

Annex B to report to NSHC32 of the Resurvey Working Group “The future of the Dover Strait Survey Strategy Agreement”

In its meeting in Amsterdam in 2014, NSHC released Conclusion 111:

“The Dover Strait Survey Strategy WG (DSSS WG) consists of the Member States Belgium, France, Netherlands and UK, based on a signed agreement. The NSHC Re-survey WG has a broader composition, including all the DSS WG members.

Considering that the subject of marine sand dunes and re-surveys deals with scientific aspects of interest for both the WGs, the Commission recognized the advantage of merging the two WGs and made the following decision:

The Commission recommends a merging of the Dover Strait Survey Strategy WG and the Resurvey WG and task NL to lead the process.”

In a letter of 15 July 2015 to BE, FR and UK, NL concluded that all are in favour of merging the BE/FR/NL/UK DSSSWG with the NSHC RWG, and that at least three of us wish to pursue a new Dover Strait Survey Strategy Agreement (FR has not expressed its opinion), to be managed by the NSHC RWG. A map of the situation is given in the Figure.

As a consequence of this input and as tasked by NSHC, NL disbanded the DSSSWG, and expressed its sincere appreciation for the work that this group has done over the years. In its role as NSHC chair, NL tasked the NSHC RWG to suggest updates to the Agreement, building upon the work that has been done by FR since the DSSSWG meeting in January 2011. RWG-5 discussed the matter, and concluded that FR would submit a new version of the national Technical Hydrographic Instructions that accompany the Agreement, and UK would submit a first version. BE and NL are satisfied with their Technical Hydrographic Instructions currently in place.

The views held by the four signatories are given in the Table, originally published in the NSHC Letter of 15 July 2015. They constituted the basis for discussion during RWG-5. UKHO and MCA indicated that they required further discussions on a national level. Subsequently, UKHO’s views changed. The Table in this Annex represents the current UKHO view.

The current Agreement is given as Appendix A. FR made a proposal for a new text in letter N° 046 SHOM/DMI/PL/NP of 5 July 2012. A proposal for a further update by the chair of the RWG, based on the inputs given in the Table, is given in Appendix B. The proposal aims to be the starting point for further discussion.

The Resurvey Working Group requests NSHC32:

1. to either confirm that it wishes RWG to continue to update the Agreement, or withdraw the Agreement;
2. to approve the suggested changes to the text of the Agreement;
3. to formulate additional input on the future text of the Agreement.

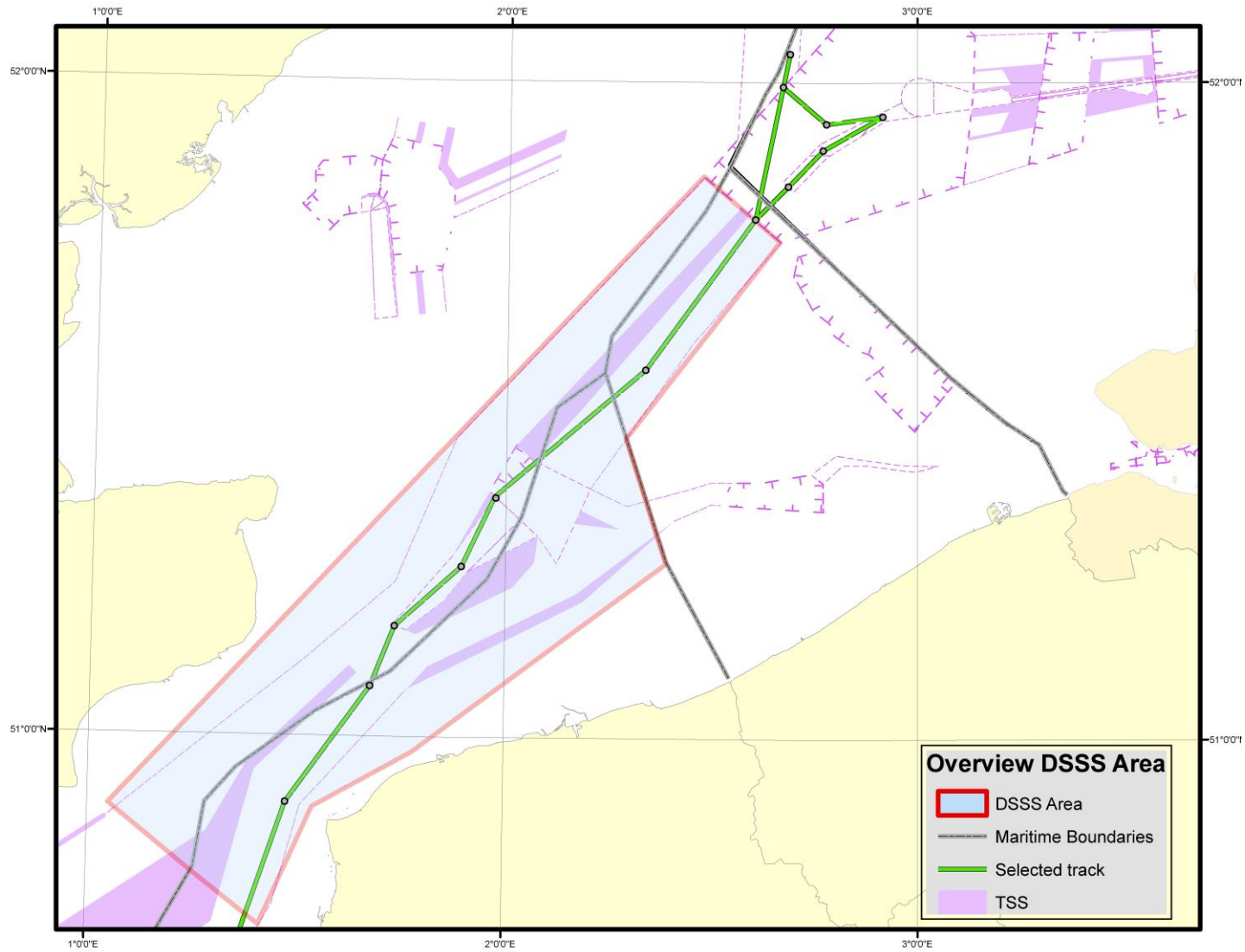


Figure: overview DSSS area. Shown are: area of the Dover Strait Survey Strategy Agreement, maritime boundaries, the selected track, and the traffic separation schemes. (Since 2011, the area of responsibility of each MS corresponds to its national sea area.)

Table with a summary of the views of the four signatories

question	Answer BE	Answer FR	Answer NL	Answer UK
(1) confirm that you are in favour of the merger	is in favour of the merger	fully supports the proposal to merge the (...) RWG and the (...) DSSSWG.	is in favour of the merger	in favour of the merger
(2) confirm that a new Agreement should still be pursued	a new Agreement should be pursued.		wishes to effect a new Agreement	proposes that the Agreement should be formally withdrawn by the four signatories
(3) evaluate if the draft Agreement of 2012 needs additional work	agree with NL		would like to include: <ul style="list-style-type: none"> • a reference to the NSHC Resurvey Working Group as the relevant body for the implementation of the Agreement; • an explanation that a survey policy consists of at least the types of resources deployed for a survey and the approach to resurveying; • an explicit notion of the process to balance each other's survey policies. 	pertinent elements from the Agreement should be reflected in the TORs of the WG
(4) check if you have submitted technical hydrographic instructions	has done so by email on 9 July 2015	has done so by letter N° 93 SHOM/DOPS/MIP/DTI/NP of 12 April 2012	has done so by email on 4 March 2014	has done so by email on 14 April 2016
Additional comments		<ul style="list-style-type: none"> • some technical hydrographic instructions (THI) may become invalid before a new agreement is adopted; • recommends to keep the principle of exchanging THI; • post THI on the NSHC website; • focus on the coordination of survey strategies; • foster the sharing of information on dune dynamics near median lines; • harmonize dune dynamics portrayal on charts. 		

Appendix A: current text of the DSSS Agreement

(text as agreed in 2000, according to letter K6600/109383/KBN of 19 October 2000 by NL)

1. Introduction

1.1. This hydrographic survey strategy for the Dover Strait / Pas-de-Calais, agreed between the Hydrographic Services of Belgium, France, Netherlands and the United Kingdom, applies solely to the areas of the Traffic Separation Scheme (TSS) "North Hinder South" and adjoining TSS "In the Strait of Dover and Adjacent Waters" as adopted by the International Maritime Organization (IMO) and published in the IMO "Ship's Routeing".

1.2. The agreement is made in a single original English text.

2. Limits of survey responsibility

2.1. The responsibility for surveying the TSS "North Hinder South" and the adjoining TSS "In the Strait of Dover and Adjacent Waters" is shared between the Hydrographic Services of France, Netherlands and the United Kingdom (UK), with the area of responsibility for each Service being bounded by lines joining the following points:

(...)

2.2. Changes to the above limits may be made by bilateral agreement between the Hydrographic Services concerned. The other participants in this agreement should be notified of any such changes.

2.3. The limits of survey responsibility for the areas outside these TSS are also subject to bilateral agreements. In the absence of such a bilateral agreement, the official boundary of the territorial sea and the continental shelf will be regarded as the limit of survey responsibility.

3. Routes

The following routes have been selected for deep draught vessels passing through the TSS "North Hinder South" and the adjoining TSS "In the Strait of Dover and Adjacent Waters":

(...)

4. National survey policy

Each Service's survey policy within its area of responsibility is explained in the attached letters of intent:

Appendice 1: France

Appendice 2: Netherlands

Appendice 3: United Kingdom

5. Signatories

(...)

Directeur général du SHOM

(...)

Hydrographer of the Navy and Chief Executive UKHO

(...)

Head of the Flemish Hydrography

(...)

The Hydrographer of the Royal Netherlands Navy

Appendix B: proposed text of the DSSS Agreement

(Changes made by FR in 2012 are highlighted in red. Additional changes made by RWG chair are highlighted in blue, based on the comments given in the Table.)

1. Introduction

1.1. This hydrographic survey strategy for the Dover Strait / Pas-de-Calais (DSSS), agreed between the Hydrographic Services of Belgium, France, Netherlands and the United Kingdom, applies solely to the areas of the Traffic Separation Scheme (TSS) "North Hinder South" and adjoining TSS "In the Strait of Dover and Adjacent Waters" as adopted by the International Maritime Organization (IMO) and published in the IMO "Ship's Routeing".

1.2. The agreement is made in a single original English text.

2. Limits of survey responsibility

2.1. The responsibility for surveying the DSSS area is shared between the Hydrographic Services of France, the Netherlands, Belgium and the United Kingdom (UK). The maritime boundaries will be the limit of deployment of hydrographic survey capacity for each Hydrographic Service, unless agreed otherwise.

2.2. The limits of survey responsibility for the areas outside these TSS could also be subject to bilateral agreements. In the absence of such a bilateral agreement, the maritime boundaries will be the limit of survey responsibility.

2.3. The functioning of the DSSS Agreement will be evaluated at each North Sea Hydrographic Conference (NSHC). The Signatories will report their activities in the DSSS area to the Resurvey working Group (RWG) of NSHC. Hydrographic data acquired by one Hydrographic Service in the Waters of another State in the limits of this agreement will be transmitted to the Service of the State concerned.

3. Routes and sea floor dynamics

3.1. The routes selected for deep draught vessels passing through the DSSS area are published in the IMO "Ship's Routeing". The Signatories prioritize the deployment of hydrographic survey capacity to the selected routes.

3.2. The Signatories foster the sharing of information on dynamic behaviour of the sea floor near their maritime boundaries within the DSSS area.

4. National survey policy

4.1. Each Hydrographic Service's survey policy within its area of responsibility is explained in the attached Technical Hydrographic Instructions (THI):

Appendice 1 (France): distributed by letter N° 93 SHOM/DOPS/MIP/DTI/NP of 12 April 2012

Appendice 2 (Netherlands): distributed by email of 4 March 2014

Appendice 3 (Belgium): distributed by email of 9 July 2015

Appendice 4 (United Kingdom): distributed by email of 14 April 2016

4.2. The THI serve to provide insight into the national hydrographic survey policy. It consists of at least a description of the types of resources deployed for each survey, and an approach to resurveying.

4.3. The THI of each Hydrographic Service is reviewed during each meeting of the RWG. Each Hydrographic Service will consider the comments made by the other Signatories. Comments should aim to balance each other's survey policies.

4.4. The THI will be publicly available, e.g. on the NSHC web site.

5. Updates

5.1. Suggestions for updates to the Agreement are considered by the RWG first, after which an advise will be given to the NSHC.

5.2. Updates to the THI are made by the individual Signatories, after the comments made by the other Signatories were considered.

6. Signatories

(...)

Directeur général du SHOM

(...)

Hydrographer of the Navy and Chief Executive UKHO

(...)

Head of the Flemish Hydrography

(...)

The Hydrographer of the Royal Netherlands Navy