

## **Report of the NSHC Re-Survey Working Group**

### **1 Introduction**

The NSHC 27<sup>th</sup> Conference held in Rostock in September 2006 adopted Germany's proposal to establish a Working Group to determine a survey strategy for the North Sea area. The Working Group started on a first meeting, held in Rostock from 24<sup>th</sup> to 25<sup>th</sup> April 2007. The following MS attended the meeting: Belgium, Denmark, France, Germany, Netherlands, Norway, Sweden and United Kingdom. Iceland also will participate in the WG and Ireland evinced interest in WG's activities and will join the WG at least as an observer.

### **2 Discussions**

The use of a resurvey-plan for the different MS was revealed and the advantages of such a scheme on a political level were underlined.

It was agreed that AIS-tracks, radar-tracks or other traffic information is a good basis for the definition of main routes and areas of significant traffic. Data of other national administrations like MCA (UK) will be necessary to create a complete overview, where no IMO Regulations are in place. In some busy areas, e.g. Skagerak, traffic documentations like AIS-plots show no main shipping-routes. The definition of shipping-routes could compress the traffic to small areas and force the danger of collisions. In this areas no main shipping-routes should be defined.

### **3 Conclusions**

- Identification of routes and areas to be included  
It was decided that in a first phase the WG will concentrate on
  - North Sea according to IHO S-23 (1.1)
  - Skagerak (1.2)
  - Dover-StraitThis may be extended to the Irish Sea. Iceland and Ireland will be asked for their opinion.
- It was decided to use the 4<sup>th</sup> Edition of the IHO Standards for Hydrographic Surveys (IHO S-44), taking into account the developments of the new Edition in the further progress. Minimum standards are:
  - S44 Order 1 or better required for all areas of significant traffic,
  - Full bottom search compulsory for depth < 30 m,
  - Special Order may be required in selected areas
- Criteria for the re-survey-frequency were identified for the definition of main-routes or areas of significant traffic by each MS. Routes should be subsumed as areas of

significant traffic, as in some areas like the western entrance to the Skagerak, limited routes are not applicable. Each MS provides the status of the surveys in the areas.

- Status of the working group for the southern North Sea and Dover Strait  
The `Dover Strait Survey Strategy`-Agreement between UK, Be, NL and FR should be revised and included in the North Sea Re-Survey Strategy.

#### **4 Activities**

The MS collected some AIS-tracks, density-plots and national re-survey schemes. Germany made an overview of all available re-survey information in a small-scale sheet from North Sea. The definition of main-shipping-routes and main-harbour approaches is in progress. Next steps are to finish the overview and to merge additional information from all MS to provide a basis for jointly decisions.

Overview of currently available re-survey information in a small-scale (further development in progress)

