

INTERNATIONAL HYDROGRAPHIC
ORGANIZATION



ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE

ENC UPDATING WORKING GROUP (EUWG)

[A Working Group of the Hydrographic Services and Standards Committee - HSSC]

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EUWG Letter: 02/2009

Date 23 February 2009

To EUWG Members

Dear Colleagues,

Subject: study of real cases

Thanks for your replies to EUWG letter 01/2009, especially to members who have described their policy and the principles of their method to produce ER equivalent (P) and (T) NMs.

Obviously, the main subject that the EUWG has to address is to establish a guidance to produce “P and T ERs” with technically and economically feasible solutions, applicable world wide. Information received from HOs¹ producing “P and T ERs” provides differing considerations and options. This information is essential as an overview and for the following:

A lot of questions remain and detailed studies and discussions are now required to establish how “P and T ERs” should be produced and encoded. In order to launch these studies and discussions we need to examine some typical/real cases and see how they can be converted into ER. This work should be undertaken by each member, whether or not they produce “P and T ERs”, paying particular attention to all the information given by each producing HO (annex B).

UK has established a list of typical cases to be studied. The annex A is based on this list and outlines some general considerations, main options and questions we are facing. It is expected each member describes how we would handle each case, giving justifications, comments and opinions for general considerations.

Then, by comparing responses, I hope that we will be able to iteratively define the best practice and a detailed guidance for HOs.

¹ DE (from the JTEWG forum – see letter 01/09), DK, ES (from the JTEWG forum), FI (from the JTEWG forum), PT, SE, UK, ZA.

When studying issues and solutions, we will consider contextual aspects on which we can act as paper (P) and (T) NMs specifications, encoding and display (S-52 and S-57), redundancy productions between RNW and (P) and (T) NMs, etc. However, we have to distinguish between solutions for the short term (having priority) from medium and long term solutions (frozen standards...).

I would be grateful if you would now work on annex A. Please send your replies **by 20 March 2009**.

Yours sincerely,

Yves Le Franc,
Chairman

Annex A: Considerations, options, questions - questionnaire

Annex B: Information received from HOs producing "P and T ERs"

Annex A - Considerations, options, questions - Questionnaire

Members are requested:

1. To consider what options are available before encoding each case listed in questionnaire in appendix
2. To describe how to encode each P and T case (see questionnaire in appendix)
3. To provide comments (in particular on considerations below), justifications, options, questions, or other

Considerations, options, questions:

- Should we use DATSA, DATEND, PERSTA, and PEREND? If yes, in which cases?

Noting that Each ECDIS manufacturer has implemented slightly different methods of handling objects with date dependant attributes. Some older legacy systems do not recognise these attributes at all and as such may not act upon them. ENC producers should be aware of these facts when encoding objects in this way. An alternative means (backup) of providing information to these systems should be considered.

- When is it inappropriate to convert a P or T NM into an ER?

- What action has to be taken to make P or T NMs more suitable for ER conversion? Are there other considerations for P and T NM conversion to ER?

- How to define which ENCs are affected by a P or T NM?

- constraint of time:

- o When a P or T NM relays a RNW, it should be certain there is no gap between the end of the broadcasting of the RNW and the supply to the ECDIS user of the P or T NM.
- o The supply of the P or T NM to the ECDIS should be timely and not too late with regard to the relevant warning/information.

- When to use:

- o CTNARE (noting that CTNARE warns user)?
- o CTNARE + new relevant object or modification of an existing object?
- o Only new relevant object or modification of an existing object?

- When is it useful to warn (or to inform) users of a change? For example, paper P and T MNs always warn or inform. A paper T NM can be annotated, by the user, on the paper chart with a pencil allowing him to remove the temporary information with a rubber when cancelled. ER mechanisms permit the addition and removal of information from ENCs automatically (from the user's perspective), without such warnings.

- Should the CTNARE area be minimized or should it be use as a safety buffer?

- A problem with the over user of the CTNARE object is that it provides the ECDIS with an excessive amount of "alarmable" objects. The amount of CTNARE generated by P or T NM should be quantified to better understand the size and reality of the problem.

- Which objects covering the area affected by T and P NM, other than CTNARE, could be used (RESARE, OBSTRN...)?

- the use of the NEWOBJ object introduced in S-57 Ed3.3.1.1 and PL3.4 could be an option. We could register two objects with TSMAD and DIPWG, one for temporary objects and one for preliminary ones. This object has the advantage that the method of defining the symbol to generate it can be used

with the Symbol Instruction attribute. It also has the necessary allowable attributes to encode temporal attributes.

- Cost of production: when an ER is produced, the cost of tracking the cancellation should be taken in account.

- Cost of technical solutions: a service equivalent to P and T NMS is feasible if the resources (human) necessary for a technical solution are available. To obtain a harmonized, world wide service, the cost of this technical solution could be an essential factor, bearing in mind the differing resources and capacities of HOs.

- Should we take in account the cost of communication associated to the volume of the ER?

Appendix to Annex A – Questionnaire
Paper Chart Temporary (T) NMs

How many original paper chart temporary (T) NMs your HO produces per year? How many ENC would be affected per year?

Describe how to encode each T case below

List of Temporary NMs	Encoding Method	Comment/Justification
<p>1004(T)/08 - Light 1. It has been reported that a discrepancy of 2 degrees exists between charted and observed sectors at Port Mór light in position X/Y. Details are as follows: <i>Charted bearings Observed bearings</i> Green sector 319·5° - 321° 317·5° - 319° White sector 321° - 323° 319° - 321° Red sector 323° - 324·5° 321° - 322·5° 2. Charts will be updated when final details are available.</p>		
<p>1056(T)/08 - Works 1. The Prince George Lock (Position X/Y) will be out of operation, for approximately six months, due to a structural failure. 2. Throughout this period passage to and from The Canal, will be through Prince Philip Lock., and therefore the movement of small craft may be delayed. 3. Mariners will be advised when Prince George Lock returns to normal operations.</p>		
<p>1055(T)/08 - Buoy 1. A special light-buoy, <i>LFl.Y.10s ATP 1</i>, marking an uncovered well head has been temporarily established in position X/Y.</p>		
<p>1001(T)/08 - Wreck. 1. A dangerous wreck is reported to exist in approximate position X/Y (WGS84 Datum)</p>		
<p>1016(T)/08 - Firing practice area. 1. Ground to air gunnery exercises are taking place daily, between 0800 hrs and 1730 hrs, until 15 April 2008, within a sector area from 180° to 270°, radius 20km, centred on position X/Y.</p>		
<p>1017(T)/08 - Dredging area 1. Dredging works are taking place, until 28 March 2008, within an area bounded by the following positions: List of Positions</p>		
<p>1018(T)/08 - Depths 1. Depths of 0·8m less than charted exist within an area bounded by the following positions: List etc.</p>		
<p>1079(T)/08 - Buoy 1. Until 10 July 2008, a special light-buoy, <i>F(5)Y.20s</i>, exists in position X/Y (WGS84 Datum) 2. Mariners are not to use this buoy as a mooring.</p>		
<p>1081(T)/08 - Dredging area 1. The dredger <i>Volvox Asia</i> is conducting dredging operations in the Spitfire Channel Bypass (X/Y). The dredger will monitor VHF Ch 12 and coordinate with traffic operations.</p>		

<p>It will display the appropriate lights and signals.</p> <p>2. The dredged material will be discarded at the Lytton Reach pumpout (X/Y).</p> <p>3. Mariners are advised to navigate with caution in the area.</p>		
<p>1082(T)/08 - Obstruction</p> <p>1. Harbour works are in progress for a marina facility at New Farm (X/Y); new piles are lit, Q.Y.</p> <p>2. An unlit obstruction exists in position X/Y.</p> <p>3. Mariners are advised to navigate with caution in the area.</p>		
<p>1083(T)/08 – Scientific instruments</p> <p>1. Until 30 June 2011, sub-surface scientific instruments exist in the following positions: List of Positions</p>		
<p>1084(T)/08 - Depth information</p> <p>1. Available depths as at 3 October 2007: List of Positions</p>		
<p>1090(T)/08 - Wreck</p> <p>1. A wreck exists in position X/Y., which lies within the Lae anchorage area.</p> <p>2. Mariners are advised to navigate with caution in the area.</p> <p>3. Former Notice 2726(T)/06 is cancelled.</p>		
<p>1091(T)/08 - Depth information</p> <p>1. Available depths as at 15 January 2008: List of Positions</p> <p>2. Mariners are advised that the revised minimum under keel clearance for Weipa South Channel is 1.2 metres.</p> <p>3. * Mariners are further advised that the sandbar on Urquhart Point extends 25m into the channel with a minimum depth of 9.3 metres at the toe line.</p> <p>4. Former Notice 3538(T)/07 is cancelled.</p>		
<p>1093(T)/08 - Depth information</p> <p>1. Available depths as at 21 December 2007:</p> <p>2. Victoria Quay berths A and B are no longer used for commercial operation.</p> <p>3. Maximum draft of vessels using inner harbour berths must be obtained by contacting the Harbour Master's office.</p> <p>4. Former Notice 3663(T)/07 is cancelled.</p>		
<p>1716(T)/08 - Offshore installation</p> <p>1. Flotel <i>Safe Scandinavia</i> will be moored alongside Sleipner B platform in position X/Y until 31 October 2008.</p> <p>2. Mooring chains and anchors extend outside the 500m radius safety zone of the Sleipner B platform.</p> <p>3. Anchors will be marked by yellow light buoys.</p> <p>4. Mariners are requested to exercise caution and maintain a 3000m safe distance from <i>Safe Scandinavia</i>.</p>		
<p>1707(T)/08 - Restricted area</p> <p>1. An exclusion zone with a radius of 1 nautical mile has been established centred on a wreck in position X/Y.</p> <p>2. Mariners are advised to exercise caution.</p> <p>3. Former Notice 4727(T)/07 is cancelled.</p>		
<p>1726(T)/08 - Works</p> <p>1. Works are in progress to extend Real Club Náutico Yacht Harbour.</p>		

<p>2. A south cardinal light-buoy, <i>Q(6)+LFl.15s</i>, is temporarily established in position X/Y. 3. A green lateral light-buoy, <i>F(2+1)G.14·5s</i>, is temporarily established in position X/Y. 4. The light-beacon at the end of the East Jetty in position X/Y has been temporarily extinguished. 5. Former Notice 5072(T)/06 is cancelled.</p>		
<p>1717(T)/08 - Data buoys 1. Oceanographic data buoys will be on station in the positions given below until further notice. Mariners are advised to exercise extreme caution and not to anchor or trawl within 1000m of the buoys. 2. Tsunami buoys will be on station in the positions given below until further notice. Mariners are advised to exercise extreme caution and not to anchor or trawl within 3NM of the buoys. List of Positions 3. These lists will be updated, as necessary, by Temporary Notice to Mariners. 4. Former Notice 1235(T)/08 is cancelled.</p>		
<p>1696(T)/08 - Light 1. The light, Fl(2) G 3M, in position, X/Y has been destroyed.</p>		
<p>1697(T)/08 - Obstruction 1. An obstruction exists in position X/Y.</p>		
<p>1698(T)/08 - Depth 1. A shoal depth of 8m exists in position X/Y.</p>		
<p>1699(T)/08 - Restricted area 1. A restricted area, entry prohibited, has been established, until 29 August 2008, within an area bounded by the following positions: List of Positions 2. Road construction works are taking place in the above area.</p>		
<p>1719(T)/08 - Obstruction 1. An obstruction with a least depth of 2·1m is reported to exist within 30 metres of position X/Y.</p>		
<p>2289(T)/08 - Foul 1. A foul exists in position X/Y.</p>		
<p>2291(T)/08 - Wreck 1. A wreck, depth unknown, exists in position X/Y.</p>		
<p>2275(T)/08 - Wreck 1. A wreck, least depth unknown, is reported to exist within an area bounded by the following list of positions: List 2. Mariners are advised to navigate with caution in this vicinity.</p>		
<p>2288(T)/08 - Light. Buoy 1. The light, Fl.4s15m7M, in position 22□29´·41N., 113□50´·99E. is destroyed. 2. An isolated danger light-buoy, <i>F(2)5s</i>, has been temporarily established in this position.</p>		
<p>2259(T)/08 - Restricted area 1. A restricted area, entry prohibited, has been established, until 31 October 2008, within an area bounded by the following positions: List of Positions 2. Breakwater construction works are taking place in the above area.</p>		

<p>2260(T)/08 - No 3 Area - Light 1. The South Breakwater light, Fl(2)R.5s17m7M, in position X/Y is extinguished until further notice.</p>		
<p>2261(T)/08 - Buoyage 1. The light-buoy, Fl(2)G.6s No 7, in position X/Y has been temporarily moved to position X/Y. 2. A port-hand light-buoy, Fl.G.3s, has been established in position X/Y. 3. These changes will remain in force until 31 May 2008.</p>		
<p>2292(T)/08 – Mole – Dolphin - Lights 1. A mole has been established marked by lights as follows: 2. A dolphin marked by a light, Fl.Y.5s, has been established in position X/Y.</p>		

Appendix to Annex A (continued) – Paper Chart Preliminary (P) NMs

How many original paper chart preliminary (P) NMs your HO produces per year? How many ENC would be affected per year?

Describe how to encode each T case below

List of Preliminary NMs	Encoding Method	Comment/Justification
<p>1002(P)/08 - Traffic separation schemes/Two-way routes/Area to be avoided Source: International Maritime Organization</p> <p>1. To reduce the risk of pollution in environmentally sensitive areas and to enhance overall maritime safety in the area, two new traffic separation schemes, associated two-way routes and Areas To Be Avoided off the southwest coast of Iceland have been adopted by the International Maritime Organization (IMO). These will be implemented at 0000 hours UTC on 1st July 2008.</p> <p>2. All vessels over 5,000gt and all vessels carrying dangerous or noxious cargoes in bulk or in cargo tanks should navigate the outer route, southwest of the Reykjanes Peninsula, unless they are permitted to navigate the inner route. Vessels up to 5,000gt not carrying dangerous or noxious cargoes in bulk or in cargo tanks may transit the inner route. Vessels up to 20,000gt may transit the inner route provided that the vessel does not carry any dangerous or noxious cargoes in bulk or in cargo tanks and the master of the vessel has attended a course held by Icelandic authorities and obtained a transit permit. Tankers with a capacity of up to 5,000gt may navigate the inner route carrying gas cargoes or petroleum products with maximum kinematic viscosity of 11.0 cSt at 40°, if the master of the vessel has attended a course held by Icelandic authorities and obtained a transit permit.</p> <p>3. The Areas To Be Avoided are applicable to all SOLAS vessels of 500gt or more. The eastern area may be transited by vessels calling at ports located within the Eastern Area To Be Avoided. Vessels of less than 5,000gt engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks may transit the area south of latitude 63° 45' 00N.</p> <p>4. A new mandatory ship reporting system 'OFF THE SOUTHWEST COAST OF ICELAND (TRANSREP)' has been adopted. The reporting system covers the Eastern Area To Be Avoided. Vessels calling at ports located within the Eastern Area To Be Avoided and vessels of less than 5,000gt permitted to transit the Eastern Area To Be Avoided south of latitude 63° 45' 00N., when engaged on voyages between Icelandic ports and not carrying dangerous or noxious cargoes in bulk or in cargo tanks, are required to participate in the system.</p> <p>5. Details of the new traffic separation schemes are shown in the accompanying diagrams. The numbered positions on the diagrams relate to the positions quoted below. All positions are referred to WGS84 Datum.</p> <p>6. Northwest of Garðskagi (Gardskagi) Point</p> <p>Traffic Separation Scheme</p> <p>(a) A separation zone bounded by a line connecting the following positions: (b) A traffic lane for northeast/east bound traffic will be established between the separation zone and a line connecting the following positions: "List" (c) A traffic lane for west/southwest bound traffic will be established between the</p>		

<p>separation zone and a line connecting the following positions: "List"</p> <p>Two-way routes</p> <p>(d) A two-way route for east/west bound traffic will be established by lines connecting the following positions: "List"</p> <p>(e) A two-way route for northeast/southwest bound traffic will be established by lines connecting the following positions: "List"</p> <p>7. Southwest of Reykjanes Peninsula</p> <p>Traffic Separation Scheme</p> <p>(a) A separation zone bounded by a line connecting the following positions: "List"</p> <p>(b) A traffic lane for north-northwest bound traffic will be established between the separation zone and a line connecting the following positions: "List"</p> <p>(c) A traffic lane for south-southeast bound traffic will be established between the separation zone and a line connecting the following positions: "List"</p> <p>Two-way routes</p> <p>(d) The Outer Two-way Route will be established by lines connecting the following positions: "List"</p> <p>(e) The Inner Two-way Route will be established by lines connecting the following positions: "List"</p> <p>8. Areas To Be Avoided</p> <p>(a) Off the south and southwest coast the Eastern Area To Be Avoided will be established by lines connecting the following positions: "List"</p> <p>(b) West of Reykjanes Peninsula the Western Area To Be Avoided will be established by lines connecting the following positions: "List"</p> <p>(c) Faxaflói - Sydra-Hraun Bank Area To Be Avoided will be established by lines connecting the following positions: "List"</p> <p>9. Details of these routeing measures will be included in New Editions of Charts 565, 2733 and 2734 to be published May 2008. Chart 2902 will be updated by Notice to Mariners.</p>		
<p>1003(P)/08 – Works & Light-beacon</p> <p>1. Harbour works are in progress at Castletown Bearhaven in the vicinity of position X/Y. The works include an extension to Dinish Wharf, dredging of the wharf and of the approach channel.</p> <p>2. The beacon on Perch Rock (X/Y) has been demolished and the rock on which the beacon stood has been removed to below low water level.</p> <p>3. The chart will be updated when final details are available.</p> <p>4. Former Notice 57(P)/08 is cancelled.</p>		
<p>1024(P)/08 - Buoyage. Submarine pipelines/Platforms/Wells/ Submarine cables</p> <p>1. Work is in progress on the installation of QGII offshore SPM Condensate Terminal. All positions are referred to WGS84 Datum.</p> <p>a) The terminal consists of 2 CALM buoy systems:</p> <p>b) A submarine pipeline is being laid between Ra's Laffan and the terminal within an area bounded by the following approximate positions: "List"</p> <p>2. Elsewhere throughout the Qatar North Field, further oil and gas field development is in progress:</p> <p>a) * New SPM's are being established in the following positions: "List"</p> <p>b) A new SPM has been established in position X/Y. A submarine pipeline links the SPM to</p>		

<p>the Al Rayyan production platform as follows: c) Further production platforms have been established in the North Field area as follows: d) Wellheads, the water depth over which is unknown, are reported to exist in the following positions: "List" e) Four additional structures are reported to exist in the following positions: 3. Submarine pipelines and cables have also been established throughout the Qatar North Field as follows: a) Three new submarine pipelines have been established: WHP-4 to Ra's Laffan: WHP-7 to Ra's Laffan: WHP-5 to WHP-7: b) Submarine cables have been established joining the following platforms: WH1 to WHP-4: WH1 to WHP-5: WH1 to WHP-7: 4. Mariners are advised to navigate with caution in these areas. 5. All charts will be updated when the works are complete. 6. Former Notice 5789(P)/07 is cancelled.</p>		
<p>1037(P)/08 - Works 1. Works are in progress to establish a floating wind turbine south-east of Castro (X/Y) The works are expected to continue until the end of 2008. 2. A restricted area, radius 1000m, which is prohibited to vessels not engaged in the construction work, has been established, centred on position X/Y. 3. Charts will be updated when full details become available</p>		
<p>1700(P)/08 - Depths 1. Numerous depths less than charted exist. The most significant of these are as follows (positions refer to OSI Datum): "List" 2. These changes will be included in the next New Editions of Charts 2697, 2699, 2723 and 2811.</p>		
<p>1701(P)/08 - Depths 1. Numerous depths less than charted exist. The most significant of these are as follows (positions refer to OSI Datum): "List" 2. These changes will be included in the next New Editions of Charts 1879, 1883, 2723, 2725 and 2752</p>		
<p>1718(P)/08 – Works/Channel/Buoyage/Beacons/Lights/Anchorage area/Pilot boarding place 1. Works are in progress to develop the Port of Vuosaari. These works are expected to be complete by the autumn of 2008. 2. A new channel to the Port of Vuosaari, with maximum authorised draught 11·0m, has been established between the following positions: "List" 3. Additional light-buoys and beacons mark the channel limits. 4. A new light-beacon, VQ(5)6s Racon(T), has been established on Itätoukki in position X/Y. 5. A new pilot boarding place has been established in position X/Y. 6. A new anchorage area has been established in the vicinity of position X/Y. 7. Mariners are advised to navigate with caution and to contact the port authorities for the latest information.</p>		

<p>8. These and other amendments will be included in the next New Editions of Charts 1080 and 1083, to be published in due course.</p> <p>9. Former Notice 2889(P)/07 is cancelled.</p>		
<p>1714(P)/08 – Depths/Wrecks/Submarine pipelines</p> <p>1. There are numerous changes in the approaches to Alger.</p> <p>2. Depths less than charted exist. The most significant are as follows (positions referred to Undetermined Datum): "List"</p> <p>3. *Submarine pipeline laying operations are in progress within an area joining the following positions: "List"</p> <p>4. A dangerous wreck exists in position X/Y.</p> <p>5. A non-dangerous wreck exists in position X/Y.</p> <p>6. Wrecks no longer exist in the following positions: "List"</p> <p>7. These and other changes will be included in the next New Edition of Chart 2555.</p> <p>8. Former Notice 4874(P)/07 is cancelled.</p> <p>* Indicates new or revised entry.</p>		
<p>1731(P)/08 – Buoyage/Fairway</p> <p>1. Buoyage in the vicinity of Mayou Shi light vessel and in the south-west approaches to Chiwan has been extensively changed.</p> <p>2. New red and green light-buoys have been established in the vicinity of Mayou Shi light vessel between positions X/Y and X/Y.</p> <p>3. *A new fairway, marked by red and green light-buoys, has been established in the south-west approaches to Chiwan between the following positions: "List"</p> <p>4. *It is reported that this new fairway, which has a controlling depth of 14·5m, is open and on trial for shipping between sunrise and sunset. Vessels of 20,000t or more are forbidden to meet or overtake in the fairway. Vessels greater than 50,000t are advised not to use the fairway.</p> <p>5. *Vessels using the fairway should report to the Shenzhen and Guangzhou VTS centres. For procedures and working details, see Admiralty List of Radio Signals.</p> <p>6. *Mariners are advised to navigate with caution along this route.</p> <p>7. Former Notice 766(P)/08 is cancelled.</p>		
<p>1735(P)/08 - Depths</p> <p>1. Numerous depths less than charted exist in Lingding Yang, north of latitude X of longitude Y.</p> <p>The most significant are as follows: "List"</p> <p>2. These changes will be included in the next New Editions of Charts 341 and 343.</p>		
<p>1744(P)/08 Coastline/Depths/Fairways/Reclamation areas/Light-beacons</p> <p>1. There have been extensive changes to coastline and depths within the Port of Qinhuangdao and changes to fairways and depths in the approaches to the port.</p> <p>2. Both the Main Fairway and West Fairway have been widened to 200m.</p> <p>3. Reclamation and breakwater construction have taken place to the south of the power station, between the following positions: "List"</p> <p>4. Reclamation has taken place within West Port joining the mainland to the breakwater between the following positions: "List"</p> <p>5. Reclamation has taken place to extend the Coal Terminal within Basin No2 to include a new berth, designation 200, between the following positions: "List"</p> <p>6. Dredging has taken place between the limit of Basin No 2 and the Fuel Oil Terminal in the vicinity of X/Y.</p>		

<p>7. Reclamation has taken place to the west of Basin No 3 adjoining the Oil Pier and between the following positions: "List"</p> <p>8. Numerous changes to depths have taken place within the Port of Qinhuangdao and approaches. The most significant are as follows: "List"</p> <p>9. These changes will be included in the next New Edition of Chart 3378.</p>		
<p>1750(P)/08 – Coastline/Depths</p> <p>1. There have been extensive changes to coastline and depths at Dalian Xingang.</p> <p>2. Reclamation has taken place in the vicinity of Jiucui Tuozi, between the following positions: "List"</p> <p>3. A new wharf has been established to the south-west of the Mineral Terminal, replacing the charted approximate pier, between the following positions: "List"</p> <p>4. Reclamation has taken place north of the Crude Oil Terminal in the vicinity of Sha Tuozi between the following positions: "List"</p> <p>5. Reclamation has taken place, with the construction of new wharves, between positions X/Y (Oil Wharf Pier) and X/Y (shore)</p> <p>6. A new wharf has been established between the following positions: "List"</p> <p>7. Dredging has taken place north-west of the container wharf in the vicinity of position X/Y. Depths are significantly different than charted.</p> <p>8. Numerous changes to depths have taken place within Dalian Xingang. The most significant are as follows: "List"</p> <p>9. These changes will be included in the next New Edition of Chart 3696 and a Notice to Mariners Block for Chart 3697.</p>		
<p>1709(P)/08 – Submarine cable</p> <p>1. Submarine cables have been laid joining the following positions (WGS84 Datum): "List"</p> <p>2. Mariners are advised to avoid anchoring and trawling in the vicinity of submarine cables.</p> <p>3. These changes will be included in the next New Editions of Charts 2531, 4944 and 4945.</p>		
<p>1727(P)/08 – Coastline/Depths/Rocks</p> <p>1. There are numerous changes to coastline, depths and rocks in the vicinity of Deception Island. All positions quoted are referenced to chart datum. "List"</p> <p>2. The coastline on the south-west of Deception Island between positions X/Y and X/Y has extended up to 0.25M seaward.</p> <p>3. There are numerous changes to charted depths; the most significant are as follows: "List"</p> <p>4. Rocks and depths of less than 10 fathoms exist between the coastline and a line joining the following positions: "List"</p> <p>5. Depths on the north side of Neptunes Bellows are deeper than charted. The 10 fathom contour now joins the following positions X/Y (existing contour) and X/Y (existing contour).</p> <p>6. Numerous depths have been disproved. The most significant are as follows: "List"</p> <p>7. Chart 3202 will be updated when the full information becomes available.</p>		
<p>1728(P)/08 – Lights/Submarine pipeline/Depths/Buoy/Beacons</p> <p>Source: Chilean Charts 14211 & 14212</p> <p>1. Recent Chilean Charts have highlighted numerous changes to charted detail in Ardley Cove.</p>		

<p>2. The light charted in position X/Y has been moved to position X/Y and marks the new landfall of an existing submarine pipeline. The position of the eastern (seaward) end of the submarine pipeline is unchanged.</p> <p>3. The light charted in position X/Y has been moved to position X/Y.</p> <p>4. Three beacons have been moved as follows: "List"</p> <p>5. The buoy charted in position X/Y has been removed.</p> <p>6. Numerous depths less than charted exist in Ardley Cove. The most significant are as follows: "List"</p> <p>7. These and other amendments will be included in the next New Edition of Chart 1774.</p>		
<p>1729(P)/08 – Coastline/Rocks/Depths</p> <p>1. *Latest survey information between King George Island and Livingstone Island has indicated that coastline, rocks and depths in Maxwell Bay, Nelson Strait, English Strait and McFarlane Strait and depths within 5 miles of the coast between position X/Y and position X/Y have changed.</p> <p>2. The most significant depths are as follows: "List"</p> <p>3. Further details will be included in a forthcoming Notice to Mariners Block for Chart 1741 and the next New Edition of Chart 1776.</p> <p>4. Former Notice 5128(P)/07 is cancelled.</p>		
<p>1769(P)/08 – Rocks/Danger lines/Depth information</p> <p>1. *Latest survey information between Dundee Island and James Ross Island indicates changes to rocks, danger lines, depths and drying heights.</p> <p>2. *The most significant changes to rocks and depths are as follows: "List"</p> <p>3. *These and other changes will be included in the next New Editions of Charts 225, 227 & 3205.</p> <p>4. Former Notice 5167(P)/07 is cancelled.</p>		
<p>1763(P)/08 - Recommended route/Radio reporting points</p> <p>1. A two-way recommended route has been established off the coast of Uruguay between the following approximate positions: "List"</p> <p>2. A series of radio reporting points is associated with the recommended route. Consult Admiralty List of Radio Signals Volume 6(5) for details.</p> <p>3. These and other changes will be included in the next New Edition of Chart 3064</p>		
<p>2309(P)/08 – Depths/Drying heights</p> <p>1. The latest survey information for Tizard Bank, South Edinburgh Channel and Shingles Patch drying bank indicates that depths less than charted exist. The most significant of these are as follows:</p> <p>2. Tizard Bank "List"</p> <p>3. South Edinburgh Channel "List"</p> <p>4. Shingles Patch "List"</p> <p>5. Shingles Patch has extended up to 400 metres northwards to enclose the drying heights above.</p> <p>6. These and other changes will be included in the next New Editions of Charts 1183, 1606, 1607 and 1609.</p>		
<p>2314(P)/08 - Works</p> <p>1. Harbour works are in progress at Castletown Bearhaven in the vicinity of position X/Y. The works include an extension to Dinish Wharf, dredging of the wharf and of the approach channel.</p> <p>2. The chart will be updated when final details are available.</p>		

<p>3. Former Notice 1003(P)/08 is cancelled.</p> <p>2308(P)/08 Wind turbines Source: Belgian Notices 6/78(P)/08 & 6/80/08</p> <ol style="list-style-type: none"> 1. Works are in progress to establish a windfarm west of Thorntonbank (X/Y). These works are likely to continue until August 2008. 2. The windfarm will be established within an area joining the following positions: "List" 3. In association with the windfarm construction an area, prohibited to all shipping & fishing, has been established joining the following positions: "List" 4. These changes will be included in New Editions of Charts 1406, 1630, 1872 and 2449 to be published 15 May 2008 and in the next New Edition of Chart 1874. 		
<p>2274(P)/08 - Restricted area/Wreck</p> <ol style="list-style-type: none"> 1. A channel has been established between Môle du Guernic and Cale de la Poste. The channel is buoyed from April to October and has been designated an anchoring prohibited area. 2. A wreck of unknown depth, believed to have a safe clearance of 20 metres, exists in position X/Y. (WGS84 Datum) 3. Mariners are advised to contact the local port authorities for further details. 4. These and other changes will be included in the next New Edition of Chart 2348. 		
<p>2290(P)/08 – Buoyage/Channels</p> <ol style="list-style-type: none"> 1. Dredging works have taken place in the northern approaches to Pelabuhan Klang. 2. Selat Klang Utara has been dredged to a depth of 13·3m. 3. The entrance section of the channel between buoys No 1 and No 3 has been realigned and widened to 360 metres to agree with the width of the inner channel. Buoy No 2 has been moved to position X/Y and buoy No 4 has been moved to position X/Y. 4. The fairway adjacent to the berths at Pelabuhan Utara (North Port) has been dredged to a depth of 15·5m. 5. Charts will be updated when full details are available. 		
<p>2276(P)/08 – Depths/Rocks - Reclamation areas - Spoil Ground – Breakwaters - Buoyage</p> <ol style="list-style-type: none"> 1. There have been numerous changes to depths, rocks, reclamation areas, a spoil ground, breakwaters and buoyage within Dalian Gang and its approaches. 2. Numerous depths less than charted exist. The most significant are as follows: "List" 3. An area of rock which covers and uncovers, radius approximately 250 metres, exists around Jueshi Island centred on position X/Y. 4. Reclamation has taken place in the following areas: At Xiaoyandao Jiao, centred on position X/Y Northwest of Mianhua Dao, centred on position X/Y At the western end of Dayao Wan, centred on position X/Y Northwest of Jiucui Tuozi, centred on position X/Y At Heishijiao Wan, centred on position X/Y 5. Reclamation is currently in progress in the following areas: At Dawu Wharf, centred on position X/Y Northeast of Mianhua Dao, centred on position X/Y At the northern side of Hongtu Duizi Wan, centred on position X/Y At the northern side of Dayao Wan, centred on position X/Y 6. A temporary spoil ground, radius 500 metres, exists centred on position X/Y. A minimum depth of 245m exists within the spoil ground. 		

<p>7. Two breakwaters have been established in the Liushutun Area joining positions as follows:</p> <p>a. X/Y (charted as under construction).</p> <p>b. X/Y (not currently charted).</p> <p>8. The south cardinal buoy, <i>Q(6)+LFl.15s C3</i>, in position X/Y has been removed.</p> <p>9. The south cardinal buoy, <i>VQ(6)+LFl.10s C1</i>, in position X/Y has been removed.</p> <p>10. These and other changes will be included in the next New Edition of Chart 3697.</p>		
<p>2287(P)/08 – Fairway/Anchorage areas/Buoyage</p> <p>1. A new fairway, width 250m, least depth 11·1m, has been established in the approaches to the new harbour development at Niu Jiao, joining the following positions: "List"</p> <p>2. This new fairway is marked by lateral light buoys as follows: "List"</p> <p>3. The Songxia pilot/anchorage area has moved eastwards to avoid the new fairway and is now bounded by the following positions: "List"</p> <p>4. A new anchorage area has been established within an area bounded by the following positions: "List"</p> <p>5. These amendments will be included in the next New Edition of Chart 2413 and a Notice to Mariners block for Chart 2419.</p> <p>6. Former Notice 1103(P)/07 is cancelled.</p>		

Name.....

Member State or Organization.....

Annex B - Information received from HOs producing “P and T ERs”

DE (from the JTEWG forum – see letter 01/09), DK, ES (from the JTEWG forum), FI (from the JTEWG forum), PT, SE, UK, ZA

DE

Max Funcke (Maxbsh)

Primar Stavanger Member

Username: Maxbsh

Post Number: 1

Registered: 06-2008

Posted on Tuesday, August 05, 2008 - 12:16 pm:



I refer to the following actions of the last JTEWG meeting:

ACTION 7.2: HOs not producing T&P notices should review their policies with the intention to if possible produce the notices in the future.

>

> ACTION 7.3: HOs producing T&P notices should describe their policy regarding T&P notice handling, and present it on the joint discussion forum

> (Post meeting note (FR): A best practice procedure could then be established by the JTEWG and forwarded to TSMAD (an encoding bulletin reflecting this best practice procedure may then be issued by TSMAD)).

My answer:

The BSH create T&P notices.

T&P notices are published as ENC updates in the same week as it is published in NMs.

When DATEND of the notice is known the termination date is noted in a special internal folder to make sure that deletion will not forget.

In the case of a new edition of a cell, we check the T&P notices for "valid or no longer valid" to make sure that all notices are carried out

correctly.

Notices in the chapter "Mitteilungen" (Notifications) of the German NMs are treated in the same way as notices in the chapter "Kartenberichtigungen" (Corrections to charts).

Hopefully I could give some help with my brief explanations.

Best regards,

Max.  

FI

[Jorma Timonen \(Fmatij\)](#)

Primar Stavanger Member
Username: Fmatij

Post Number: 28
Registered: 09-2002

Posted on Wednesday, October 08, 2008 - 09:20 am:




T&P notices for ENC's produced by the Finnish Maritime Administration

FMA produces both T and P notices when necessary. As most Finnish ENC updates are based on information of printed Notices to Mariners also T&P notices are taken from NtM. This means that if a notice issued in NtM is T or P it will be T or P also in an ENC update accordingly. In practice T notices are produced more frequently than P notices.

When a T notice is going to be issued in NtM, an update with similar contents is prepared for the ENC. Usually attributes DATSTA and DATEND are used if possible; in addition CTNARE object is used often to warn mariners. FMA has found it difficult to act strictly according to S-57 because we have had many occasions when an object (e.g. buoy) has been taken away for a while (usually quite short period of time) or track has been closed for couple of months (this happens often in winter time due to ice conditions). According to S-57 it is not legal to set DATEND earlier than DATSTA (we would like to do it this way because we know when object is taken away but don't know exactly when it returns). Therefore we have to delete object when it has been taken out and re-create it when it has returned to the sea. We have made some tests and at least some ECDIS applications accept situation when an object has DATEND which is earlier than DATSTA or DATSTA is missing; object in question is removed from the screen correctly.

Preliminary notices can be produced but they are used more seldom than T notices. If a P notice is produced it is done using attribute DATSTA, value of this attribute is set in the future. Also CTNARE object is usually created to inform mariner for the coming changes. P notices are often difficult by nature because they don't necessarily relate to any real-world object or they are difficult to link to any object with known geometry (e.g. administrative issues like new piloting orders). Sometimes it is difficult to set specific dates for a P notice; very typical case is a situation when during maintenance of a fairway new nav aids are planned but it is not known when they are to be installed. In this kind of case no ER is made when P notice is issued but when a normal NtM notice is issued (at time of or after installation of nav aids) also ER is produced.

Best regards,

Jorma Timonen 

ES

[Jose Millan \(Ihmjose\)](#)

Primar Stavanger Member
Username: Ihmjose

Post Number: 2
Registered: 03-2005

Posted on Friday, November 21, 2008 - 09:54 am:



T&P notices for ENC's produced by Spanish Hydrographic Office.

Spanish HO produces a T&P notices to mariners weekly bulletin to update paper charts.

This information is the main source of T&P updates for ENC.
one week before publishing NtM bulletin, T&P notices come to the ENC to prepare ER's.

In case of Temporary notices, DATSTA and DATEND attributes are used when possible. In any case one ER is produced when notice is on force , and another ER when notice is cancelled.

Regarding Preliminary notices, CTNARE object is used covering the affected area to inform mariners of coming changes. INFORM, NINFOM, NTXTDS and TXTDSC attributes are used to give all the information available to help mariners understand changes and to provide details about when and how changes will be done.

All ER's are released to mariners through IC-ENC in the same week when NtM bulletin is made available, consequently both paper chart and ENC are updated at the same time

Best regards,

Eduardo Gomez

UK

09/01/09

Synopsis - UKHO T&P Capture Policy

UKHO has adopted the following policy for promulgating T&P NM information pertaining to GB ENC's:

Where possible, information promulgated in Temporary or Preliminary Notices to Mariners for paper charts is conveyed by chart correcting changes to corresponding ENC's. Additionally, a Textual Description **[TXTDSC]** file is attributed to affected chart objects replicating the relevant paper NM text. If a graphic accompanies the NM, this is conveyed in a Pictorial Representation **[PICREP]** file attribute. All such changes are attributed with Source Date **[SORDAT]** (taken from the paper NM Daily) and Source Indication **[SORIND]** quoting the NM number. Where it is not possible to make chart correcting changes, a Cautionary Area **[CTNARE]** is inserted covering the area of change, conveying the NM in a TXTDSC. If there is a graphic, and as the CTNARE object does not allow PICREP attribution, a Nautical Publication Information (M_NPUB) object covering the same area is used to convey this. When T or P NMs are cancelled, appropriate action is taken for all affected ENC's.

Detailed Procedures

1. Assess the content of the Paper Chart T&P NM and review to consider whether action is required for any ENC cell(s) affected.
2. Process the T&P NM as for Cell Editing for normal NM Updates. This is done prior to the creation of the necessary **TXTDSC** file as the filename is generated from the NM number and year as described below.
3. **UKHO T&P Notices issued before 24th February 2003 (NM week 10)**

T&P NMs normally resulted in the creation of Caution Areas (**CTNARE**), but in some instances it was desirable to create/edit the actual objects referred to in the NM, particularly a notification of a planned construction of which the absolute positions are known. It was not sensible to carry-out depth amendments from a T&P NM which gave most significant depths from a new survey, prior to incorporation in a New Edition, especially where this involved amending depth contours. The policy was that only Submarine Cables and Pipelines (**CBLSUB** and **PIPSOL**) under construction and Oceanographic Data Gathering Buoys around the UK were treated as chart correcting. Where a **CTNARE** or other area object was created to convey the **TXTDSC** containing the T&P NM details, care was taken to define the area so that its coverage was the minimum possible to cover the area of caution and give the mariner adequate forewarning. There could be no definitive guidelines as to how large the area should be, this varied with navigational purpose. Cautionary Areas [CTNARE] covering the whole cell were avoided if at all possible.

4. **UKHO T&P Notices issued after 24th February 2003 (NM week 10)**

A trial commenced on 1st March 2003 within the UK Home Waters area of responsibility, where all T&P NMs that could be processed as Chart Correcting NMs were treated as such. All T&P NMs outside Home Waters are still processed in accordance with the procedures described in 3 above. The trial applied to NMs dated on or after 24th February 2003 (NM week 10). All T&P NMs dated prior to this are still treated as in 3 above. The trial concluded in October 2003 with a recommendation to accept these methods as normal practice and extend them to include all UKHO produced ENC's. This has been accepted and all T&P NMs, where practicable, will be treated as chart correcting (those affecting bathymetry will be treated as in 3 above). NMs dated prior to 24th February 2003 (NM week 10) are to be brought into line with this policy at the next Update/New Edition.

5. There is a requirement to convey the text of the T&P NM to the mariner as a textual description (**TXTDSC**) file. This is attributed to the **CTNARE/RESARE** or most significant (master) object if captured as described in 3 above, and the Information (**INFORM**) attribute is edited to contain the following text string:

"This object is affected by Temporary & Preliminary Notice to Mariners NNNN(P)/YY. This ENC contains the details of the T&P NM within a text note attributed to the object. Not all ECDIS can currently display this note so, if necessary, users should consult the paper version of the NM. Caution: Positions on ENC's are always referred to WGS84 datum; those shown in the paper NM weekly booklets always refer to the horizontal datum of the largest scale chart".

Where: N = Number and Y = year

Any additional details that require to be conveyed in **INFORM** have to be placed before the above text string.

6. Some T&P NMs are issued only for the largest scale charts, but may well affect smaller scale charts that have been captured.
7. Verification and validation is carried out in the same way as normal Chart Correcting NMs
8. Create **TXTDSC** files for each T&P NM. *This is described below.*

The **TXTDSC** filename follows the format GBNNNNVY.TXT where:

NNNN is the NM number (with leading zeroes)

V is the version number of TXTDSC created from this NM (0 to 9, A to Z)

Y is the year identifier starting with 0 for 2000 to 9 for 2009, then A for 2010 to Z for 2035. Pre-2000 NMs are given 0 as the year identifier.

9. Each **TXTDSC** file requires editing to:

- Remove information that relates only to paper charts.
- Remove details that do not apply to the cell – this may necessitate several versions of the **TXTDSC**.
- Amend decimal points from . to °.
- Add line-breaks and remove unnecessary formatting.
- Convert positions from local datum to WGS 84 if necessary.

Preliminary Notices with Temporal Attributes

The UKHO makes use of the DATSTA/DATEND, PERSTA/PEREND & SURSTS/SUREND attributes for all time related (temporal) chart objects. An example of this would be the forthcoming implementation of a new routing measure as described below.

DATSTA would be attributed to all of the components of the new routing measures objects to coincide with timed implementation. This would be coincident with the coming into force date of the paper chart new edition and the withdrawal of the "X" chart version. An explanation of "X" Charts is given at Annex A.

At the same time **DATEND** would be attributed to the old measures objects (if any) and the **CTNARE** and **M_NPUB** objects. It is assumed that all type approved ECDIS will display the correct scheme at the appropriate time, remove the old scheme and all P NM information relating to the changes.

Additional Safeguards

Some systems, it is thought, do not handle temporal attributes at all or as intended. Therefore additional measures are taken to ensure users of these systems are not completely disadvantaged. It is assumed that these systems are not type approved and as such the user will have a full folio of paper charts, including the "X" Chart.

A preliminary notice is issued, usually 6-8 weeks in advance, notifying the user of the implementation of a new or amended routing measure. This is issued as described previously together with relevant **PICREP(s)** detailing the new or amended measure.

A new edition of the ENC cell(s) is also issued to coincide with these implementations. It is appreciated that this may not reach the vessel/user in a timely manner².

² Users of the ENC Online Updating Service (EOUS) can download the New Edition ahead of implementation assuming they are aware of the intended change.

'X' Charts explained

When important changes to routing measures or other charted features are due to come into force on a given day, it is important that users are aware of the changes before the event takes place.

Sometimes the easiest way to promulgate these changes is to issue a new edition of the chart in advance of the changeover day, with the new situation depicted. This chart will then be readily available for use when the changeover occurs. However until that date, mariners should continue to use the existing edition of the chart.

To stop the existing and new chart becoming mixed up, the UKHO refers to the existing chart as an 'X' chart. Mariners are instructed to mark the chart number on the existing chart with a **prefix 'X'**. Both charts will then need to be kept up-to-date until the new edition comes into force, when the 'X' chart will be cancelled. Separate updates will be issued for the new edition and the 'X' chart. The date and time that the new edition comes into force will be shown on the chart. Unless the changeover date is postponed after the new edition has been distributed only (T) NMs will be issued to update the 'X' chart.

DK

----- Message original -----

Sujet:SV: RE: EUWG Letter 01/2009 - EUWG launching

Date: Fri, 30 Jan 2009 13:51:18 +0100

De: Gram, Lis <lsg@kms.dk>

Pour: Fowle Richard <richard.fowle@ic-enc.org>, Yves Le Franc <yves.le.franc@shom.fr>, <richard.coombes@ukho.gov.uk>, <andy.collington@ukho.gov.uk>, <martins.pinheiro@hidrografico.pt>, <Svante.Hakansson@Sjofartsverket.se>, <Hans.Engberg@Sjofartsverket.se>, <hydrosan@iafrica.com>, <jeff.wootton@defence.gov.au>, <kajimura-s935@kaiho.mlit.go.jp>, <mikko.hovi@fma.fi>, <Keith.E.Alexander@nga.mil>, <Margaret.E.Matos@nga.mil>, <Gjermund.Bakken@statkart.no>, Aagaard, Pelle <petar@kms.dk>

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Dear Richard

We generally agree with comments forwarded from the other members in the EUWG.

We have following comments on Appendix 3 - Main characteristics of Preliminary (P) and Temporary (T) NMs

Temporary (T) NM:

Some points to be studied:

When considering the shortcomings in the updating mechanisms for traditional T notices in ENC's, some attention should perhaps be given to uncovering the actual need for displaying a given change (a T notice) in a form that mirrors the updating of paper charts based on the printed issue of NMs.

The traditional premises for devising a T notice - the issuing frequency of NMs, usually weekly, the print and paper form itself and the means of distribution, often postal - are challenged by the ENC's technical ability for a much faster update rate, theoretically displaying changes in real-time.

In other words, while there may have been a practical and a chronological reason to issue a T notice demanding a typical pencil correction for the paper chart, such a correction would perhaps make little or no sense for the mariner navigating ECDIS. The ability to display the actual, as-is picture in ENC could perhaps be sufficient in some cases - buoyage is either there or not, the light is either lit or not, the port is either navigable or not.

Duration of T notices in Danish NMs is very often given as Until further notice, making the use of DATEND inapplicable.

Could you add Pelle Aagaard as a member of the EUWG to the mailing list

His email is petar@kms.dk

Med venlig hilsen

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PT

----- Message original -----

Sujet:EUWG Letter 01/2009 - EUWG launching.

Date:Mon, 2 Feb 2009 10:06:02 -0000

De:HI - Cte. Martins Pinheiro <martins.pinheiro@hidrografico.pt>

Pour:<Svante.Hakansson@Sjofartsverket.se>, <Hans.Engberg@Sjofartsverket.se>, <hydrosan@iafrica.com>, <jeff.wootton@defence.gov.au>, <andy.collington@ukho.gov.uk>, <lsg@kms.dk>, <kajimura-s935@kaiho.mlit.go.jp>, <mikko.hovi@fma.fi>, <Keith.E.Alexander@nga.mil>, <Margaret.E.Matos@nga.mil>, <Gjermund.Bakken@statkart.no>, <richard.coombes@ukho.gov.uk>, <richard.fowle@ic-enc.org>, <yves.le.franc@shom.fr>, <petar@kms.dk>

Dear Colleagues,

It will be a great pleasure to work with you all. I have already meet most of you, but there are a few that I haven't the pleasure to meet you, so let me introduce myself. My name is António Pinheiro, I am a Navy Officer (Lieutenant Commander) and I work for the Portuguese Hydrographic Office (IHPT) since 1990. I start my work at IHPT as a surveyor, and in 1997 I start the ENC Production. At the moment I'm in charge of ENC and AML Production, and as you can check at the EUWG Membership list I'm the representative at the JTEWG and HSSC.

I'm glad that the group will work by correspondence mainly. Regarding my details in the Membership list, they are correct. About the TOR and despite the fact that they were approved by CHRIS, may I suggest that since one of the procedures of the WG is to review and revise the updating mechanism as contained in S-52 App 1, it seems to me that we should also liaise with C&SMWG, now DIPWG.

The experience of the Portuguese Hydrographic Office dealing with T&P updates is too little. As referred in appendix 1, until the end of last year we do not produce T&P updates, but we give that information on our website and in English. The mariner can choose the content of all P&T NtM by cell designation or, if he knows what is the number of the NtM, he can ask to the system what cells are affected by that correction. There are a few choices, but first of all, the mariner must update the cell or cells himself, using the tools supplied by ECDIS systems. By the other hand, just a few of the mariners know that IHPT supply this information trough the web, so in practice it is not very useful.

Bearing in mind the last sentence and the safety of navigation, IHPT starts at the beginning of this year, the production of T&P updates in a case by case analysis. Most of Portuguese ENC updates are based on information of paper NtM booklet, so T&P updates should be taken from there also. So, if we take a look back into the NtM issued in the past years, and if we divide the NtM in P and T separately, we only found a few P NtM issued by IHPT, and some of them it is difficult to produce an update, because most of the times the end date or the finish date of the works or the information is unknown, and even the start date. We estimate that we often can produce P updates, but P updates is difficult to say.

The paper NtM booklet is issued monthly, however ENC updates are produced weekly, so we would like to produce T updates weekly and the content of the T update is similar to the paper NtM. For that purpose we thought that we can use the same S-57 objects that we use to produce ENCs, but adding some more attributes, like DATSTA, DATEND, PERSTA, PEREND, SORIND, INFORM and NINFOM, and TXTDSC and NTXDSC. With the attributes DATSTA, DATEND, PERSTA and PEREND we try to give information to the mariner about how long the buoy will be out of position, or removed or unlit. By using SORIND we try to establish a connection between the update and the correspondent number of the NtM. Even so, the text file that we create contains the description of the NtM exactly as it is in the booklet, so in INFORM/NINFOM we alert the mariner to see the file PTXXXXT08.TXT (XXX is the number of the NtM, T means Temporary and 08 is the year).Of course TXTDSC/NTXDSC and according to S-57 is the name of the text file. We try to avoid the use of CTNARE. When the NtMs are cancelled, identical action is taken for all affected cells. Meanwhile and if in the meantime we need to produce a new edition of the cell, we kept the T updates in the new edition, because we know that we must produce an update to remove the temporary information. As stated at the beginning, our experience in the production of T&P updates is too little, but we have confidence that we can found the best solution for the problems that we can face, and of course we have also confidence on the work of this EUWG.

In general, I agree with your comments on the documents attached to the original mail message. But from my point of view, we should try to see the things in a different way because we are producing digital information. In my opinion, better than point difficulties or what can or what cannot be done, is to concentrate our efforts in a common solution for the various problems that we face and mainly the mariner face at sea by the fact that ENCs are not 100% up to date. From the technical point of view, it was very interesting to know how the others HOs work, but I have some doubts and some questions that I will ask to you all in the near future.

I'm very sorry about my delay in given the Portuguese answer.
Kind regards

António Pinheiro

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SE

----- Message original -----

Sujet:Swedish response to EUWG Letter 01/2009

Date:Sun, 1 Feb 2009 23:46:08 +0100

De:<Svante.Hakansson@Sjofartsverket.se>

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Swedish response to EUWG Letter 01/2009

Dear Yves and all other members of the EUWG.

It is very satisfactory to see that we now have started our important work in EUWG and also that the list of members includes experts from different parts of the world.

On trial the Swedish Hydrographic Office started to include "T- and P-information in ENC" in November 2008 and for that reason this subject is of greatest interest here at our office in Norrköping.

During the past months we have gained a lot of experience on how to deal with T&P in ENC and we think these experiences could be useful for our work in the EUWG.

The Swedish representatives in EUWG are:

Hans Engberg: The ENC-expert of HO Sweden

Svante Håkansson: Head of MSI/NtM at HO Sweden

EUWG Membership list.

Information in the Membership list is correct regarding the representatives from Sweden.

It would be an advantage to have PRIMAR represented in the group and we suggest the chairman to make a request to PRIMAR to learn if they have the possibility to participate.

Comments on Terms of Reference

The EUWG Terms of Reference are accepted by Sweden.

A revision of S.52 Appendix 1, as mentioned under 3.a.ii, is well needed and is a natural continuation to the initial work in EUWG. To complete this work satisfactory during 2009, only by correspondence, could perhaps be somewhat troublesome.

The technical solution in Sweden

The Swedish Maritime Administration produces ENC's and paper charts from the same database. The database is called SJKBAS and consists of different scale layers. Updates made in the SJKBAS can be included in ENC's or in paper charts separately. Though, in most cases the updates are promulgated through both products.

If an update is of preliminary or temporary nature the data is encoded with a certain attribute value in the database which means that the update will only affect the ENC. The flag has four values:

0: Default value for all data in SJKBAS (i.e. data in ENC and paper chart)

1: Data only in ENC

2: Data only in the paper chart

3: Stand-by (data not yet in any product).

There is also a possibility to encode data in a separate database layer in SJKBAS, which is only used for ENC's. This method is usually used for the addition of areas, e.g. temporary caution areas.

The information process at the HO of Sweden

All chart products (paper-charts, ENC etc.) and all incoming information about changes in the real world is registered in an Administrative and Workflow System called ROS. An errand is registered in ROS with all information in connection to the change. The errand will be the container of one or many updates to SJKBAS but it also contains the text for the NtM which describes the change. From ROS NtMs are daily published on the Internet and on a weekly basis the printed NtM-booklet is created from ROS. There are multiple logical connections between records in ROS enabling complex searches and listings to support the information process.

The ENC Update

Depending on the nature of the update an ER or an EN is generated and distributed to PRIMAR. Every update is given an internal priority depending on the urgency and importance of the information. If there is a specific issue date for the update the release of the ENC is timed to that date.

For preliminary and temporary updates a CTNARE is generally created. This can be as an area or a point. The attribute TXTDSC is used to give the mariner information about the update in a TXT-file. The TXTDSC filename follows the format SE000000.TXT where 000000 is a unique update number with no meaning to the mariner.

The SMA does not normally use Datsta/Datend, but publishes an update at the start datum and a new update at the end datum. Sometimes a combination of a caution area and an adequate data encoding of another feature object is preferred to describe the situation in the ENC.

More to come

With great interest we have studied the national papers with description of how the T&P-issue is taken care of by other HOs and also seen some questions asked. We will soon return to you and the rest of the group with further comments to these papers.

Regards

Svante Håkansson

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SANHO EXPERIENCE AND PROCEDURE FOR APPLYING ERs

South Africa publishes Notices to Mariners monthly and this publication, which is made available to all interested parties via our website www.sanho.co.za/notices.html link, gives in Section I of the Notices booklet, a summary of all current P and T notices in force at date of publication of the Notices booklet, as well as those T and P Notices which have been cancelled since the previous edition of the Monthly Notices.

New T and P Notices are contained in Section II of the Notices booklet. Until such time as the latest edition of Notices is published, T and P notices are broadcast via the South African Maritime Radio and NAVTEXT service.

Extract from a Notices Booklet:

TEMPORARY NOTICES AND PRELIMINARY NOTICES In force 28 November 2008

CANCELLED NOTICES

77(T)/06 Charts SAN 83 (INT 7530), 125, 126, 1024 (INT 7531)
69(T)/07 Charts SAN 125, 126, 1024 (INT 7531)
70(T)/07 Charts SAN 135, 1030 (INT 7561)
101(T)/07 Chart SAN 1003
40(T)/08 Chart SAN 1020 (INT 7521)
41(T)/08 Chart SAN 122

TEMPORARY NOTICES

2008 Series

102(T)/08 Namibia Swakopmund Unlit buoys deployed.
105(T)/08 RSA Simon's Bay Trials.

PRELIMINARY NOTICES

131(P) RSA Port of Durban Buoy placed.
132(P) RSA Port of Durban Buoys placed.

All new T and P Notices are handled as ERs to existing published ENC's, unless a NE Edition of the ENC is produced as a result of other notice actions and or issues that need to be addressed as reported by new versions of the validation software used (being dKart inspector as incorporated into dKart Editor (version 2.5 service pack1) and SevenCs Analyser (version 2.6.2.3)).

There is the reality that a loss of awareness or knowledge of existence of a T or P will occur from the time that the radio broadcast ceases until the time that the mariner receives the validated and approved digital ER file for loading on their ECDIS.

In the case of a cancellation of a T or P notice, an ER file for the base ENC affected is produced immediately. This task is not carried over until the start of each month when the next Notices to mariners Booklet is released on our website. When the situation returns to normal, a cancellation ER file is produced.

Considerations when applying the changes to an ENC:

Although the T or P notice may only be promulgated for the largest scale chart affected, SANHO carefully considers the usefulness of correcting other smaller scale charts affected also. A case in question was the reduced range of the DGPS signal being transmitted from Cooper lighthouse. The T notice only listed SAN 1030 and SAN131 as the charts affected but this had a much greater impact on many ENCs showing this feature and placing a suitable CTNARE over the area representing the range of this DPS Station.

When the extent and details of the features under change or area of concern are too vague for encoding or too inaccurate for spatial encoding, use is made of the most appropriate S57 area feature, usually a CTNARE, but in some cases a RESARE or OBSTRN feature amongst others, with approximated boundaries of adequately depict and cover the area of change with due regard for a sufficient safety buffer zone (usually determined by the cartographer in consultation with Superintendent Paper Charting (SPC), Superintendent Safety Information (SSI) and even the Hydrographer (HYD) if necessary).

For features which have different characteristics physically or different operating characteristics, such changes are made to the actual encoded attribute. For example, if a light has a reduced range or a different colour or characteristic, then the appropriate attribute is changed to reflect what the mariner can actually expect to see. The feature's SORDAT and SORIND field's will be encoded with the date on which the change was applied to the feature in the dataset and the authority for that change i.e.

SORIND = ZA,ZA,reprt,MtM-3.38(1)

SORDAT = 01.04.2008

The INFORM field of the feature will in addition to any amplifying information about the change to the feature, also contain the text string NM 38(T)/2008 drawing attention to the exact type of NM action it represents, as this cannot be encoded in the SORIND field.

DATSTA and DATEND is not usually encoded as its direct effectiveness in an EDCIS is not understood fully. Any information relating to time is usually included in the text contained in the INFORM field. To date we have not found it necessary to link any additional text files or picture files to a feature which contain information directly relating to the temporary action affecting the feature(s) as the text needed adequately fits into the 300 character text limitation set for the INFORM field.

If the nature of the changes affects many features and necessitates too much alteration to features, use is made rather of a CTNARE to produce a footprint over the area of change, which the mariner needs to be informed about i.e when a leading light is not in operation. This ensures that when the light again operates normally, no unnecessary work is needed to replot all the features and encode them in order to reinstate the original situation.

In deciding whether to use a CTNARE or amend the feature itself, consideration is taken of the impact of changing the geometry of a feature and the impact that will have on other linked features and the size of the update file this may create as these files need to be transmitted via satellite communications lines that incur cost based on transmission volumes.

As T and P notices are targeted towards correcting the published navigational paper chart, SANHO takes care through its documentation process to question and resolve the Spheroid to which the position is referred. In the notices the spheroid of the paper chart is given in the body of the notice as shown in the example below:

Extract from a newly published T Notice in the Monthly Notices Booklet:

102(T) NAMIBIA, West Coast, Swakopmund - Buoys

Source: B-4 Eng & Diving CC (Previously issued as CNW 344 of 2008)

SAN 73 (INT 2610) - [Previous Update - 125/07] CLARKE 1880 DATUM

1. Unlit marker buoys centred in approximate position 22° 22'.62 S 014° 25'.39 E
2. Vessels, anglers and swimmers are requested to keep 1.5 nm clear of survey site.

From this it can be seen that this position relates to the paper chart's spheroid.

Production of New ENC's

In the documentation flow line used for documenting the work carried out and sources referenced during the compilation and validation process of a new ENC, cross checks are made with the daily work journals of SSI and the list of NM sources listed on the SANHO form QR001.10. Should a T or P notice be cancelled during the compilation cycle of the new ENC, this entry will be struck through and annotated « no action required » on the form QR001.10. Before stamping the file, the ENC validator is required to check for any outstanding NMs using form QR001.02 Stage 4 Check to sign off that such a check has been carried out.

On notification of change of circumstances which results in the cancellation of a T or P Notice currently in force.

SSI will inform SDC immediately of a change of circumstances which will result in SSI preparing for publication in the next month's Notices booklet, a cancellation notice to an existing T or P notice in force. SDC will initiate the production of a ER immediately for the ENC's affected. The mariner however will only become aware of this change of circumstances when they receive the next edition of the Notices booklet. The EDCIS user who has in place an update service arrangement with the ENC provider (a VAR in the case of IC-ENC) will effectively become aware of this only once that ER digital file has been sent to them for loading onto their ECDIS. This means that in the South African context, should a change of circumstances affecting a current T notice which is in force and listed in the Jan 09 booklet (published and available on the 3 Feb 09) be brought to SSI's attention on the 4th Feb 09), now effectively no longer be applicable and need to be cancelled, the ER file affecting the ENC will only reach the end user some week or so later if they have an update service. This is due to the production and validation time scales needed to produce and validate the ER file. The fact that this T notice is now no longer in force will only be evident to the end user (who doesn't have an update service agreement) when they receive the next month's Monthly Notices booklet at the beginning of Mar 09 - more than a calendar month down the line!

Factors that influence the translation of a Navwarning into a T Notice

South African Maritime Radio Stations occasionally experiences the problem the number of navigational broadcasts in force cannot be read in the time space available. This and the cost of transmission of long standing warnings in force is also a contributing factor to some messages being issued as a T Notice (the Navwarning being cancelled on publication of the T Notice).

Other Comments relating to EUWG Letter 01/2009

Subject: EUWG launching

The membership list is attached in Annex 1. I have added a column to indicate the membership to other IHO working groups or committees. Indeed, it is important to liaise with others groups or committees for information and advice. **Please check your details in the list and advise if there are any discrepancies.**

By SANHO: Details Correct in Annex 1 to this document. However, my address and contact details are to be included in the other listing in circulation.

Add Tel, Fax: +27 21 7872231 (tel) +27 21 7872233 (fax)

Address: Private BagX1 Tokai 7966, CAPE TOWN, South Africa

The TOR has been defined by CHRIS during its last meeting (see EUWG page on IHO web site). It should be noted that the EUWG's recommendations are expected to be reported at the next HSSC meeting planned for October 2009. That means that any recommendations should be documented by July and, if possible, agreements reached with other groups or committees before that date. **Please, let me know if you have any comments on the TOR.**

By SANHO: Extract from http://www.iho-ohi.net/mtg_docs/com_wg/CHRIS/CHRIS20/CHRIS20-06.3A_CSMWG_Report.pdf

“C Examination of S-52 main documents and annexes for redundant operational aspects of ECDIS

Status: Operational aspects of S-52 main document and annexes have now been completely absorbed by the revised IMO ECDIS PS as applicable. S-52 main document

could now undergo a revision process to streamline to the core matter of chart presentation.

However, as external standards, namely the ECDIS test standard IEC

61174 reference clauses in S-52, main careful consideration will have to be given to

this task. Note that CSMWG is only mandated to maintain S-52, App. 2. A revision

of S-52 main document and annexes other than Appendix 2 have to be tasked by

CHRIS separately.”

Question :Will the EUWG specifically be required to review these documents?

Sidney Osborne

9 February 2009
