CSPCWG4-12.2A

4th CSPCWG MEETING
Monaco, 13-15 November 2007

Paper for Consideration by CSPCWG

Unresolved issues from review of INT 1 by subWG

Submitted by:	Secretary
Executive Summary:	INT1 subWG reviewed the three official INT1 at the meeting in Brest in April 2007 (report submitted). A few issues arose which need resolving by the parent WG.
Related Documents:	INT1 M4.
Related Projects:	Revision of M4

Introduction / Background

The INT1 subWG reviewed the three official INT1 at the meeting in Brest in April 2007 (report submitted). A few issues arose which need resolving by the parent WG. These are listed below in INT1 order.

Analysis / Discussion

Sections G (Topographic terms) and O (Hydrographic terms) were not fully reviewed by the subWG, as it seems uncertain why the sections are in INT1. Questions arising are:

- What is the purpose of the lists? (A possibility is to assist translation, in lieu of a glossary or bilingual legends on charts).
- Should the lists be updated to remove some and add other terms? (If so, what criteria are used to judge which terms should be listed?)
- What logic is there to the order in which they are listed? (Would alphabetical be more useful? If so, alphabetical in English or publisher's language?)
- Is there any usefulness in including abbreviations (INT and/or national)? (Duplication of parts of Sections V and W)
- If removed, what would fill the gaps in INT1?

The general consensus from responses to CSPCWG Letter 06/08 was that there is no need to duplicate abbreviations here. Views about the value and arrangement of the sections were divided.

I21: Dredged areas. This symbol seems superfluous. A dredged area is either 'maintained', and symbol I22 is appropriate, or it is not maintained, in which case symbol I23 is appropriate.

The possibility of using it for areas of 'designed' or 'theoretical' dredged depth was suggested in CSPCWG Letter 06/2007, but this was clearly rejected by a majority of the WG.

K31: Foul. Following the subWG meeting, DE asked about the use of the 'foul' # symbol and its position under the 'Wrecks' sub-heading in section K:

> During the same discussion we wondered if it would be possible to use K31 also for remains of other obstructions than platforms, because it is only shown in the subsection "Wrecks". In the revised M4 I only could find the above cases, other (general) obstructions are not mentioned. Perhaps we can discuss in the next revisions and in the whole working group, if it is more suitable to have K31 in the

"General" subsection as K4 what our specialists would prefer. In the meanwhile: would it be possible to use K31 also for remains of other obstructions than platforms? Can the term "or other foul area" in the explanation for K31 be understood in the meaning of other obstructions?

It is suggested that the statement at M4 B422.8 is clear that the symbol may be used more widely than for remains of wrecks ('…this symbol may also be used for the remains of a wreck or…'). However, its position in INT1 may be seen as implying that it is a wreck. This could be overcome by expanding the sub-heading to 'Wrecks and foul areas', or by moving the foul to a different place, eg K4.

M20. M20 in INT 1 consists of a diagram showing 'examples of routeing measures'. It is not exhaustive, nor intended to be the prime depiction of a routeing symbol. Nevertheless, while most routeing measures or their component symbols are symbolized in M10-17, there may be a few which have no separate entry and therefore do not have a true INT 1 reference number.

Most basic routeing symbols are covered in M10-18 (noting we have agreed to add Fairway as M18). Exceptions are:

- DW, but as an INT abbreviation this can be found in section W.
- The roundabout centre. This is actually a circular separation zone; perhaps it could be added to M13. Note: We give no advice in INT 1 or M4 about a roundabout which has no separation zone.
- DW routes, shown by centre-line symbol (ie as magenta version of recommended track). While there is a subtle difference between a deep water route shown by a centre-line, and a recommended track which deep-draught vessels are required to follow (M5.1/5.2), can we be sure this subtlety would be understood by the chart user (and the cartographer)? Would it be better to add DW at intervals along a recommended route symbol, if it is a true routeing measure, or use the new version of M5.1/5.2 if it is a recommended track with routeing element?

For actual routeing measures, reference must be made to the 'examples diagram', where we can find all routeing measures except a single way recommended route.

N22: ESSA. The N22 entry covers a range of items including various 'nature reserves' and PSSA. The subWG decided to indent the various Nature reserves types separately from PSSA, but there is no generic heading for N22. In M4 we used ESSA (B437), but this term and associated abbreviation has not always found wide acceptance. Can we use it as a heading for N22 and so increase its use and perhaps gain wider acceptance, or is there some reason why it should be avoided?

Section W. The subWG worked carefully through all the abbreviations which had been included in section W of the German INT 1 (Edition 2005) as the validity of this list had been questioned at CSPCWG3. Some abbreviations were removed and a few added; these were listed in the subWG report, and repeated in Annex. Subsequently, responses to Letter 06/08 indicated some disagreement with the list as agreed by the subWG, which therefore need further and wider discussion. Specifically, the following deletions were queried:

ATBA, ITZ and all the tidal abbreviations.

There was also some debate about the usefulness of section W to the chart user. Why does he need INT abbreviations listed separately from national abbreviations? Would it be better to transfer the list to M4 (and/or S32)?

Conclusions

None.

Recommendations

None, awaiting discussion by WG.

Justification and Impacts

In the interests of standardizing the three official versions of INT1, and giving guidance to national HOs on the preparation of national versions of INT1.

Any decisions by CSPCWG can await the next round of revisions by the INT1 producers.

Action required of CSPCWG

The CSPCWG is invited to discuss the issues above and advise the INT1 subWG accordingly on:

- Sections G and O.
- I21
- The use of the foul symbol, and its location in INT1
- Whether the term Environmentally Sensitive Sea Area (and associated abbreviation ESSA) can be used in INT1, at N22
- An agreed list of INT abbreviations
- whether Section W should be moved from INT1 to another publication

ANNEX: List of abbreviations considered by the INT1 subWG

Abbreviations considered by subWG, with meaning and INT1 ref.	**M4 ref for new entries from DE INT1 (2005)**	**subWG decision (accepted unless otherwise stated)**
A		
Aero Aeronautical P 60-P61.1		
Aero RC Aeronautical radio beacon S 16		
AIS Automatic Identification System	B489.1	
AISM Association Internationale de Signalisation Maritime Q 130		REJECTED
Al Alternating P 10.11		
ALC Articulated Loading Column L 12		
Am Amber P 11.8		
ASL Archipelagic Sea Lane M 17		
ATBA Area To Be Avoided M14, M29		REJECTED
B		
B Black Q 2, Q 81		
bk Broken J 33		
Bn Beacon P 4-5, Q 80		
BnTr Beacon tower P 3, Q 110		
Bo Boulder(s)	B425.5	
Br Breakers K 17		
Bu Blue P 11.4		
C		
c Coarse J 32		
ca Calcareous J 38		
CALM Catenary Anchor Leg Mooring L 16		
Cb Cobbles J 8		
cd Candela B 54		
CD Chart Datum H 1		REJECTED
CG Coast Guard T 10-T11		
Ch Church E 10.1		
Chem Chemical(s) L40		REJECTED
Chy Chimney E 22		
cm Centrimetre(s) B 43		
Co Coral J 10-K16		
Consol Consol beacon S 13		This is marked obsolescent – should it be deleted?
Cup (Church) cupola E 10.4		REJECTED
Cy Clay J 3		
D		
Day Daytime light P51		REJECTED
DG Degaussing	Draft B448.1	Not accepted as INT during review of B448
DGPS Differential Global Positioning System S a		
Dia Diaphone R 11		
Dir Direction light P 30-P 31		
dm Decimetre(s) B 42		
Dn,Dn(s) Dolphin(s) F 20		
DW Deep Water route M 27.1, N 12.4		
dwt Deadweight tonnage/tons		Agreed in response to CSPCWG Letter 6/2007

Abbreviations considered by subWG, with meaning and INT1 ref.	M4 ref for new entries from DE INT1 (2005)	subWG decision (accepted unless otherwise stated)
DZ Danger Zone Q 50		
E		
E East B 10		
ECDIS		New entry
ED Existence doubtful I 1		
EEZ Exclusive Economic Zone N 47		REJECTED
ENC Electronic Navigational Chart		New entry
ESSA Environmentally Sensitive Sea Area		REJECTED
Explos Explosive R 10		
exting Extinguished P 55		
F		
f Fine J 30		
F Fixed P 10.1		
FFl Fixed and flashing P 10.10		
Fl Flashing P 10.4		
Fla Flare stack L 11		
Fog Det Lt Fog detector light P 62		
FPSO Floating Production, Storage & Offtake	Draft B445.5	Not accepted as INT during review of B445
FS Flagstaff, flagpole E 27		
FSO Floating Storage & Offtake	Draft B445.5	Not accepted as INT during review of B445
FSU Floating Storage Unit	Draft B445.5	Not accepted as INT during review of B445
ft Foot/feet B 47		Why is this non-INT measure accepted as INT abbr?
G		
G Gravel J 6		
G Green P 11.3, Q2		
GPS Global Positioning System	B-202	
GRT Gross register tonnage		Agreed in response to CSPCWG Letter 6/2007 (but obsolescent)
GT Gross tonnage		Agreed in response to CSPCWG Letter 6/2007
H		
h Hard J 39		
h Hour B 49		
H Helicopter T 1.4		
HAT Highest Astronomical Tide H 3		REJECTED
hor Horizontal disposed P 15		
HW High Water H20, H a		REJECTED
I		
IALA International Association of Lighthouse Authorities Q 130		REJECTED
IHO International Hydrographic Organization		REJECTED
IMO International Maritime Organization		REJECTED
INT International A2, T 21		
Intens Intensified P 46		
IQ Interrupted quick P 10.6		
Iso Isophase P 10.3		
ITZ Inshore Traffic Zone M 25		REJECTED

Abbreviations considered by subWG, with meaning and INT1 ref.	M4 ref for new entries from DE INT1 (2005)	subWG decision (accepted unless otherwise stated)
IUQ Interrupted ultra quick P 10.8		
IVQ Interrupted very quick P 10.7		
K		
km Kilometre(s) B 40		
kn Knot(s) B 52		
L		
LANBY Large Automatic Navigational Buoy P6		
LASH Lighter Aboard Ship G 184		When would this appear on a chart?
Lat Latitude B 1		
LAT Lowest Astronomical Tide H 2		REJECTED
Ldg Leading P 20.3		
LFl Long-flashing P 10.5		
Lndg Landing for boats F 17		
LNG Liquefied Natural Gas G 185		
Long Longitude B 2		
LPG Liquefied Petroleum Gas G 186		
Lt Light P 1		
LtHo Lighthouse P 1		REJECTED
LW Low Water H 20, H b		REJECTED
M		
m Medium J 31		
m Metre(s) B 41		
m Minute(s) of time B 50		
M Mud J 2		
M International nautical mile(s) or sea mile(s) (1852 m) B 45		
MHHW Mean Higher High Water H 13		REJECTED
MHLW Mean Higher Low Water H 14		REJECTED
MHW Mean High Water H 5		REJECTED
MHWN Mean High Water Neaps H 11		REJECTED
Mast		REJECTED
MHWS Mean High Water Springs H 9		REJECTED
min Minute(s) of time B 50		
Mk Mark Q 101		
MLHW Mean Lower High Water H 15		REJECTED
MLLW Mean Lower Low Water H 12		REJECTED
MLW Mean Low Water H 4		REJECTED
MLWN Mean Low Water Neaps H 10		REJECTED
MLWS Mean Low Water Springs H 8		REJECTED
mm Millimetre(s) B 44		
Mo Morse Code P 10.9, R20		
Mon Monument E 24		
MR Marine Reserves N 22.3		Why plural?
MSL Mean Sea Level H 6		REJECTED
N		

Abbreviations considered by subWG, with meaning and INT1 ref.	M4 ref for new entries from DE INT1 (2005)	subWG decision (accepted unless otherwise stated)
N North B 9		
NE North-east B 13		
No Number N 12.2		
Np Neap Tides H 17		REJECTED
NT Net tonnage		Agreed in response to CSPCWG Letter 6/2007
NW North-west B 15		
O		
Obscd Obscured P 43		
Obstn Obstruction K 40–43, L 43		
Oc Occulting P 10.2		
occas Occasional P 50		
ODAS Ocean-Data-Acquisition System Q 58		
Or Orange P 11.7, Q 3		
P		
P Pebbles J 7		
PA Position approximate B 7		
PD Position doubtful B 8		
PLEM Pipeline End Manifold	Draft B445.1	Not accepted as INT during review of B445
priv Private P 65, Q 70		
Prod Well Submerged production well L 20		Now should be marked obsolescent
PSSA Particulary Sensitive Sea Area N 22.4		
Pyl Pylon D 26		
Q		
Q Quick P 10.6		
R		
R Coast radio stations QTG service S 15		
R Red P 11.2		
R Rock J 9.1, K 15		
Ra Radar M 31-32, S 1		
Racon Radar transponder beacon S 3.1–3.6		
Radar Sc Radar scanner E 30.3		REJECTED
Radar Tr Radar tower E 30.2		REJECTED
Radome E30.4		REJECTED (Not an abbreviation)
RC Circular marine radiobeacon S 10		
RD Directional radiobeacon S 11		
Ref Refuge Q 124, T 14		
Rep Reported, but not surveyed I 3.1		
RG Radio direction-finding station S 14		
RoRo Roll-on, Roll-off Ferry (RoRo Terminal) F 50		
Ru Ruin D 8, E 25.2, F 33		
RW Rotating-pattern radiobeacon S 12		
S		
S Sand J 1		
s Second(s) of time B 51, P 12		
S South B 11		

Abbreviations considered by subWG, with meaning and INT1 ref.	M4 ref for new entries from DE INT1 (2005)	subWG decision (accepted unless otherwise stated)
SALM Single Anchor Leg Mooring L 12		
SBM Single Buoy Mooring L 16		
SD Sounding doubtful I 2		
SE South-east B 14		
sec Second(s) of time B 51		
sf Stiff J 36		
Sh Shells (sceletal remains) J 11		
Si Silt J 4		
Sig Signal T 25.2		
SMt Seamount O 33		
so Soft J 35		
Sp (Church) spire E 10.3		
Sp Spring tide H 16		REJECTED
SPM Single Point Mooring L 12		
SS Signal station T 20–36		
St Stones J 5		
SW South-west B 16		
SWOPS Single Well Oil Production System	Draft B445.1	Not accepted as INT during review of B445
sy Sticky J 34		
T		
t Ton(s) or tonne(s) B 53, F 53		
temp Temporary P 54		
TLP Tension Leg Platform	Draft B445.2	Not accepted as INT during review of B445
Tr Tower E 10.2, E 20		
TSS Traffic Separation Scheme M20-23		REJECTED
U		
U Unwatched, unnammed P 53		REJECTED
ULCC Ultra Large Crude Carrier G 188		
UMC Underwater Manifold Centre	Draft B445.1	Not accepted as INT during review of B445
UQ Ultra quick P 10.8		
UTC Universal Time Co-ordinated	B130	
UTM Universal Transverse Mercator	B215.2	
V		
v Volcanic J 37		
vert Vertically disposed P 15		
Vi Violet P 11.5		
VLCC Very Large Crude Carrier G 187		
VQ Very quick P 10.7		
VTS Vessel Traffic Service		
W		
W West B 12		
W White P 11.1, Q 130.5		
Wd Weed J 13.1		
Well Wellhead L 21		
WGS World Geodetic System S 50		
Whis Whistle R 15		

Abbreviations considered by subWG, with meaning and INT1 ref.	M4 ref for new entries from DE INT1 (2005)	subWG decision (accepted unless otherwise stated)
Wk(s) Wreck(s) K 20–30		
Y		
Y Amber P 11.8		
Y Orange P 11.7		
Y Yellow P 11.6, Q 3		
Z		
ZOC Zone of Confidence	B297	

Note: Ships' Routeing: ATBA is used once, ITZ is used 3 times, TSS used 54 times.