detailed limits and the degree and arrangement of overlaps, which largely determine the quality of a scheme. In general, overlaps between INT charts should be sufficient to enable the mariner to safely transfer his position from one chart to the next. They should be designed so that changing charts in an area of complicated navigation is avoided. Larger overlaps may sometimes be necessary where, for example, an important strait is covered on two charts to allow an adequate depiction of both approaches. Particular care is needed to ensure the provision of adequate overlaps with schemes in adjoining Regions.
- 3.7.2. For schemes of coastal charts, ideally each major port should lie towards the centre of a sheet, allowing approach from all directions. This principle can, therefore, provide the starting point for the remainder of the sheet limits.
- 3.7.3. The area covered by any chart should be a coherent unit where possible, e.g. an ocean, a bay, a port approach, a strait. If the chart has an obvious title this condition is usually satisfied.
- 3.7.4. Each chart should have adequate sea room and allow satisfactory transfer to adjoining charts and to the next larger or smaller scales. This is particularly important in any chart used for entering and leaving port.
- 3.7.5. The land area shown should include the visual and radar horizons.
- 3.7.6. Overlaps should include at least one good fixing point. They should be of such extent as to allow adequate time to transfer the course and ship's position, but not be so large as to create a need to duplicate correction unnecessarily. They need to avoid cutting off visual marks or radiobeacons near the edges of charts that might be used in position fixing. On coasts where there are many off-lying islands and shoals, overlaps need to be large enough to include visual transits of objects in line.
- 3.7.7. The objects that determine the heading of a vessel should appear on the chart even at the expense of a large overlap.
- 3.7.8. There should be room for the title, notes, scales etc, without obliterating important hydrographic detail, or reducing the effective overlap between charts.
- 3.7.9. Features which should be within the chart's limits if at all possible and not just outside them are:
 - Lights, radio aids, navigational buoys and beacons (especially landfall buoys on port approach sheets and beacons controlling transits in fairways).
 - Pilot boarding stations, anchorages, radio reporting points.
 - Prominent dangers, protruding coasts and offshore islands.

- Traffic separation schemes, dredged channels, recommended tracks etc. Features under this heading should not be split by chart limits, unless, like some separation schemes, they are extensive enough to cover several charts.
 - Conspicuous or prominent features (natural or artificial) on the land, e.g. radio masts, chimneys, hill summits.
- 3.7.10. It is possible occasionally to meet the above requirements by moving the limits in one direction or another, changing the scale or the mid latitude in a Mercator scheme, or increasing the number of charts. The remaining possibilities are:
- to break the inner border and continue the work to the outer border (but preferably not beyond).
 - to continue the work which cannot be included in situ, in an inset plan, if there is room for this (not normally appropriate for fixing marks).
 - to design the chart in separate sections, for example to cover a North/South oriented channel.

3.8. Chart Numbering.

- 3.8.1. Blocks of approved INT chart numbers, sub-divided on a regional basis, have been allocated to major areas. These numbers are listed in M4, part A-204, together with the principles by which the numbers are allocated within a region. There should preferably be a logical order to the allocated INT numbers (e.g. a series of charts numbered sequentially around a coast).
- 3.8.2. In some instances, these allocations will need to be agreed with the Coordinators of adjoining regions who may share the same block. It is possible, if necessary, to transfer blocks of numbers from one region to another, with the agreement of the relevant Regional Coordinators and the CSPCWG Chairman.
- 3.8.3. When a producer replaces an existing International Chart by a New International Chart (i.e. one where the area covered has changed significantly) then a new INT number should be allocated by the Regional Coordinator. The old INT number should preferably not be re-used for at least five years.
- 3.9. **Draft Schemes.** A first draft of the INT chart scheme should be prepared. Indexes should be drawn on a large enough scale to show clearly where the proposed chart limits intersect coastline detail. These indexes should be accompanied by a list of chart numbers, together with the chart scales, geographical limits and inner neat-line dimensions. Where proposed INT charts correspond to existing national charts, this should be indicated. In some complex cases, explanatory notes of how particular sheets were schemed should be included.
- 3.10. **Consultation.**
- 3.10.1. Draft INT chart schemes should be circulated for comment to the following:
- All members of the Regional Charting Group and, where appropriate, members of the Regional Hydrographic Commission.

- The Coordinators of adjoining Regional Charting Groups, if the scheme impacts on their region.
 - Hydrographic Offices producing or printing charts in the region.
 - The Chairman of the CSPCWG.
 - The International Hydrographic Bureau.
- 3.10.2. Comments received should be considered and discussed as necessary and the initial scheme should be refined into a second draft version. It may be necessary to produce further draft versions before final agreement is obtained. In general, the smaller the scale the more necessary it is to obtain a wide consensus. This consultation can generally be effected by correspondence. However, meetings of the Regional Charting Group at significant points will speed up the process. The final draft of the scheme should be submitted to the RHC for formal approval.
- 3.11. **Allocation of Producers.**
- 3.11.1. In most cases, the allocation of Producer Nations for INT charts will be a fairly straightforward process. For most medium- and large-scale INT charts, the Producer Nation will be the IHO Member State with responsibility for charting the waters covered by these charts. There will, however, be some exceptions. (For further information, see M-4 A-203).
- 3.11.2. Where a chart covers the waters of more than one nation, a single Producer Nation should be agreed. Nations may collaborate in the production, the resulting chart carrying both nations' seals (crests). Examples of collaboration include:
- two nations compiling sections of the chart, with one of the nations joining the sections and producing the finished reprostat;
 - one nation compiling the chart, the other nation completing quality control, reprostat production and printing for both nations.
- In such cases, the Producer Nation will usually be that nation which is responsible for the content and creation of the final chart.
- 3.11.3. An agreed production schedule should be determined when the allocation of Producer Nations has been completed for all the proposed INT charts. This will facilitate the forward planning for the adoption of these charts by potential Printer Nations and will enable the Regional Charting Group to monitor future progress. It would also be advisable, at this stage, to give consideration to the preparation of a Regional INT Chart Catalogue. This would ultimately provide the source data for M-11 (Part B). In reality, some nations may start production before the allocation is completed.
- 3.11.4. Where a chart has been included in the INT scheme, but the national HO is unable to effect its production within an acceptable timescale, its production may be undertaken, with the agreement of the national HO concerned, by a potential Printer Nation.

- 3.12. **Review.** It will be necessary to keep these INT chart schemes under continuous review. Adjustments will be required in order to cater for the expansion of existing ports, the development of new ports, changes to routeing measures and the re-positioning of major navigational aids. The consultation process (Section 3.10) need not aim to finalise every detail of every chart in the scheme. Once the general requirements, scales and limits have been agreed, it may be left to the designated Producer Nation to make the final detailed decisions. It will not normally be necessary to obtain the approval of the Coordinator of the RCG for a minor amendment to an individual chart. It can often take many years to finalise a regional INT scheme and, in that time, national charts which are candidates for inclusion may themselves have been re-schemed, although the adequacy of the overall coverage will not have changed. However, for major changes to a chart, for partial re-scheming and for the addition or deletion of an INT chart, the RCG should be consulted, via the Regional Co-ordinator.
- 3.13. **Maintenance of M-11.** Any changes to scale, limits or numbering of International Charts, which affect M-11 Part B ‘Catalogue of International Charts’, shall be notified to IHB, who will update the Catalogue.

POTENTIAL PRINTER NATIONS
(Based on replies to IHB Circular Letter 20/1990)

<u>IHO Member State</u>	<u>Areas in which Member State is a potential printer</u>
Australia	Within and adjoining Australia's area of charting responsibility
Canada	Adjacent US waters
China	Not specified
Denmark	Baltic and North Seas
Finland	Baltic Sea area around Finland
France	Worldwide
Germany	Baltic and North Seas, NE Atlantic
Greece	Eastern Mediterranean
India	Not specified
Italy	Mediterranean and Black Seas
Netherlands	German Bight, French coast
New Zealand	Southwest Pacific Ocean
Pakistan	Arabian Sea and Indian Ocean
Portugal	East & West Coasts of Africa
Russian Federation	Not specified
Spain	Western Mediterranean Sea and Eastern Atlantic Ocean
Sweden	Waters around Sweden
Turkey	Black Sea, Aegean Sea, Eastern Mediterranean
Ukraine	Black Sea and Sea of Azov
UK	Worldwide
USA	Worldwide
Yugoslavia	Adriatic Sea

DIMENSIONS OF FORMATS USED

Format	Dimensions
A0	1189 x 841 mm
DE+	1189 x 710 mm
GA (Grand aigle)	1060 x 750 mm
DE (Double Elephant)	1040 x 710 mm
B1	960 x 630 mm
A1	841 x 594 mm
DA (Demi-aigle)	750 x 530 mm
½ DE	710 x 520 mm

USE OF A0 PAPER

(Based on replies to IHB Circular Letter 20/1990)

IHO Member State	Agree to use of A0 for maximum size	Can print A0 size
Australia	Yes (Exceptionally)	Yes
Belgium	Yes	Yes
Brazil	Yes	Yes
Canada	Yes	Yes
Chile	Yes	Yes
China	Yes	Yes
Cuba	Yes	Yes
Denmark	Yes (Exceptionally)	Yes
Fiji		No
Finland	Yes	Yes
France	Yes	Yes
Germany	Yes	Yes
Greece	Yes	No
India	No	Yes
Italy	Yes	Yes
Republic of Korea	No	No
Malaysia	No	No
Netherlands	Yes (Exceptionally)	Yes
New Zealand	No	No
Norway	Yes	Yes
Pakistan	Yes	Yes
Peru	Yes	Yes
Poland	Yes	Yes
Portugal	Yes	Yes
Russian Federation	Yes	Yes
South Africa	No	Yes
Spain	Yes	Yes
Sweden	Yes (Exceptionally)	Yes
Thailand	Yes	Yes
Turkey	Yes	Yes
Ukraine	Yes	Yes
UK	Yes	Yes
USA	Yes	Yes
Venezuela	Yes	Yes
Yugoslavia	Yes	Yes

ORIENTACIÓN PARA LA PREPARACIÓN Y EL MANTENIMIENTO
DE ESQUEMAS DE CARTAS INTERNACIONALES

FORMULARIO DE RESPUESTA

(a devolver al BHI antes del 31 de Enero del 2005

E-mail: info@ihb.mc - Fax: +377 93 10 81 40)

Estado Miembro:

1. Posibles Naciones Editoras de Cartas INT – Observando las respuestas a la Circular No. 20/1990, según se resumen en el Apéndice 1 del proyecto de *Orientación para la Preparación y el Mantenimiento de Esquemas de Cartas Internacionales* (Anexo A de la Circular No. 75/2004), le rogamos indique abajo las zonas en las que su Estado es un editor potencial:

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2. Uso del Papel A0 – Al observar las respuestas a la Circular No. 20/1990, según lo resumido en el Apéndice 2 del proyecto de *Orientación para la Preparación y el Mantenimiento de Esquemas de Cartas Internacionales* (Anexo A a la Circular No. 75/2004), le rogamos complete el cuadro que sigue, según sea necesario.

De acuerdo para utilizar el A0 para el tamaño máximo (Sí / No)	Puedo imprimir en tamaño A0 (Sí / No)

Comentarios :

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Nombre/Firma: Fecha:

E-mail: