

16<sup>th</sup> CHRIS MEETING  
Ottawa, Canada, 28-31 May 2004

**DEPICTION OF PORT SECURITY LIMITS ON NAUTICAL CHARTS**  
*Request for formal guidance by Australia*

<b>Submitted by:</b>	IHB
<b>Executive summary:</b>	The Australian Department of Transport and Regional Services and the Association of Australian Ports and Marine Authorities have requested that the Australian Hydrographic Service develop relevant policy and procedures, and depict the limits of Port Security Zones on nautical charts. Consequently, the Australian Hydrographer has addressed a request for formal guidance on the matter to the IHO President (see attached letter).
<b>Actions to be taken:</b>	CHRIS is invited to consider and study the requirement for depicting port security limits on charts, as presented in the attached letter, to take action as necessary, and to advise the IHB accordingly, so that an appropriate answer can be made by the IHB to the Australian Hydrographer.
<b>Related documents:</b>	None

# ROYAL AUSTRALIAN NAVY

## AUSTRALIAN HYDROGRAPHIC OFFICE



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### DEPICTION OF PORT SECURITY LIMITS ON NAUTICAL CHARTS - REQUEST FOR FORMAL GUIDANCE

*Dear Admiral Maratos,*

You might recall that at last month's IHO meetings in Tokyo I had a discussion with you regarding international requirements for depicting the limits of Port Security Zones on nautical charts. The Australian Department of Transport and Regional Services (DOTARS) and the Association of Australian Ports and Marine Authorities (AAPMA) have requested that the Australian Hydrographic Service (AHS) develop relevant policy and procedures, and depict these limits on charts. They consider that the nautical chart, either electronic or manuscript, is a medium for wide promulgation of this important information to mariners.

The Australian Parliament passed the Maritime Transport Security Act 2003 in December 2003. It implements the security requirements of SOLAS Chapter XI-2 and the International Ship and Port Facility Security Code (ISPS Code) in Australia, including requirements for ship, port and port facility security plans and the issuing of ship security certificates. Under the Act, a port may be declared a 'Security Regulated Port' and areas within a port may be declared 'Port Security Zones'. A lesser 'Ships Security Zone' may also be declared. You will be aware that the ISPS Code mandates that Port Security Zones take effect on 1 July 2004, therefore DOTARS and AAPMA have been questioning what action the AHS will be taking to expedite depiction of these zones on nautical charts.

The issue for the AHS is whether the zones to be declared under the act, have to shown on navigational charts, and if so, the level of detail that must be depicted. This does not pose a problem for ENC's, where the zones can be represented as a separate layer, however there is potential for considerable clutter on manuscript charts – particularly if all zones must be portrayed.

The AHS has made inquiries with other international hydrographic offices to ascertain if this issue has been considered broadly; responses indicate that the requirement for the limits to be charted has not been considered, or no requirement has been identified or requested. Furthermore, I understand that the IHO Chart Standardization and Paper Chart Working Group (CSPCWG) has not received any inquiries from any IHO member state about the implementation of the ISPS Code, nor the charting of such zones.

I have informed DOTARS and AAPMA that I am unwilling to take unilateral action to implement a regime for depicting port security limits, and therefore request that this matter be addressed by the IHO to ensure there is a suitable international policy on this issue. A fundamental question is whether the zones need to be charted as a national requirement or should such information only exist in port security plans? The limited research conducted by my staff on literature describing the ISPS Code has not confirmed the requirement for zones to be charted, and the Australian delegate to the IMO has indicated that this issue has not been addressed by the IMO. If depiction is necessary, I believe there is a requirement for standard international symbology and direction on the level of detail that is necessary at various chart scales.

Other mechanisms currently exist to ensure that mariners in Australian waters will be aware of the existence of port security zones and limits from the entry into force of the ISPS Code. I understand that the limits of the 'Security Regulated Port' will be promulgated in the Australian Government Gazette, and as such will be public information. The Australian Mariners Handbook, to be published in late 2004, will also contain a chapter on Maritime Security that discusses the ISPS Code. The AHS will also issue a Notice to Mariners advising of the activation of the security regulated ports and where mariners should seek information.

In summary, there is currently no international guidance on the charting of port security zones and limits. I request that the IHO establishes whether the boundaries need to be shown on nautical charts, and if so, when and how they should be inserted and what symbology is to be used. This will potentially have a significant impact on the charting programmes and resources of all national hydrographic authorities, particularly those coastal states possessing a large number of ports!



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cc.  
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