

Status Report – Harmonization of Depth Information

Background

At the 17th Baltic Sea Hydrographic Commission Conference it was decided that Sweden and Finland were to form a pilot project with the aim of improving the harmonisation of depth information in ENCs and paper charts.

Current members of the working group:

Hans Engberg (SE, Chair)

Anita Bodin (SE)

Florence Pendrill (SE)

Anna Lofstrand (SE)

Maarit Mikkelsen (FI)/Mari Niemeläinen (FI)

Outi Rondaj (FI)

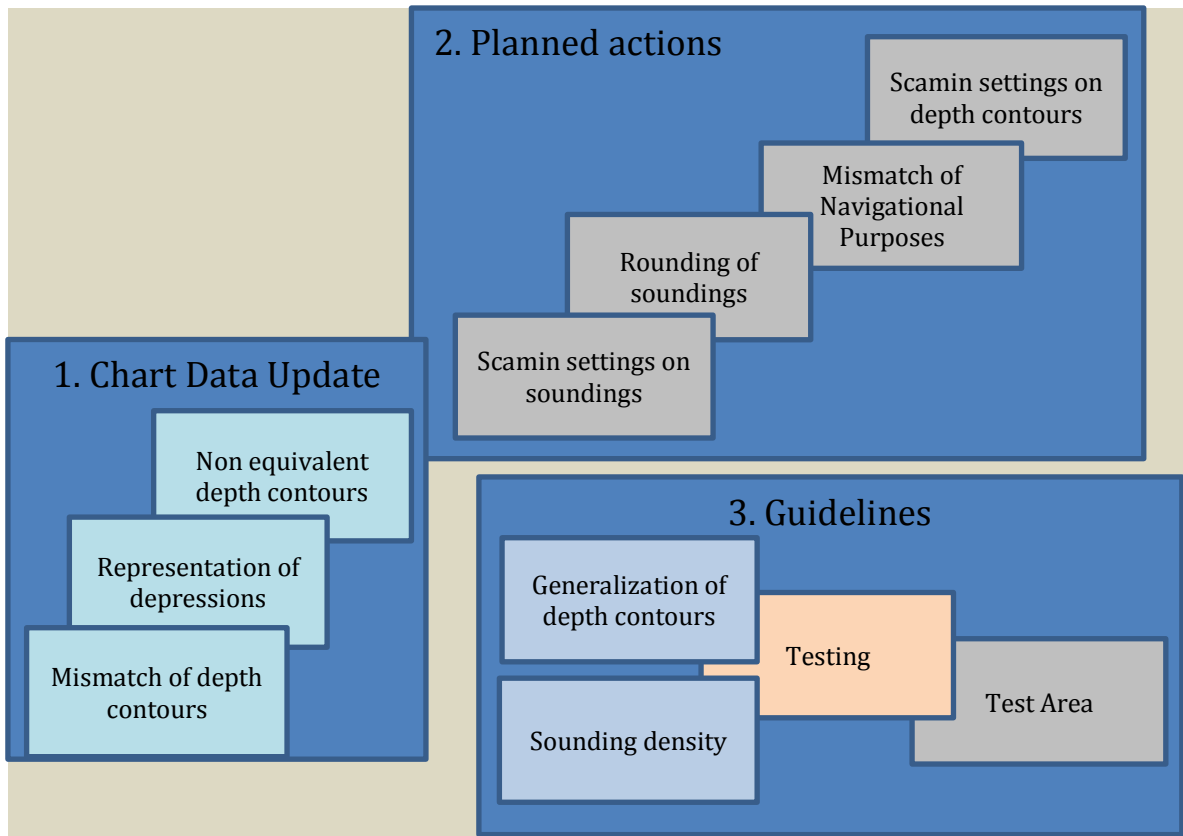
Jenni Silvennoinen (FI)

and Lisa Johansson (SE) who is working with the Chart Data Update at SMA.

The project has identified the following inconsistencies:

1. Mismatch of Navigational Purposes
2. Sounding density
3. Scamin settings on soundings
4. Scamin settings on depth contours
5. Representation of depressions
6. Mismatch of depth contours
7. Generalization of depth contours
8. Non-equivalent depth contours
9. Rounding of soundings

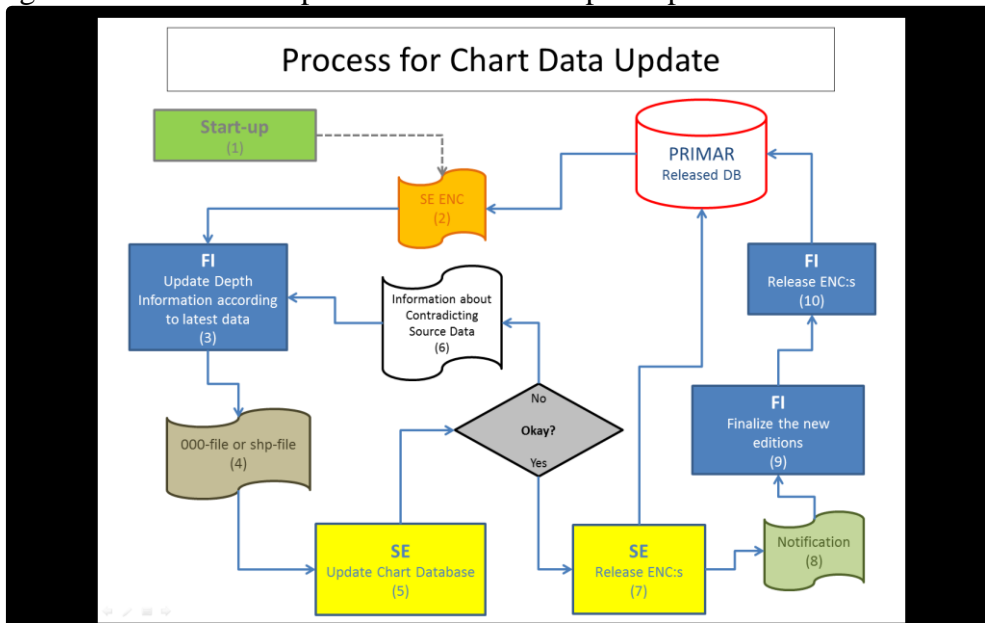
The different types of inconsistencies call for different actions. The actions have been grouped into three blocks. The first block being an update of the chart data, the second block being already planned actions for which this working group needs take no further action and the third block being the development of new guidelines.



The actions are grouped into three blocks.

Chart Data Update

Due to a lack of resources the start of the Chart Data Update was delayed until January 2014. The work started with a meeting via Lync the 15th of January. The process was agreed and the contact persons at each office participated in the discussions.



The Process of the Chart Data Update

Process description

For each navigational purpose, starting with the largest scale

1. Start-up of a new navigational purpose (or a new area) is done in agreement.
2. Finland download Swedish ENC:s from Primar.
3. Finland updates depth information according to latest data with Swedish ENC:s as reference. (Identifying mismatches by setting safety contours: 3m, 6m, 10m, 15m, 20m, 30m, 50m, 100m.)
4. Finland sends drafts as 000- or shape-files to Sweden for all the concerned ENC:s.
5. Sweden updates the chart database trying to line up to the drafted depth contours and adding depth contours around depressions.
6. If the Swedish source data contradicts any action, the issue is to be discussed by the editors of Finland and Sweden giving reasons for the cause and jointly deciding a new depiction of the depth information.
7. When all contradictions have been solved and the area has been updated in the Chart Database Sweden releases the ENC:s to Primar DB.
8. Sweden notifies Finland that the ENC:s have been released.
9. Finland finalize the new editions (updated) ENC:s (*according to the Finnish production plans*).
10. Finland releases the corresponding ENC:s to Primar DB.

Progress

The progress of the chart data update has been a bit slower than planned. However, the process and the communication between the countries have worked very well. Obstacles encountered have been overcome and no major problem threatens the completion of the task.

Currently the chart data update is concerned with the Bay of Bothnia and the approach of Torneå. According to the original plan the chart data update should be completed by the end of June, but it is likely that the work will continue past the target date.

Guidelines for sounding density and generalization of depth contours

The deliverables of the third block "Guidelines" are finalized guidelines regarding sounding density and generalization of depth contours. A plan for the implementation of the guidelines in the chart products will also be deliverable of the third block.

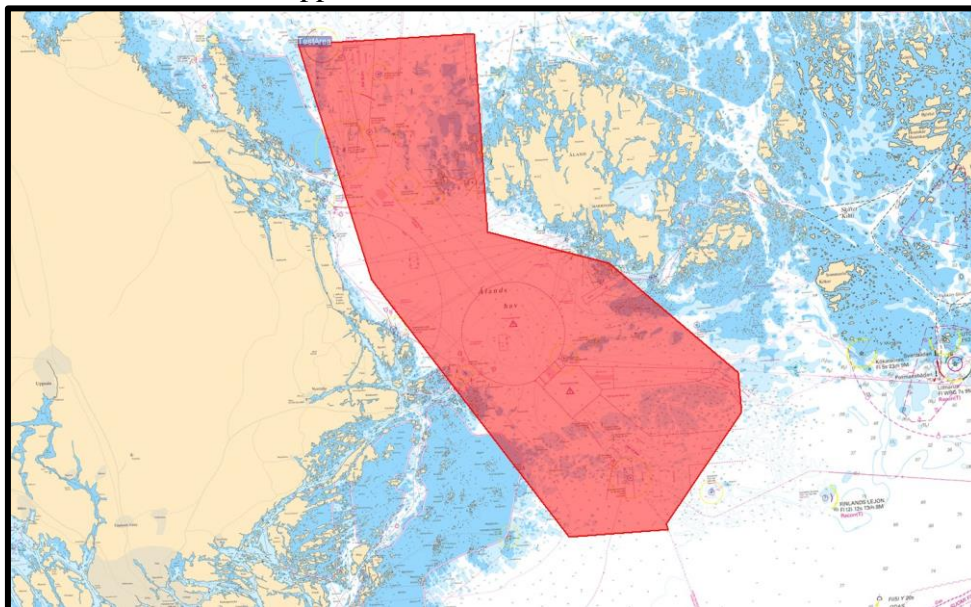
Preparations for testing

The 8th of May 2014 the working group had a meeting hosted by the Finnish Transport Agency. During the meeting the national processes for editing depth information was discussed. A separate presentation was made regarding the Swedish plan to change the vertical datum of the charts to RH2000.

At the meeting a preliminary starting point for the testing was agreed and the general procedures for testing were decided. A specification for the testing will be formalized before the summer holidays in order to be able to start the testing in mid-August.

The test area

A test area is necessary in order to develop the guidelines. The Ålands Sea has been chosen partly because of the Traffic Separation Scheme and partly because Finland and Sweden both have Coastal ENCs in the area. The guidelines will be tested for navigational purpose General, Coastal and Approach.



The test area for the guidelines

The planned timeline

2014					2015
August	September	October	November	December	January
Draft Guidelines 0.0.1	1st iteration	Analysis and Draft Guidelines 0.0.2	2 nd iteration	Finalization of Guidelines 1.0.0	Endorsement of Guidelines

The commission is invited to

- Take note of the report