

**4th CSPCWG MEETING
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Paper for Consideration by CSPCWG

Charting of New and Revised Routeing Measures

Submitted by:	UK
Executive Summary:	There are an increasing number of new and revised routeing measures implemented each year. As the change happens at a precise time, the user will need charts showing the old and new situations, depending on the precise time at which the area is transited.
Related Documents:	
Related Projects:	

Introduction / Background

There are an increasing number of new and revised routeing measures implemented each year. For those measures that are approved by IMO, the change happens at a precise time. Consequently, the user may need charts showing the old and new situations for use depending on the precise time at which the area is transited.

UKHO uses a system for paper charts, known internally as the 'X-chart procedure', outlined below and briefly described in Admiralty Annual NM 17. This has been tested and proven over many years of application. However, with the apparent increasing number of new and revised routeing measures being implemented each year, often with the same effective dates, this is a significant burden. Also, it appears that no similar system can be used for ENC. UKHO is unaware of any other HO using a similar procedure and would welcome discussion on how other HOs handle these changes.

Analysis / Discussion

UKHO's 'X Chart procedure' for publishing a New Edition of a paper (and ARCS raster) chart that does not immediately supersede the previous edition:

Normally the issue of a New Edition (NE) automatically cancels the existing chart which is then no longer available for supply. However, on occasions, it may be necessary to publish a New Edition of a chart, but still retain the old version for use or reference until a given date. These occasions may include changes to Traffic Separation Schemes (TSS), other routeing measures or buoyage systems that are being promulgated in advance of the implementation date. In order not to have two charts with the same number, the existing chart is given a prefix X and is known as the 'X chart' version. This process ensures that the customer can continue to use the existing chart prior to the changes and at the same time possess a new edition of the chart for planning and use on the date of implementation.

To ensure that the user is given adequate notice of the changes due to come into force, the following procedures are used:

As soon as the information is available, a Preliminary (P) NM is issued for all charts affected, giving full details of the changes, the date of implementation, and future chart action. A diagram showing the changes is normally included, as this is especially helpful to both chart users and ENC Production.

A permanent chart updating NM is also issued, inserting a magenta legend on the existing chart adjacent to the area of change, indicating the change and implementation date and referring to the (P)NM for further information, e.g.

Changes to TSS to be implemented on 1st July 2007 (see NM 1234(P)/07)

This is particularly important in order to draw the attention of ENC users to a caution that may not be in view on the navigational display.

The NE is published approximately 6-8 weeks before the implementation date of the changes (to allow for distribution) and carries an appropriate caution in magenta within a prominent box (usually outside the top border of the chart). The boxed caution (example below) will be customised to suit individual Traffic Separation Schemes, other Routeing Measures or Buoyage Systems

CAUTION - CHANGES TO THE [name] TRAFFIC SEPARATION SCHEME-
NEED TO RETAIN PREVIOUS EDITION OF THIS CHART
The routeing information and associated buoyage shown on this chart incorporates the changes scheduled for implementation at 0000 UTC 1 July 2007. The previous edition of this chart should continue to be used until these changes are implemented. The chart number of the previous edition (dated 1 August 2001) is to be changed to X1234; it will be updated independently and withdrawn shortly after the implementation date.

A legend stating the implementation date and referring to the Caution should be included on the New Edition or New Chart adjacent to the area of change, e.g.

REVISED TRAFFIC SEPARATION SCHEME TO BE IMPLEMENTED ON 1ST JULY 2005 - (SEE CAUTION)

Until the implementation date, navigationally significant information will be promulgated differently on the published NE and the X version of the chart. The NE will be corrected by NM as normal, while the X chart version will be corrected by Temporary (T)NM only. Navigationally significant information may affect the charts in different ways, as the new routeing measures are unlikely to be the only change included in the new edition.

When the changes have been implemented, the X version of the chart is withdrawn and the (P)NM and any (T) NMs are cancelled. Also, the boxed caution and '(see Caution)' legends on the New Edition are removed by NM.

Although this system works well for paper charts (and ARCS), it is understood that it cannot be implemented for ENC, as it is not possible for two separate editions of an ENC to co-exist. S-57 was designed to allow features to be time related (ie to automatically change at the appropriate time, although this does not seem to assist in passage planning), but many ECDIS systems do not implement this facility.

Conclusions

There is a need to exchange experience and views on best practice. ENC pose particular problems for these kinds of changes.

Recommendations

None.

Justification and Impacts

Advice on the best practice should be included in the planned 'Maintenance' section for M4.

Action required of CSPCWG

The CSPCWG is invited to discuss the current practices and best methods of promulgating new and changed routeing measures to mariners for both paper and

electronic charts.