

9th CSPCWG MEETING
Seoul, South Korea, 13-16 November 2012

Paper for Consideration by CSPCWG

Maritime Limit Tint bands

Submitted by:	Australia
Executive Summary:	The Australian Maritime Safety Authority has expressed concern that there is no indication in INT1 as to the side of the maritime limit in general dashed line on which the tint band used to emphasise the limit falls (inside or outside the area defined by the limit).
Related Documents:	INT1 – I1.
Related Projects:	INT1 and S-4 maintenance.

Introduction / Background

1. In the past few years CSPCWG has added the option for a tint band to be added to the maritime limit in general dashed line (INT1 –N1) to add emphasis to the limit. While from a cartographic perspective it may be logical that when adding the tint band it is positioned such that it is inside the area defined by the limit, the Australian Maritime Safety Authority (AMSA) has expressed concern that this may not be intuitive to the mariner, and has requested that some indication of this convention be included in INT1.

Analysis / Discussion

2. Australia uses a tint band to emphasise some general maritime limits on its paper charts, notably the Designated Shipping Area (DSA) in the Great Barrier Reef. Due to the scale of our coastal chart series and the large extent of the DSA, some charts contain only one side of the DSA limit. Feedback from AMSA and the Great Barrier Reef Marine Park Authority indicates that it may not be intuitive to the mariner that the tint band is positioned inside the area defined by the limit.

3. The AHS has discussed this with AMSA, and has pointed out that the same situation would occur if there was no tint band, and this is resolved cartographically by placement of associated text legends in order to clearly indicate to the mariner the intended area as defined by the limit. While having no issue with the cartographic process, AMSA's argument is that as the tint band is used to provide emphasis to the limit, and as such the mariner's attention is drawn to the prominence of the limit on the chart, in terms of quick evaluation for situational awareness some guidance in INT1 as to the relevance of the side of the limit the tint band has been placed would add clarity.

4. In order to provide clarity in INT1 as to the relevance of the side of the general maritime limit on which the tint band is placed, it is suggested that the description at N1.1 and N1.2 be amended to add a statement that the tint band is located inside the area defined by the limit. The bracketed references to the tint band at N1.1 and N1.2 currently reads "*(tint band for emphasis)*". It is suggested that this be amended to read "*(tint band inside the area for emphasis)*" or similar. Note that S-4 already contains such guidance at B-439.6(d).

Conclusions

5. The fact that the tint band that may be used to emphasise the general maritime limit is positioned inside the area defined by the limit may not be intuitive to the mariner. In order to provide clarity, the description at INT1 – N1.1 and N1.2 should be amended to include some words to this effect.

Recommendations

6. It is recommended that CSPCWG approve the amendment of the descriptions at INT1 – N1.1 and N1.2 to clearly indicate to the mariner that the tint band used to emphasise the general maritime limit is

positioned inside the area.

Justification and Impacts

7. The addition of an indication of the relevance of the side of the limit on which a tint band is positioned will add clarity for the mariner. Impact is on INT1 only, and should be considered to be routine maintenance.

Action required of CSPCWG

6. The CSPCWG is invited to:
 - a. consider this paper; and
 - b. discuss, on the merit of the Recommendation and Justification above, appropriate action.