



CHART STANDARDIZATION & PAPER CHART WORKING GROUP (CSPCWG)

[A Working Group of the Committee on Hydrographic Requirements for Information Systems – CHRIS]

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To CSPCWG Members

Date 31 March 2004

Dear Colleagues,

Subject: International Notices to Mariners (INT NM)

I refer to Item C.1 of the CSPCWG Work Plan, work originally placed on our predecessor group, the Chart Standardization Committee (CSC). This work dates back to the time of the 1992 International Hydrographic Conference (Decision 44) which tasked the CSC “to undertake a study into the feasibility of establishing a system of International Notices to Mariners (NMs).”

The CSC took this work forward through a consultancy study, followed by an investigation by Jean-Louis Bouet-Lebouef (FR and CSC Vice-Chairman). On the occasion of his retirement last year, Jean-Louis advised me on the status of the work and the way forward for standardization, based on the CSC’s careful considerations over a lengthy period. Additionally, I discussed the matter in a meeting with Jarmo Makinen (FI and CSPCWG Vice-Chairman) in October. It is these conclusions that I wish to put to you now in order to clarify and advance this work item.

1. Following the work outlined above, the CSC considered that they had completed the study requested by the 1992 IHConference Decision .
2. As a result of their study, the CSC had identified the potential to pursue a follow-on, related activity, provided that this was endorsed by members as being worthwhile; that is:

To identify the *criteria* and documented guidance that may exist in Hydrographic Offices for the selection of chart-updating NM (that is, to assist in the everyday judgements required by NM or MSI-Maritime Safety Information – officers). The value would be to ascertain how common these chart NM selection criteria may be, to share experiences such that guidance can be improved, and to assess how such information may be made known to the chart user. As these selection judgements are closely linked to the cartographic portrayal of charted information, it is considered that this is a suitable activity to be taken forward by CSPCWG. (It is noted that S-53, World-wide Navigational Warning Service Guidance Document (paragraph 4.2.1.3), may be a useful reference in starting this work, as it performs a similar function for Radio Navigation Warnings).

I would be grateful if you would indicate your acceptance, or otherwise, of these two conclusions. If you accept the follow-on task, I will also need an indication of how important you consider it to be in order to prioritise with other work (this is a subjective assessment of 'high', 'medium' or 'low' priority). If you wish to provide further comment, this would be welcome. **I would be grateful to receive your response by 26 May 2004.**

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Peter G.B. Jones', with a date '5.1.04' written at the end.

Peter G.B. Jones,
Chairman