

**8th CSPCWG Meeting
Turku, Finland, 29 November – 2 December 2011**

Paper for Consideration by CSPCWG

Maximum authorized draughts

Submitted by:	Finland
Executive Summary:	This paper briefly describes the channel depth concept used in Finland and asks for clarifications to terms related to maximum authorised draughts.
Related Documents:	IHO S-4 – B-434, INT1 – M6, FTA Guideline 4955/1021/2011
Related Projects:	

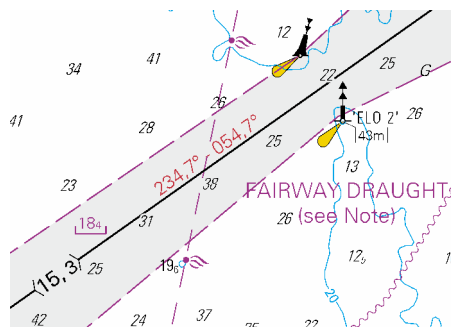
Introduction / Background

Finnish Transport Agency has reviewed its guidelines on channel depths and their implementation. The reviewed guidelines, even it does not change much from the previous version, does have certain effects on charts.

Analysis / Discussion

Traditionally Finnish channel draughts have been of restrictive nature. Each recommended track has had a maximum authorised draught set or endorsed by the Finnish Transport Agency or its predecessors as the regulatory authority. In this concept, a vessel was allowed to exceed the maximum draught only with a dispensation from the maritime authority.

In 2005 the channel depth guidelines were revised to allow more flexibility. On certain named channels so called “new draught practice” was introduced. On these channels the stated authorised draught was to be interpreted as guidance only, and could therefore be exceeded at the discretion of the master and the pilot. On nautical charts the channels, on which the new practice was applied, were indicated by adding a swept depth (actually the secured water depth) on the fairway areas and a note. The related recommended track kept its maximum draught symbol unchanged.



FAIRWAY DRAUGHT

Mussalon 15,3 m väylällä sekä Orregrund - Kotka 10,0 m väylällä Kaunissaaren koillispuolelle saakka voidaan soveltaa uutta kulkusyvyysskäytäntöä.
Katso Tiedonantoja merenkulkijoille nro 23/2010 ja Merenkululaitoksen tiedotuslehti nro 8/2005 tai www.merenkulku.fi > Tietopalvelut > Säädökset ja määräykset

Det nya förfarandet angående leddjupgäendet kan tillämpas i 15,3 m farled till Mussalo och i Orregrund - Kotka 10,0 m farled ända till nordost on Fagerö.
Se Underrättelser för sjöfarande nr 23/2010 och Sjöfartsverkets informationsblad nr 8/2005 eller www.merenkulku.fi > Informationstjänst > Författningar och bestämmelser

The new draught practice may be applied in the Mussalo 15,3 m fairway and in the Orregrund - Kotka 10,0 m fairway to the northeast of Kaunissaari.
See Notices to Mariners No. 23/2010 and Finnish Maritime Administration Bulletin No. 8/2005 or www.merenkulku.fi > Information services > Laws and regulations

The channels where the new practice was applied included many of the most important shipping routes along the Finnish coast. However, they were still a minor part of the overall channel network and always exceptions. Most of the smaller channels remained unaffected by the change.

The channel depth guidelines were revised again in October 2011. In this version of the guidelines, the aim was to make the two separate practices (the traditional and the new) more unified and more simple. According to this latest version of the guidelines the possibility to exceed the authorised draught is not considered an exception and there is no requirement to name the applicable channels separately. All channels still have an authorised draught, but it should now be taken as the maximum design draught for the channel and not as a maximum authorised draught. The difference here is that the design draught only refers to size of a certain design vessel used to determine the dimensions of the channel. It is therefore allowed to exceed the authorised draught taking into consideration environmental factors like weather and bathymetry, and ship's own characteristics.

The new guidelines say that “[t]he same practice and definition are similarly used for all public channels [...]”. However, the new guidelines also state that “the prerequisite for exceeding the planned authorised draught of the channel is that the [swept depth] is shown on the nautical chart”. This additional requirement means that, in practice, the change for mariner is quite small. For the chart producer the underlying implications are greater, since for now on the applicable rules depend on chart markings only. The previous guidelines required that the channels with the new draught practice be also listed in other publications.

The guidelines require charting of the authorised draughts. It is actually specified in the guidelines that the symbol used to do this should be M6 “Maximum authorised draught”. This has raised some questions, because for some tracks and channels, the authorised draught is in practice the maximum draught, but for some it is not. At this point the Finnish HO has decided to chart all authorised draughts with M6 “Maximum authorised draught”, use the I24 “Swept depth” where needed and to add the following note to chart margins on all relevant charts.

KULKUSYVYYDET — Väyläviivan merkityn suurimman kulkusyvyyden voi ylittää väylällä, jolla tälle kartalle on merkitty väyläalue ja sille harausvyvyys, huomioiden Liikenneviraston ohje 4955/1021/2011.

LEDDJUPGÄENDE — Det största leddjupgäendet markerat på farledstlinjen kan överskridas i en farled, vars farleds område och ramade djup angivits i detta sjökort, beaktande Trafikverkets anvisning 4955/1021/2011.

AUTHORISED DRAUGHT — The charted maximum draught may be exceeded in a channel, for which the fairway area and its swept depth have been indicated on this chart, observing FTA Guideline 4955/1021/2011.

The Finnish HO would like to hear other members' opinions of this approach and possible suggestions to improve the information on the charts.

During the preparation of the new guidelines, it was also noted that terms “maximum draught”, “authorized (or recommended) maximum draught” and “maximum authorized (or recommended) draught” all used in S-4 (B-432 and B-434). It is unclear if there is any difference between terms. Especially the distinction between “maximum authorized draught” and “maximum recommended draught” would have been relevant in this case.

Conclusions / Recommendations

Changes in the Finnish channel depth guidelines have led to a need to change the chart portrayal.

Finland would appreciate international views on the topic.

Is there need to make a distinction between “maximum draught” and “design draught”?

The use of terms in S-4 relating to authorised draughts may need reviewing.

Justification and Impacts

Remove ambiguity over terms related to authorised draughts in S-4. Possible impacts on Finnish charts, S-4 and/or INT1.

Action required of CSPCWG

The CSPCWG is invited to:

- a. note this information
- b. discuss the approach taken on Finnish charts
- c. discuss the possible need to amend international specifications on channel draughts
- d. discuss if the term “maximum (or recommended) authorised draught” is used unambiguously in S-4.