

8th CSPCWG MEETING
Turku, Finland, 29 Nov – 02 Dec 2011

Paper for Consideration by CSPCWG

Maintained / Dredged Areas

Submitted by:	Australia
Executive Summary:	Correspondence from chart users and harbour administrators has indicated that there is confusion in some cases over the meaning of the term “maintained” in dredged areas. This has prompted wider discussion in the AHO on the depiction of dredged areas in general, and possible confusion that may result from the current INT1 symbols for dredged areas.
Related Documents:	IHO S-4, clause B-414; INT1 – I21 to I23
Related Projects:	None

Introduction / Background

Dredged areas on paper charts may indicate the nature (i.e. date of dredging or whether the area is regularly or not regularly maintained) and depth of dredged areas in three ways, as shown in INT1 – I21 to I23. The Australian Hydrographic Office (AHO) has received enquiries from chart users and port/harbour administrators regarding the meaning of the different depictions, particularly the use of the term “maintained depth” in areas that are regularly maintained (S-4 – B-414.2 and INT1 – I23). This has prompted wider discussion within the AHO regarding the depiction of dredged areas on paper charts and the possible confusion and ambiguity that may result from the current depiction options. This paper provides a summary of the AHO discussions and raises issues which the AHO considers may be discussed by CSPCWG.

Analysis / Discussion

Initial enquiries to the AHO were in regard to the use of the term “maintained”. This was particularly considered an issue for port/harbour authorities, who were concerned that mariners would interpret “maintained” dredged areas as areas that were regularly maintained by dredging to the control or design depth. A suggestion was subsequently submitted by a Port Authority to amend the term “maintained” to “design depth”. AHO explained to the Port Authority that the term “maintained” referred to the dredged area being “maintained by regular control surveys and dredging” (S-4 – B-414.2), and as such shoaler depths indicated in the latest control survey could be included on the chart by Notices to Mariners action to adjust the dredged depth. Thus the term “design depth” would be misleading. Further discussion at AHO was in relation to the annotation at INT1 – I23, which currently reads “Dredged channel or area with maintained depth”, which we considered may have contributed to the confusion as there is no indication as to how the depth is maintained.

Subsequent discussion related to the general annotation within dredged areas as indicated in INT1 – I21 to I23. It was noted that the annotation at I21 included no qualitative indication regarding the depth in the dredged area, i.e. there is no indication at all as to when the area was dredged, or whether the area is regularly maintained or not. Further, it was noted that the annotation at I21 was identical to the abbreviated (left-hand) annotation at I23 for areas that are regularly maintained, which is ambiguous. It was considered that the annotation for a dredged area that is not regularly maintained at I22 was clear and concise.

Conclusions

In order to reduce possible confusion for the chart user over the use of the word “maintained”, the description for a dredged area that is regularly maintained (INT1 – I23) could be expanded slightly, similar to the guidance at S-4 – B-414.2, e.g. “Dredged channel or area with depth maintained by regular control

surveys and dredging”.

The symbol at INT1 – I21 does not appear to be required, as it does not provide qualitative information to the mariner, and can be interpreted by the chart user as an area that is regularly maintained (I23 left-hand side). Dredged areas can be considered to be either regularly maintained (I23), or not regularly maintained (I22), therefore is there a requirement for a symbol at I21? For Australian nautical charts, the use of the dredged depth without further annotation is reserved for smaller areas that are regularly maintained, such as berthing pockets, as in INT1 – I23.

Recommendations

It is recommended that:

- Consideration be given to retiring the symbol at INT1 – I21; and
- consider amending the description at INT1 – I23 to read similar to “Dredged channel or area with depth maintained by regular control surveys and dredging”.

Justification and Impacts

- Remove ambiguity over interpretation of symbols INT1 – I21 and I23, and clarify the meaning of the term “maintained” at INT1 – I23.
- Impact to INT1 (INT1 Sub-Working Group) and amendment to S-4 – B-414.

Action required of CSPCWG

The CSPCWG is invited to:

- a. consider this paper; and
- b. discuss the issues raised in the paper and determine whether further action is required based on the recommendations above.