

7th CSPCWG MEETING
Simon's Town, South Africa 23-26 November 2010

Paper for Consideration by CSPCWG

Development dredging

Submitted by:	Chairman
Executive Summary:	CSPCWG6, Action 25 was for Secretary to draft specifications for depicting 'projected' dredged areas for S-4. Following reservations about the original draft, this paper contains a fresh look at the subject
Related Documents:	Report of CSPCWG6; CSPCWG Letters 5 and 13/2010
Related Projects:	None

Introduction / Background

CSPCWG6, Action 25 was for Secretary to draft specifications for depicting 'projected' dredged areas for S-4. An initial draft was circulated by CSPCWG Letter 5/2010. Following reservations about the draft, recorded in letter 13/2010 and reproduced below, the Chairman decided not to pursue the matter at that time (as there were other less controversial proposals available to progress). He stated that 'it may possibly be appropriate to reconsider the subject at WG7 if time permits'.

Analysis / Discussion

Extract from CSPCWG Letter 5/2010 (original blue from CSPCWG6 report).

4. Areas being dredged

8.12. Dredged areas (project depth) (UK)

*Docs: CSPCWG6-08.12A Dredged area –
project depths*

The meeting agreed that a consistent policy is required for charting port development areas, including areas planned for dredging. Concern was expressed that charting such areas means omitting existing depth data, which may be very much shoaler than the planned dredging depths. Exceptionally, it may be appropriate to chart such areas when it is known that the dredging is already being done, will be done very shortly or is inaccessible to vessels before dredging. In such cases, it may be appropriate to temporarily publish two versions of the chart – ie pre and post dredge depictions (in accordance with the guidance in draft new section S-4 B-621).

If it is necessary to chart areas which are being dredged, then the legend 'being dredged' is preferable to 'project depth', for two reasons:

- o It is easy to remove the single word 'being' by NM when it is known the dredging has been completed
- o 'Project depth' has a well-established meaning in US, not associated with port developments.

An associated explanatory note, similar to the example in the paper, was considered most useful.

ACTION 25: Secretary to draft specifications for depicting 'projected' dredged areas for S-4.

Proposal

Draft new specification B-414.6 as in red below:

Areas being dredged. During port developments, it is possible for the planned situation, eg new or realigned quays, berths and dredged areas, to be charted so that when the development work is complete, updating the chart is relatively straightforward. The general methods used to indicate planned works are given in B-329, but do not apply to dredged areas. In all cases where planned dredged areas are charted, they must be marked as '*Being Dredged (see Note)*', or equivalent. (In English, this allows the word '*Being*' to be removed by Notice to Mariners when confirmation is received that the dredging has been completed.) Care is needed to ensure that it is clear to the chart user that the chart is not necessarily depicting the current depth of water, so a note must draw attention to the preliminary nature of the depiction, eg:

PORT DEVELOPMENTS

The Port of xxx is undergoing major developments. This includes changes to the coastline and the dredging of access channels and berths; aids to navigation are moved accordingly. The charted dredged depths and limits of access channels are planned port developments and not confirmed. The Port Authority must be consulted for the latest information.

If the area is already in use by shipping, consideration should be given to producing a preliminary edition of the chart, as detailed in B-621.

Responses to CSPCWG Letter 5/10

AU renews its objection to this specification as raised at CSPCWG6 in regard to the following:

- This specification, as currently worded, suggests charting a future situation at the expense of indicating to the mariner the current real-world state, or at least the likely (or most shoal-biased) current real-world state.
- AU has grave concerns if such depiction resulted in litigation, given that the draft specification is a "must".
- Current AU policy is to depict areas where dredging development is taking place using the dredging area symbol N63, and keeping the existing bathymetry within the area as at least the shoalest picture (given that the area is being dredged. Spoil from the dredging works is depicted using N62.1 (spoil ground). This fits into the definition of dredging area in S-57 (attribute CATREA = 21), which is "an area where dredging is taking place".
- At CSPCWG6, it was agreed that depicting areas being dredged as described in the draft B-414.6 would be only in exceptional circumstances – there is no mention of this in the draft wording.

DE prefers to chart port development as "Works in progress" or "Under construction". When a certain progress has been made a block correction or a Limited New Edition containing the changes can be published. See also comments of AU.

FR considers that the notion of preliminary information for port development can be applied to other items like lights, buoyage ... rather than the dredged areas only. In this way, the described process should be explained in B-329. Moreover, the specification should also make reference to B-600 to explain the limit of the use of (P) NM and the necessity (e.g. starting of a new port without definitive validation of all the information) to promulgate in advance the planned situation with the corresponding Note by a new chart. FR suggests also to emphasize the area of development where the Note applies by a black dashed line.

LV: Yes, if it is not “must”. In Latvia situation, not always project depths is the real situation after dredging, so we also, like AU, do chart the real situation below.

NZ thinks that a date should be included, as in B-329. The date could be added to the chart face i.e. ‘Being Dredged (2010)’ or included in the Port Developments note.

SE agrees with the comments made by AU. It must be clear that depicting areas being dredged as described in the draft B-414.6 would be only in exceptional circumstances.

UA agrees with the comment of DE - we consider more expediently and clearly for the user to use “Works in progress” or “Under construction”.

UK (Senior Policy Adviser) Prefer note to be limited to comments about the dredged areas, ie:

BEING DREDGED

(Lat. & Long.)

The Port of xxx is undergoing major developments. The charted dredged depths and limits of access channels are planned port developments and not confirmed. The Port Authority must be consulted for the latest information.

Conclusions

It is clear that serious reservations about the original proposal exist, so a new proposal is required taking account of the responses above. The following is offered for consideration:

414.6 Areas being dredged. If it is considered useful to provide the mariner with detailed dredging plans (eg during port development), then the following options may be used, listed in the most likely order of application:

- Issue a preliminary (P) NM, including if useful a diagram showing the planned layout and depths of dredged areas; see B-634. Note: any diagram should be in accordance with B-634.5.
- Insert the outline of the planned dredged areas on the chart in magenta (N63), by NM or NE as appropriate. Add sloping magenta legends within the areas, or alongside the dashed lines as appropriate, stating, eg: *‘Being dredged to 6,5m (2011)’*. Existing depth information, if any, must not be deleted until confirmation has been received that the dredging has been completed. Consider adding a note explaining the situation, eg:

DEPTHS – DREDGING PLANS

Planned dredged depths and limits of access channels are shown in magenta and not confirmed. The Port Authority must be consulted for the latest information.

- In exceptional circumstances, publish a preliminary edition of the chart, as detailed in B-621.

For new constructions, areas being reclaimed and works in progress, see B-329; in these cases, the dashed lines, legends and tints make it clear that these works may be incomplete.

Recommendations

None

Justification and Impacts

- The original draft was not acceptable.
- Some further correspondence to improve the draft before submission to IHO Member States for approval.

Action required of CSPCWG

The CSPCWG is invited to:

Consider the proposed draft specification and advise the CSPCWG officers accordingly.