



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 3 August 2005

Dear Colleagues,

Subject: Fairway Areas – submission by Finland (CSPCWG 1 Action 26)

You will recall that at our 1st meeting last November, Finland presented an initial proposal for a Fairway Area symbol. Finland were invited 'to prepare a detailed submission for Fairway areas, taking account of the need for a symbol which could be widely used, and appropriate for use by HOs using the minimum colours' (Action 26). This also appears on our Work Plan (Work Item D.5).

Finland has now provided such a submission, attached at Annex A, with a request that WG members should review it before the 2nd CSPCWG meeting in October.

Comments on the proposal before CSPCWG 2 are invited, to the Secretary **by 28 September at the latest**. These may be directly in response to paragraph 7 of the submission, ie *'To our knowledge there is no relevant information impacting negatively on the proposal covered elsewhere. One aspect of the Circular Letter will be to clarify this issue.'* Responses may also (in accordance with CHRIS procedures):

- Raise alternative proposals for consideration
- Propose substantial amendments to proposals
- Provide comments in absentia for those WG members unable to attend the meeting.

Yours sincerely,

Peter G.B. Jones,
Chairman

Annex A: Proposal concerning Fairway Area Definition and Symbol

Proposal concerning *Fairway Area* Definition and Symbol

1. Summary

Submitted by:	Finland
Executive summary:	It is proposed that the CSPCWG adopt a definition and symbol for <i>Fairway Area</i> as part of chart specifications of IHO large-scale INT charts.
Actions to be taken:	Distribute this proposal as Circular Letter 11/2005 to gather feedback on the merits from members and agree next steps at the CSPCWG in October in Monaco.
Related documents:	Proposal by Sweden and Finland to the CSC (29th December 1999), Minutes of the CSC meeting in Monaco, 24th April 2000 (CSC CL 5/2000) NHC Letter to the Chairman of CSC, 3rd May 2001 Response of the Chairman of CSC, 15th June 2001 Referral from BSHC 10th Conference. In February 2005, a proposal to adopt a fairway definition and symbol was submitted to the NHC meeting in Reykjavik, Iceland for information. NHC/49/7.2B. NHC/49 Draft Minutes.
Related Projects:	

2. Introduction / Scope.

This proposal is based on the perceived need to have a definition and symbology for *Fairway Area*. Such areas have been adopted by Finland and Sweden. *Fairway Areas* are intended for navigation, they have been cleared to a certain depth and the relevant authorities take full responsibility for them.

There is no common definition or symbology established for fairway area. Finland proposes the adoption of *Fairway Area*¹ as a part of chart specifications of IHO large-scale INT charts. M-4 Part B (section ?)

The Proposal is that the term *Fairway Area* should be adopted, it should be defined and symbology should be decided upon.

The main features of the proposal are:

Definition of *Fairway Area*

The term *Fairway Area* shall be used to describe cleared and swept fairway areas intended for international shipping and navigation and must be explicitly designated by national maritime authorities. Such fairway areas should be accurately surveyed and indicate the maximum recommended draught. The accuracy of a survey must meet the requirements of classification category Special Order or Order 1 of the IHO Standards for Hydrographic Surveys (S-44)².

1 Clarification: The meaning of *Fairway Area* differs from the meaning of *Archipelago Sea Lane*. *Archipelago Sea Lanes* are not intended to indicate any routes or recommended tracks. (Ref.: IMO paper SN/Circ.199, 1998)

2 Ref.: IHO Standards for Hydrographic Surveys, Special Publication No. 44.

See also existing definitions, Chart Specifications of the IHO (M-4, 432.1, 432.2. I).

For ENC production purposes the definition of Fairway in S-57³ has been defined. See appendix # 2,

Symbology

Finland proposes that a single grey screened tint (10% black) be used as the fairway area symbol containing a centre-line in black with the maximum recommended draught inserted in the line.

The maximum recommended draught should be charted between arrowheads. Adequate draught is explicitly defined by controlled, systematic high accuracy survey. The accuracy of the survey must meet the requirements of classification category *Order 1* according to IHO Standards for Hydrographic Surveys (S-44).

In cases where two or more fairway areas intersect, the fairway area demarcation is indicated by a blank break-line.

An example of the proposed new symbology is contained in Appendix # 1.

See also Chart Specifications of the IHO (M-4, 432.4, 434.3).

Justification

Used and tested on Finnish and Swedish charts.
Based on our information, grey is not used for any other purpose.

Different colours have been considered for the proposed symbol. Green tint was considered but dismissed since it is already in use in some national charts for other purposes, e.g., tidal areas. Magenta and blue tint were also under consideration, but were dismissed because of other usage (blue: shallow water, magenta: traffic separation schemes).

3. Analysis/Discussion.

Agreeing a definition and symbol for *Fairway Area* is felt to be long overdue. The fairway area symbol is in use in Finland and Sweden. The visual perception of the tint has been checked under various light conditions as it is important that mariners can view this information clearly. An example of the proposed new symbology is contained in appendix # 1.

- 3.1 This subject is within the IHO objectives (greatest possible uniformity of nautical charts).
- 3.2 The subject is within the scope of an item of the current IHO work programme (Programme 3: Techniques and Standards Support)
- 3.3 Finland has used a *Fairway Area* symbol on national large-scale charts for many years. The feedback from mariners has been positive. Sweden has also used the fairway area symbology. Both Finland and Sweden are in favour of adopting a symbol for *Fairway Area* as a part of IHO's Chart Specification. Estonia is also examining the feasibility to take a fairway area symbol into use. It seems that a fairway area symbol is especially beneficial in the Baltic Sea area, where narrow fairways (channels) intended for international shipping and navigation go through dangerous and shallow waters.
- 3.4 The benefits justify progressing with the proposal.

4. Resource implication.

To be defined.

³ Ref. IHO Transfer Standard for Digital Hydrographic Data, Special Publication No. 57, Edition 3.1. November 2000. Appendix A. Page 1.65.

5. Benefits.

1. To harmonize international terminology and symbology.
2. To improve the Safety of Navigation.

6. Working Groups.

CSPCWG to decide on further actions.

7. Other Relevant Information.

To our knowledge there is no relevant information impacting negatively on the proposal covered elsewhere. One aspect of the Circular Letter will be to clarify this issue.

8. Justification.

Priority should be high due to the connection to improved safety of navigation.

9. Target completion date.

At the earliest possible opportunity.

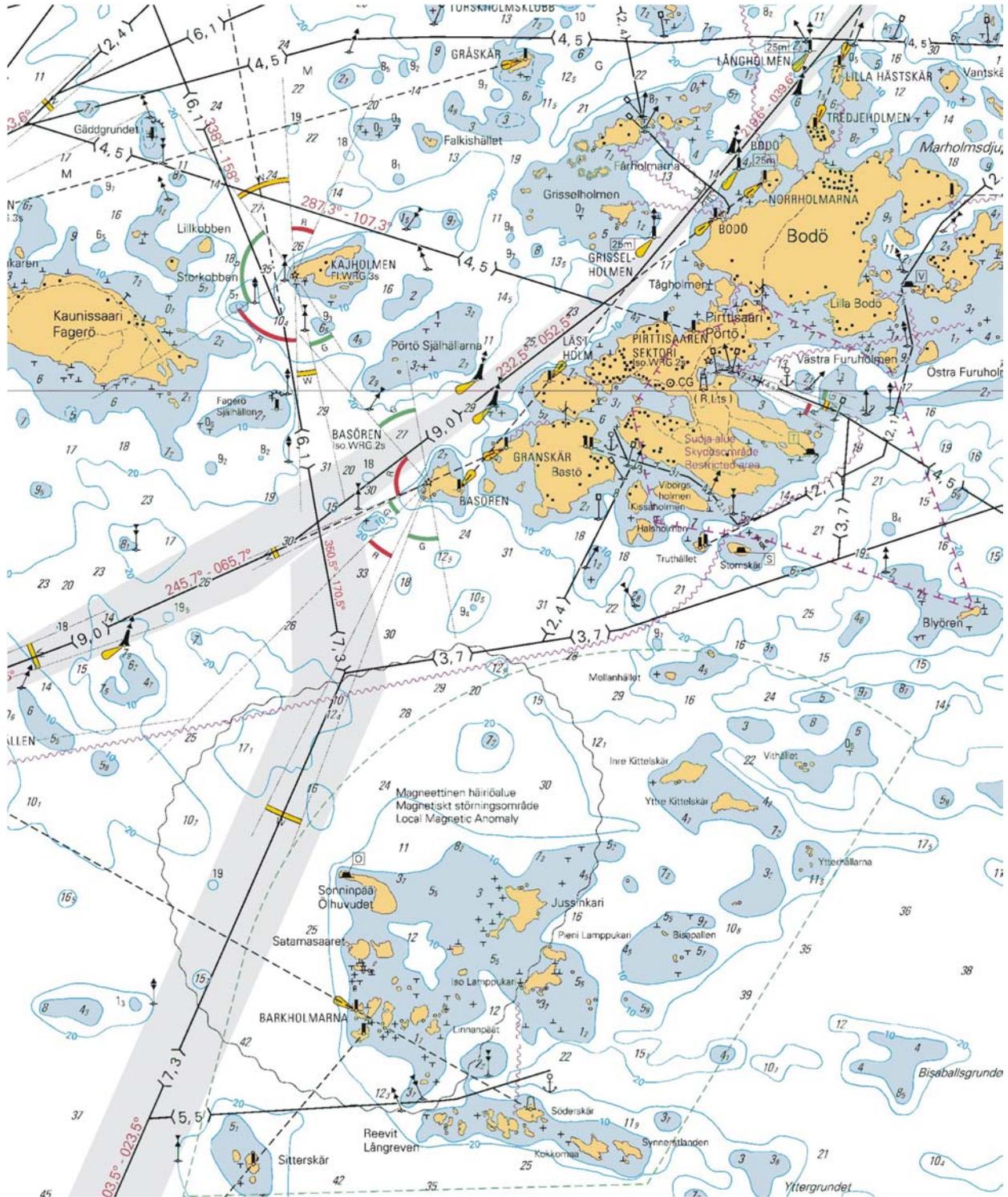
10. Related Activities and Dependencies.

None.

11. Action Required.

That the issue be considered in the form of Circular Letter and the CSPCWG consider the proposal in principle, and specify the further actions.

(Please note that according to the submission, the tint in the fairway areas should be 10% black)



Object Classes 1.65
GEO OBJECT CLASSES

Object Class: Fairway

Acronym: FAIRWY

Code: 51

Set Attribute_A: DATEND; DATSTA; DRVAL1; NOBJNM; OBJNAM; ORIENT; QUASOU;
RESTRN; SOUACC; STATUS; TRAFIC; VERDAT;

Set Attribute_B: INFORM; NINFOM; NTXTDS; SCAMAX; SCAMIN; TXTDSC;

Set Attribute_C: RECDAT; RECIND; SORDAT; SORIND;

Definition:

That part of a river, harbour and so on, where the main navigable channel for vessels of larger size lies. It is also the usual course followed by vessels entering or leaving harbours, called 'ship channel'. (International Maritime Dictionary, 2nd Ed.)

References:

INT 1: not specified;

M-4: not specified;

Remarks:

Distinction: deep water route centerline; deep water route part; traffic separation scheme lane part;