

Paper for Consideration by NIPWG 3

Shore-based Under Keel Clearance Management Systems and Nautical Publications

Submitted by:	Under Keel Clearance Management Project Team Chair
Executive Summary:	A proposal by the Chair of the Under Keel Clearance Management Project Team to include information on shore-based Under Keel Clearance Management systems in the appropriate nautical publications.
Related Documents:	HSSC7-05.1D - <i>Development of an S-100-Based Product Specification for Under Keel Clearance Management Information</i> , IHO CL 84/2015 Annex A dated 9 December 2015 - <i>Under Keel Clearance Management Information Project Team – Terms of Reference and Rules of Procedure</i> , <i>International Convention for the Safety of Life at Sea</i> , IMO Resolution A 21/Res.893 – <i>Guidelines for Voyage Planning</i> .
Related Projects:	Under Keel Clearance Management information Project Team's work on an associated IHO S-100 standard

INTRODUCTION

The Under Keel Clearance Management Project Team (UKCMPT) was established to consider and assess the development of an IHO S-100 based product specification. The UKCMPT held their first meeting in Singapore from 28 August to 1 September 2016.

A significant outcome of the UKCMPT meeting was recognition that information regarding shore-based UKCM systems is not currently available on either nautical charts or associated publications, and that this information should be made discoverable by the mariner through appropriate nautical charts and publications.

A shore-based UKCM system can be considered as an aid to navigation (AtoN) and as such information on these systems should be provided to mariners in a manner similar to other AtoNs.

ANALYSIS

The UKCMPT's objective is to develop an IHO S-100 based product specification for UKCM information so as to enable the outputs of shore-based UKCM systems to be displayed for navigational purposes. During the project team's first meeting it was determined that discoverable information about the existence, extent and nature of shore-based UKCM systems is not currently available on either nautical charts or associated publications.

Currently UKCM system information may be obtained through local port guides or handbooks but is not available in the mandatory publications required under the *International Convention for the Safety of Life at Sea* (SOLAS). To rectify this absence it is recommended that information on shore-based UKCM systems is incorporated in appropriate nautical publications as determined by the NIPWG.

The incorporation of UKCM system information in appropriate nautical publications would allow the mariner to determine the applicability of a shore-based UKCM system to their vessel and support voyage planning requirements. Suggested shore-based UKCM system information to be considered for publication includes:

- Location, area and defined extent(s) of operation;
- Vessel types and / or particulars where the shore-based UKCM system must be used;
- Vessel types that are exempt from using a shore-based UKCM system;
- Vessel's deepest draught at which use of the UKCM system becomes applicable;
- Maximum vessel draught allowed through a defined UKCM area;
- Required minimum under keel clearance;
- Service providers (or regulators) of the shore-based UKCM system(s);

- Any other UKCM system conditions that may be local area specific;
- Relevant legal requirements for using a shore-based UKCM system under a Contracting Government's national law; and
- Any supporting imagery, chartlets or list of coordinates (to a standard datum) that assists the mariner, such as a graphic representation of its extent.

DISCUSSION

Is the subject addressed by the paper within the scope of the NIPWG objectives?

The provision of information about shore-based UKCM systems to shipboard users falls within the primary objective of the NIPWG. This information will assist mariners in planning a safe voyage route and help safeguard the ship's navigation during the voyage.

Is the subject of the paper within the scope of an item of the current NIPWG work plan?

This paper seeks the inclusion of information about shore-based UKCM systems in official hydrographic publications used by mariners. This subject should be considered to fall within the current NIPWG task of maintaining IHO Publication S-49 *Recommendations concerning Mariners' Routeing Guides*.

Do adequate industry standards exist?

As an example, the Australian Hydrographic Service publishes detailed information on the Torres Strait UKCM system in their *Seafarers Handbook for Australian Waters*. The information contained in this publication is considered adequate for voyage planning, as it provides information on the system's existence, extent and nature. The *Seafarers Handbook for Australian Waters* is not however considered a mandatory publication under SOLAS regulation V/27.

Are there any potential cost impacts on the maritime industry, Member States or other involved parties?

There is expected to be no cost to the maritime industry. There would be a minimal cost to Member States to incorporate this information within the appropriate nautical publication.

JUSTIFICATION AND IMPACTS

The inclusion of information about shore-based UKCM systems will enable IMO Contracting Governments and ship's masters to fulfil their obligations under SOLAS.

SOLAS regulation V/13 obliges a Contracting Government to arrange for information relating to aids to navigation to be made available to all concerned. Issuing this information in a nautical publication, that is required under SOLAS regulation V/27, would allow Contracting Governments to meet their obligation.

SOLAS regulation V/34 requires the master to ensure that the intended voyage has been planned using the appropriate nautical charts and publications. Regulation V/34 also requires the master to take into account the IMO guidelines on voyage planning including the appraisal of all information relevant to a contemplated voyage or passage. Publishing information on a shore-based UKCM system will allow the master to appraise and determine:

- The vessel's permissible draught at sea in fairways and in ports;
- Areas which may necessitate the use of a UKCM system; and
- If there is any other additional information that is applicable for their type of vessel in relation to under keel clearance requirements for the areas to be traversed.

Action requested of NIPWG 3

The NIPWG is invited to:

- a. **consider** the appropriateness of including shore-based UKCM system information in relevant nautical publications;
- b. **consider** which nautical publications information on shore-based UKCM systems should be incorporated into;

- c. **agree** that the appropriate nautical publications should include information about shore-based UKCM systems; and
- d. **agree** to the suggested information fields as minimum information requirements to be published for shore-based UKCM systems.