

2nd NCWG MEETING
Monaco 26-29 April 2016

Paper for Consideration by the Nautical Cartography Working Group (NCWG)
Improving the INT1 Routing Measures Graphic

Submitted by:	United States (NOAA)
Executive Summary:	Proposal to establish a short-term ad hoc sub-working group to review and improve the INT1 graphic for routing measures (symbols M20.1-29.2).
Related Documents:	INT1, <i>Symbols, Abbreviation and Terms used on charts</i>

Introduction / Background

The graphic used to illustrate routing measures in INT1 has been around for decades, but there are still a few opportunities for improvement.

Analysis / Discussion

The M20.1-29.2 graphic provides a good "in-context" portrayal of the many different symbols associated with routing measures and traffic separation schemes. However, the portrayal of the deep water routes, especially M27.3, "Deep Water route, center line as recommended one-way or two-way track," seem to be tacked onto the bottom of the graphic and are "out of context." The "based on a system of marks" versions of symbols M27.3 are also shown without the marks one would expect to see. Also, the deep water route leading into an inshore traffic zone is especially unlikely (see extracted pages from U.S. Chart No.1, Edition 11, which is similar to recent INT1 graphics).

Where there may have been a reasonable case for placing the deep water routes at the bottom of the graphic as an expedient means of getting them added to the graphic when these features were introduced, it seems that the passage of decades would have provided ample time to develop a more realistic portrayal.

The U.S. Chart No. 1, Edition 12, made an attempt to improve the depiction of the deep water routes (see extracted pages at Annex B). However, even this improvement attempted to leave most of the rest of the graphic unchanged and the entire design could likely be improved.

Conclusions

An overall review and revision of this graphic to provide a more realistic and integrated depiction of all of the routing measure features seems to be in order.

Recommendations

Consider forming a small, short-term, ad hoc sub-working group to review the routing measures portion of INT1 and report back to NCWG3 with recommendations for future actions. If time and resources permit, the sub-working group may also wish to develop a new prototype graphic to present for consideration and approval by the rest of the NCWG.

Justification

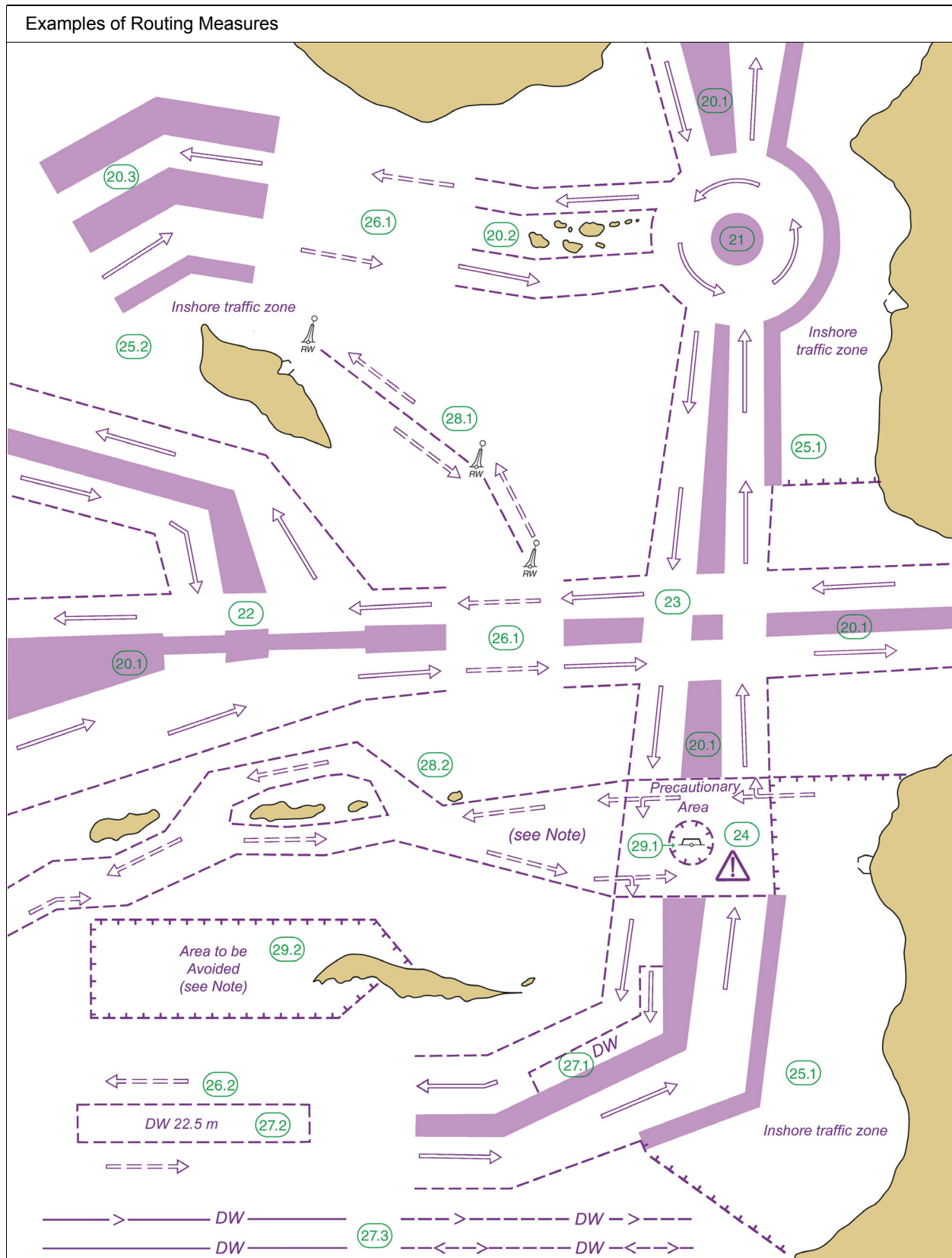
The depiction of deep water routes in the graphic is unrealistic and other improvements in the graphic may also be possible if time is taken to review the entire graphic.

Action required of NCWG

NCWG is invited to:

- a. consider establishing an ad hoc group as proposed in the recommendation above to study improving the INT1 routing measures graphic.

M Tracks and Routes



M Tracks, Routes

