



IHB File No. S3/4405

CIRCULAR LETTER 15/2016
15 March 2016

**ADOPTION OF THE REVISION 4.6.0 OF IHO PUBLICATION S-4
- CHART SPECIFICATIONS OF THE IHO**

Reference: IHO CL 92/2015 dated 21 December - *Approval of the draft revision 4.6.0 of IHO Publication S-4 - Chart Specifications of the IHO.*

Dear Hydrographer,

1. The Circular Letter in the Reference proposed the adoption of a new revision 4.6.0 of IHO Publication S-4 - *Chart Specifications of the IHO*. The Directing Committee would like to thank the following 46 Member States that replied to the Circular Letter: Algeria, Argentina, Australia, Belgium, Brazil, Canada, Chile, Colombia, Croatia, Cuba, Cyprus, Ecuador, Estonia, Finland, France, Germany, Greece, Iceland, India, Ireland, Italy, Japan, Korea (Rep. of), Latvia, Mauritius, Netherlands, New Zealand, Norway, Pakistan, Poland, Portugal, Qatar, Romania, Russian Federation, Singapore, Slovenia, South Africa, Spain, Sweden, Tunisia, Turkey, Ukraine, United Kingdom, United States of America, Uruguay and Venezuela.
2. All Member States, except one, supported the adoption of the revised version of S-4. Six Member States offered comments in addition to their vote. Their comments and the outcome of their review by the Chair of the Nautical Cartography Working Group (NCWG) are provided in Annex A to this letter.
3. There are currently 85 Member States of the IHO with three States suspended. Therefore, in accordance with paragraph 6 of Article VI of the Convention on the IHO, the majority required for adoption of the revised edition is 42. As a result, the proposed revision 4.6.0 of IHO Publication S-4 has been adopted.
4. The new Edition 4.6.0 (*English version only*) will be made available on the IHO website at: www.iho.int > Standards & Publications > S-4 as soon as the final version, taking into account the editorial remarks reported in Annex A, is received from the United Kingdom Hydrographic Office, custodian of the English version of S-4. The corresponding French and Spanish versions will be published in due course.

On behalf of the Directing Committee
Yours sincerely,

A handwritten signature in blue ink, appearing to be 'Gilles Bessero', is written over a light blue circular stamp.

Gilles BESSERO
Director

Annex A: Member States' responses to IHO CL 92/2015 and comments from the Chair of the NCWG.

Copy: Chair, NCWG
Secretary, NCWG

**MEMBER STATES' RESPONSES TO IHO CL 92/2015 AND COMMENTS FROM
THE CHAIR OF THE NAUTICAL CARTOGRAPHY WORKING GROUP (NCWG)**

**ADOPTION OF THE REVISION 4.6.0 OF IHO PUBLICATION S-4
CHART SPECIFICATIONS OF THE IHO**

AUSTRALIA

Vote = YES

A minor observation from our cartographers: in the graphics for the new clause B-321.9 (covered berths), the clearance height for the covered berth (18 metres) and the minimum depth at the berth (1.8 metres) are numerically similar, and at first glance cause some confusion. Consider that one of the values be amended to alleviate any possibility of confusion.

Agreed. The NCWG Chair confirms that an appropriate clarifying adjustment will be made in the final version.

CANADA

Vote = YES

Canada acknowledges and appreciates the efforts of the CSPCWG/NCWG in completing this revision.

Comment noted.

GREECE

Vote = NO

Some paragraphs in Section B-440 need to be amended in order to implement existing customary law and technical guidelines. More precisely:

- in Specification B-440, on page 1 of Section B-440, HNHS suggests the inclusion of the following phrase "Moreover, the provisions of the Convention which reflect existing customary law, e.g. breadth of the Territorial Sea, are binding to all States." after the phrase "These provisions are binding to all states that have ratified the Convention".

- in Specification B-440.3, on page 2 of Section B-440, HNHS suggests the amendment of the following phrase "For various reasons, however, agreed boundaries even when negotiated on this principle are seldom true median lines." to: "For various reasons, however, agreed boundaries even often not described by that strict median lines but by a simplified or modified median line."

- following the previous comment, in Specification B-440.3, on page 2 of Section B-440, HNHS suggests the deletion of the phrase " The term 'median line' should not therefore be used on charts or in navigational publications." because either line (strict, simplified or modified) are all median lines.

Not agreed. The NCWG Chair thanks Greece for its comment noting, however, that it does not apply directly to the changes proposed for the adoption of Revision 4.6.0 as endorsed by HSSC-7 and submitted by IHO CL 92/2015. As a consequence, the NCWG Chair invites Greece to submit a proposal to the NCWG for consideration by the Working Group, using the rules of procedure for considering changes to S-4. It is noted that such a submission has not yet been received by the NCWG for consideration at its 2nd meeting at the end of April 2016.

JAPAN

Vote = YES

We have some suggestions:

B-241.2(I) Note:

[Line 1]: To change from "on charts" to "on international charts"

[Line 2]: To change from "INT charts" to "international charts"

Agreed. The NCWG Chair confirms that an appropriate adjustment will be made in the final version as requested, in accordance with B-120.3 (Terminology).

NETHERLANDS

Vote = YES

One minor editorial remark has been sent to Secretary NCWG.

Agreed. The NCWG Chair confirms that an appropriate adjustment will be made in the final version.

PORTUGAL

Vote = YES

In the items related with the consequential amendments to INT1 mentioned in the "Paper prepared for HSSC7, in accordance with NCWG1 Action II", we would like to make two comments.

1. Light Vessels.

S-4 B-474.2 describes the two symbols that must be used for a "major floating light": a light vessel and a superbuoy. Including the symbol of the light vessel in the sub-heading "Light Vessels and Minor Light Floats" may suggest that this symbol is only used as a Minor Light Float.

So, we suggest to keep P6 with the superbuoy symbol and add the symbol of the light vessel; amending column 3 descriptions simply to: "Major floating lights".

Not agreed. The NCWG Chair notes that whether to show the new Light Vessel symbol at P6 or Q32 was debated by the INT1 Sub-Group and the NCWG (See decision in Report of CSPCWG10, para. 8.4). It was also decided to include the symbol in INT1 at Q32 (with heading amended to "Light vessels and minor light floats"). P6 should be retired as the superbuoy is still available at Q26.

2. Dredged areas.

In I21 we think it is appropriate to maintain "m" for metres.

In I22 we think it is appropriate to maintain "m" for metres, as well as the legend "Dredged to".

Agreed. It is the current practice, unless space is too restrictive.