



# **BALTIC SEA HYDROGRAPHIC COMMISSION**

**Report of the  
BSHC 10th Conference**

2-5 September 2003  
St. Petersburg, Russia

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## Overview Programme

### Tuesday, 2 September

Within the day	Delegates arrive. Accommodation
18.00	Bus transfer from hotel to HDNO
19.00-20.30	Ice Melting Party (HDNO)
20.30	Returning to the hotel

### Wednesday, 3 September

9.10-10.00	Bus transfer from hotel to the HDNO
10.00-10.30	Registration
10.30-11.30	Opening of the Conference
11.30-11.45	Coffee break
11.45-13.00	Conference continues
13.00-14.30	Lunch
14.30-15.45	Conference continues
15.45-16.00	Coffee break
16.00-17.30	Conference continues
18.30-20.30	Reception for the delegations
20.30	Returning to the hotel

### Thursday, 4 September

9.30-16.00	Trip to the country
17.00	Returning to the hotel
18.00-19.00	Bus transfer from hotel to HDNO
19.00-21.30	Reception of the Chief of the HDNO
21.30	Returning to the hotel

### Friday, 5 September

10.00-11.15	Conference continues
11.15-11.30	Coffee break
11.30-13.00	Conference continues, closing formalities
13.00-14.30	Lunch

## Annotated Agenda

No	Title Annotations	Proposed or/ and presented	Remarks
<b>A</b>	<b>Opening formalities</b>		
A1.	Opening of the Conference	Chairman	
A2.	Welcome from the host country	RUS	
A3.	Adoption of the agenda	Chairman	
A4.	Minutes and actions of the 9 <sup>th</sup> Conference	Chairman	
<b>B</b>	<b>Strategic aspects of the further development of IHO</b>		
B1	Information on the present day situation and developments	President of IHO	
B2	Information on the SPWG activities on the item	Chairman of SPWG	
B3	Report of the BSHC representative in SPWG	SWE	
B4	Suggestions of HOs	All members	
<b>C</b>	<b>Strategic aspects concerning technical issues of the activities of HOs</b>		
C1	Status of hydrographic survey activities in Finland	FIN	
C2	Renewing of the printed nautical charts in Finland	FIN	
C3	Experiences of the new paper chart production system (nSector)	FIN	
C4	Promulgation of Maritime Safety Information	SWE	
C5	Information of special surveys in the lake of Mälaren	SWE	
C6	Some aspects with ENC coverage regarding borderlines between neighbouring countries.	EST	
<b>D</b>	<b>Strategic aspects concerning administrative and marketing activities of HOs</b>		
D1	New organization of the Finnish Maritime Administration and the role of hydrography on it	FIN	
<b>E</b>	<b>BSHC co-operative projects with other organizations</b>		
E1.	Status report of the BSHC project the "The Baltic Sea Bathymetric Grid"	GER	

<b>F</b>	<b>Actions connected with the HELCOM Copenhagen Declaration</b>		
F1.	Report of the BSHC Working Group for Monitoring the Implementation of the Harmonized Re-survey Plan	FIN	
F2.	Information on the situation concerning re-survey and ENC production in HOs	All members	
<b>G</b>	<b>Status of Hydrographic Surveying and Nautical Charting Worldwide S-55</b>		
G1.	Information regarding the proposed content and data collection requirement of the S-55	IHO	
<b>H</b>	<b>Miscellaneous</b>		
H0.	Report of the work carried out by the Baltic Sea International chart Committee (BSICC)	DEN	
H1.	Status of numbering of the INT charts	FIN	
H2.	Status of developing the IHO symbology for fairway areas	FIN	
H3.	Standardized symbol for recommended tracks in the Baltic Sea	GER	
<b>I</b>	<b>Unscheduled items</b>		
I1.	Charting in Estonia – today and future	EST	
I2.	Nominating a corresponding member to the WEND Task Group	Chairman	
<b>J.</b>	<b>Closing formalities</b>		
J1.	Election of the chairman and vice chairman of the BSHC	Chairman	
J2.	Place and time of the next Conference	Chairman	
J3.	Closing ceremony	Chairman	

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## **Meeting Minutes of the Conference**

### **A    Opening formalities**

#### **A1    Opening of the Conference**

The Chairman, Mr Toivo Praela, pointed out the significant events that have taken place in hydrography during the period of the previous and the present meeting. In close cooperation with the HO-s of the Baltic Sea area the Harmonized Hydrographic Re-survey Plan had been worked out and adopted. He declared the Conference open and wished the Conference every success. Then he delegated his duties as Chairman to Dr Vaido Kraav, Estonia.

#### **A2    Welcome from the host Country**

Admiral Komaritsyn, the Vice-Chairman of the BSHC, welcomed the Conference which had gathered in St. Petersburg to exchange views on the safety of navigation on fairways of the Baltic Sea and propagate new ideas and developments to make the Baltic Sea safe for navigation.

Capt Sobolev gave practical information on Conference arrangements.

#### **A3    Adoption of the Agenda. Document: BSHC/10/3B**

Additional items to the Draft Agenda were proposed by Germany (**E1** and **H3**), Denmark (**H0**) and Estonia (**I1**). Also some minor changes in the order of the agenda items were adopted.

#### **A4    Minutes and actions of the 9<sup>th</sup> Conference**

The minutes of the 9<sup>th</sup> Conference were accepted without any comment. Most actions arising from the 9<sup>th</sup> BSHC Conference were completed. Action E3 “The Baltic Gridded Bathymetric Database” (all the Member States had to contribute data) has not been completed and this was discussed under Item E1 of the present Conference.

### **B    Strategic aspects of the further development of IHO**

#### **B1    Information on the present day situation and developments. Document: BSHC/10/EN:B1, IHO**

The President of the IHO, Vice Admiral Alexandros Maratos, informed the Conference regarding the ENC worldwide coverage, regional centres for ENC, the Capacity Building Committee of the IHO, updating of the S-55 and S-59, the GEBCO centenary celebrations, and ABLOS activities.

The Chairman of the Conference congratulated the IHO on the new web site and proposed to put more information concerning the activities of the BSHC on the IHO web site.

Decided: To put the report of this conference on the web site and also materials regarding the Harmonized Hydrographic Re-survey Plan of the Baltic Sea.

**B2** Information on the SPWG activities concerning the strategic aspects of the further development of IHO

The Chairman of the SPWG Mr Frode Klepsvik, presented a thorough and detailed overview on the activities of the WG, provided information about the proposed new structure of IHO and the principles of the work of Council and improvement of the IHO convention. Information was noted by the Conference.

**B3** Report of the BSHC representative in the SPWG.  
Document: BSHC/10/EN: B3, Sweden

The report of the BSHC representatives in the SPWG was presented by Ulf Lejdebrink and noted by the Conference.

**B4** Suggestions of HOs

Germany, Russia, Denmark, Finland, Sweden and Estonia expressed their views on the proposals of the SPWG.

Agreed: To acknowledge the work of the SPWG on the future development of the IHO and approve generally the proposals of the SPWG. Authorize the representative of BSHC, Mr Göran Nordström, to present the SPWG position on the item at the forthcoming SPWG Meeting in Singapore.

**C** **Strategic aspects concerning technical issues of the activities of HOs**

**C1** Status of hydrographic Survey activities in Finland  
Document: BSHC/10/EN: C1, FIN

The report was given by the hydrographer of Finland Mr Jukka Varonen. The information was noted by the Conference.

**C2** Renewing of the printed nautical chart in Finland  
Document: BSHC/10/EN: C2, FIN

**C3** Experiences of the new paper chart production system  
Document: BSHC/10/EN: C3, FIN

The items C2 and C3 were presented together by Mr Jarmo Mäkinen, Finland. The information was noted by the Conference.

**C4** Promulgation of Maritime Safety Information  
Document: BSHC/10/EN: C4, Sweden

The item was presented by Mr Åke Magnusson, Sweden, and was noted by the Conference.

**C5** Information of special surveys in the lake of Mälaren.  
Document: BSHC/10/EN: C5, Sweden.

The information was presented by Mr Ulf Lejdebrink, Sweden. It was noted by the Conference.

**C6** Some aspects with ENC coverage regarding borderlines between neighbouring countries.  
Document: BSHC/10/EN: C6, Estonia.

The information was presented by Mr Tõnis Siilananusk, Estonia. Views were expressed by Finland, Denmark and Sweden.

Agreed: The ENC coverage problem on border areas is not only regional problem, but it has also wider meaning. There is necessary to work out relevant criteria and standards to solve the ENC coverage problem. The solution of the problem is beyond the reach of BSHC. The problem should be submitted to the IHO CSPCWG for guidance. Meanwhile the border area problem could be solved through negotiations on the bilateral level (see action plan).

**D Strategic aspects concerning administrative and marketing activities of HOs**

**D1** New Organization of the Finnish Maritime Administration and the Role of Hydrography in it.  
Document: BSHC/10/EN: D1, FIN.

The information was given by Ms Tiina Tuurnala, Finland, and it was noted by the Conference.

**E BSHC co-operative projects with other organizations**

**E1** Status report of the BSHC project “Baltic Sea Bathymetric Grid”.  
Document: BSHC/10/EN: E1, Germany.

The report was given by Mr Horst Hecht, Germany. On the item Mr Travin from IOC pointed out that the bathymetric data for the Baltic Sea area is badly needed and all the possible efforts must be undertaken to complete relevant databases. Even if it cannot be completed today or in the near future every effort must be made to create the Baltic Sea bathymetric database as soon as possible.

Decided:

1. To disband the existing BSBG WG.
2. To keep the item “Bathymetry of the Baltic Sea” on the standing agenda of BSHC Conference.
3. To appoint Denmark as the BSHC custodian for the Bathymetric Grid of the Baltic Sea.

**F Actions connected with the HELCOM Copenhagen Declaration**

**F1** Report of the BSHC Working Group for Monitoring the Implementation of the Harmonized Re-survey Plan.  
Document: BSHC/10/EN: F1, FIN.

The report was given by the Chairman of the Monitoring WG, Mr Juha Korhonen. Mr Korhonen thanked the members of the WG for the commitment to this work, especially Sweden on their efforts developing the data base. The report was approved by the Conference and the following proposals of the Monitoring working Group were accepted:

1. Importance: The BSHC confirms the importance of the re-surveys and urges all HOs try to make their best efforts to allocate resources needed for re-surveys.
2. Scope: In addition to main routes, also other areas than routes which are important to navigation may be included into the Re-Survey Plan.
3. Updates: a) Information of the re-survey status of Sections has been updated.

- b) The Re-survey Plan will be updated at least by the end of each year.
  - c) The Re-survey Plan will be maintained in a data base.
  - d) Sweden has offered to maintain the data base.
  - e) An updated overview chart of the Re-survey Plan showing the current status of re-surveys will be generated from the data base. This chart will be available on the web pages of the Swedish HO. Links to that page may be created from pages of the other HOs and the HELCOM.
4. **Publicity:** The BSHC will ask the IHB to publish appropriate information on the Re-survey Plan on the IHO web site and in an IHB Circular Letter.
  5. **Monitoring Working Group:** The MWG will continue with current TORs and membership.

Regarding the recommendation of the Monitoring WG concerning the symbology of re-survey and controlled fairway areas there was not a common understanding. Finland agreed to forward the issue to IHO CSPCWG for discussion.

## **F2** Information on the situation concerning re-survey and ENC production in HOs

The information regarding the situation concerning re-survey and ENC production in HOs was given by member and associated member states and accepted by the Conference.

## **G** **Status of Hydrographic Surveying and Nautical Charting Worldwide S-55**

### **G1** Information regarding the proposed content and data collection requirement of the S-55

The information was given by Captain M K Barritt from UK, who is coordinating this work for the IHO. He emphasised that he is ready to help in any way to complete the questionnaire for the S-55. The information was noted by the Conference.

## **H** **Miscellaneous**

### **H0** Report on the work carried out by the Baltic Sea International Chart Committee (BSICC). Document: BSHC/10/Annex 1, Denmark.

The report was presented by the Chairman of the BSICC, Mrs Hanne Berg, Denmark. Mrs Berg asked the member states to consider carefully the question raised by the chairman of the CSPCWG, Mr Peter Jones, regarding the reason for and the real need of the international shipping for the proposed Finnish large scale chart scheme and to send their views to her.

Concluded: It is essential that there will be a full coverage of INT charts in the Baltic Sea area and it is important that all the member states will review their INT chart portfolios.

Also the Terms of References of the BSICC proposed by the Mrs Berg were adopted by the Conference (see Document: BSHC/10/Annex 2).

### **H1** Status of numbering of the charts. Document: BSHC/10/EN: H1, Finland.

The information was given by Mr Jarmo Mäkinen, Finland. The information was noted by the Conference.

**H2** Status of developing the IHO symbology for fairway areas.  
Document: BSHC/10/EN: H2, Finland.

The information was given by Mr Jarmo Mäkinen, Finland. Finland proposed to use special symbology for re-surveyed fairway areas, but it did not find a common understanding. The prevailing understanding was to prefer source data diagrams instead of colours or symbols. Germany pointed out that the term “fairway area” needs to have a defined legal status so as to warrant special depiction in nautical charts. Otherwise it could confuse mariners.

Concluded: To refer the matter to the CSPCWG (see also item F1).

**H3** Standardized symbol for recommended tracks in the Baltic Sea.  
Document: BSHC/10/EN: H3, Germany.

The information was given by Mr Horst Hecht, Germany.

Concluded: It was commonly agreed that existing INT chart symbology is not sufficient for Baltic Sea charts. The need for improved symbology following the Swedish example for recommended tracks was supported. Germany will make the proposal regarding improved symbology to the relevant IHO committee.

**I** **Unscheduled items**

**I1** Charting in Estonia-today and future.  
Document: BSHC/10/EN: I1, Estonia

The information was given by Mr Tõnis Siilannarusk. The information was noted by the Conference.

**I2** Nominating a corresponding member to the WEND Task Group.

According to the IHO CL43/2003 every RHC is to nominate a corresponding member to the WEND Task Group dealing with worldwide ENC coverage. Mr Horst Hecht, as Chairman of the Task Group, gave an overview of the aims and objectives of the Task Group. The Chairman of the NHC Mr Jukka Varonen proposed to have a common member to represent both the NHC and BSHC in the Task Group.

Concluded: Mr Juha Korhonen from Finland was nominated to represent the BSHC in the WEND Task Group.

**I3** Letter of thanks to Göran Nordström.

Mr Frode Klepsvik made a proposal to compose a thank-you note to Mr Göran Nordström for excellent service as he retires in the spring 2004.

Concluded: The proposal was unanimously adopted.

**I4** Application for IHO membership.

Admiral Maratos asked members of the BSHC to check with their governments on progress in handling outstanding applications for membership of the IHO.

**J** **Closing formalities****J1** Election of the chairman and **J2** Place and time of the next Conference.

According to Article 6a of the Statutes of the BSHC the Vice-Chairman will be the next Chairman of the Commission. Thus Admiral Komaritsyn, Russia was nominated as the Chairman.

Taking account of Article 5a of the Statutes of the BSHC, and the fact that Latvia has not hosted a Conference so far, it was suggested and accepted by Latvia to act as host country for the next ordinary Conference. This will be held in Riga in June 2005. More information will be supplied in due course.

The hydrographer of Latvia, Mr Janis Krastins, was approved as the Vice-Chairman of the BSHC.

**J3** Closing ceremony

The chairman, Dr Vaido Kraav, thanked Russia for excellent arrangements and the participants for their very constructive work and substantial contributions to the Conference.

Germany congratulated the chairmanship for excellent work and the Russian HO for exemplary administration.

On behalf of IHB Vice Admiral Maratos expressed his appreciation of the conduct of the Conference. He particularly thanked Captain Sobolev for perfect organization of the Conference.

Finally, the Chairman declared the 10<sup>th</sup> Conference of the BSHC closed.

### List of Actions arising from the 10<sup>th</sup> BSHC Conference

This List of Actions is compiled according to the Minutes of the 10<sup>th</sup> BSHC Conference.

Agenda Item	Subject	Who	Action	Time frame	Status
B1	Information concerning BSHC on IHO web site	Chairman	To forward the report of 10 <sup>th</sup> Conference and Re-survey Plan to IHO	November 2003	Done October 2003
B2	SPWG proposals regarding changes of the IHO	Representative of the BSHC in SPWG	To support the SPWG proposals in the next SPWG Meeting	October 2003	
C6	ENC coverage on border areas	Chairman	Consult CSPCWG		
E1	Baltic Sea Bathymetric Grid	Chairman	Include the item in the agenda of next Conference		
F1 and H2	Symbols for fairway areas	Finland	To present a proposal to CHRIS/ CSPCWG	ASAP	
G	S-55 Questionnaire	All	To return the questionnaire	1 Jan 04	
H3	Symbology for recommended tracks	Germany	To inform the relevant IHO Committee	ASAP CSPCWG	
I3	Letter of thanks to Mr Göran Nordström	Chairman	To compose and send out		
I4	New members of IHO	All	Check the handling of applications by respective governments	Permanent	



## SOCIAL EVENTS

On the 2<sup>nd</sup> of September the Conference started with the Ice Melting Party at the Head Office of the Department of Navigation and Oceanography. It established good contacts between the delegates and made bases for the further work of the Conference.

On the 3 September the Dinner was given by Rear Admiral Alexeev, Head of the Scientific Research Institute for Navigation and Hydrography, at the Jelaginov Palace, which followed good old Russian tradition. All the participants enjoyed excellent Russian kitchen and admired the beauty of the place.

On the 4<sup>th</sup> September a guided tour was organized to the Peterhoff Park and the National Museum for delegates and accompanying persons. The beauty of the waterfalls and fountains was very impressive.

On the evening of the 4<sup>th</sup> September the Reception by Admiral Komaritsyn, Chief of the HDNO was given. Time passed in an entertaining and relaxing atmosphere.

# Explanatory Notes

**Agenda Item B1**  
**Vice Admiral Alexandros Maratos**  
**IHO**

## **Information on the present day situation and developments**

**1. ENC.** The IHO is receiving criticism from different interested parties (navy, private companies, IMO, etc) of the poor worldwide coverage of ENCs. The IHB monitored the situation of the ENCs production through CL 67/2002. The responses received from MS indicated a good coverage, especially of the critical areas, but also showed that many ENC were not yet available in the market. WEND during its last meeting in Lima Peru set up a task group under the chairmanship of Mr Horst Hecht from Germany in order to develop procedures in cooperation with the RHCs for the acceleration of the produce of ENCs. CHRIS, during its last meeting in Monaco, tasked the Bureau to contact MS and find out why the ENCs are not available in the market.

**2. RENC.** There are already two Regional Centers for the distribution of ENCs: one the Primar Stavanger operated by the Norwegian Hydrographic Service and the other the IC-ENC operated by the UKHO. In the last meeting of the MBSHC, the Italian Hydrographic Service announced that the MBS Virtual RENC became operational. According to the regulations of the Virtual RENC, Member States of the MBSHC will produce, validate and distribute their ENCs whereas the RENC will deal with technical issues.

**3. IHO CBC.** The IHB with CL 7/2003 from 28 January 2003 informed MS that the TACC has been disbanded and proposed to establish an IHO Capacity Building Committee with specific TOR. MS approved the formation of the CBC and its TOR. The first meeting of the CBC will take place in Monaco 11 and 12 of September back to back with the meeting of the Committee of Antarctica that will meet in Monaco 9 and 10. MS have to participate in the first meeting of this important Committee.

**4. S-55 S-59.** UKHO agreed that Captain Mike Barritt is available to assist the Bureau in updating the two IHO publications the S-55 (Status of Hydrographic Surveying and Nautical Charting Worldwide) and the S-59 (Status of Hydrographic Surveying in Antarctica). Captain Barritt visited the Bureau in February and the procedures for updating were discussed and decided upon in a meeting with the DC of the IHB. MS have agreed on the measures to proceed forward as proposed by the DC with CL 23/2003/11 March 2003. A second CL has been sent to MS with a questionnaire

that has to be filled in. The responses will form the basic material for the updating of the publication. Also, it was decided that Captain Barrit will visit IMO in order to discuss the way how MS of IMO not members if IHO will contribute the information regarding this issue.

**5. GEBCO Centenary Celebrations.** The Bureau organized the GEBCO Centenary Celebrations that took place in Monaco from 14 - 16 of April. It was attended by 200 persons and several Hydrographic Offices were represented. During the celebration time the Italian Navy and the Italian Hydrographic Office made available to visit the hydrographic ship ARETUSA that many delegates enjoyed. The celebrations included the opening ceremony with the presence of Prince Albert, the unveiling by the Prince of a special commemorative plaque that will be permanently installed in the new pier of Monaco, exhibition of the GEBCO charts of the 5<sup>th</sup> edition and the Conference devoted to presentations related to bathymetry and to GEBCO.

**6. ABLOS.** The next Conference of the Advisory Board on the Law of the Sea will take place in Monaco from 28-30 of October 2003. The subject of the Conference will be “Difficult technical and legal issues of the LOS”.

**Agenda Item B3**  
**Explanatory Note**  
**SWEDEN**

### **Report of the BSHC representative in the SPWG**

I do regret the problems, in connection to my own travelling and despite Captain Sobolev's kindly support up to this day, made it impossible for me to get visa to Russia and hence to take part in the BSHC Conference. However, according to the agenda I was asked to give personal information of the work of the SPWG. I now have to submit it in a written form, which hopefully will be read by my colleague, who takes part. See this as an informal additional information or the detailed one you will get or already have got from the SPWG Chairman, Mr. Frode Klepsvik.

The XVI International Hydrographic Conference (IHC), April 2002, decided to continue the Strategic Planning Working Group (SPWG) but also decided upon new Terms of Reference as well as a Planning Cycle for the Strategic Plan. Election of Chairman and Vice Chairmen was also performed. Except of that the WG should consist of designated members from each Regional Hydrographic Commission (RHC).

The decision was made, that the Baltic Sea Hydrographic Commission should be represented by Dr. Peter Ehlers, Germany, and the Nordic Hydrographic Commission by Mr. Göran Nordström, Sweden.

Except from an initial meeting directly following the IHC the first meeting took place in Monaco in September 2002. The Chairman stressed that the representative from each RHC should keep the RHC well informed to give full background and acceptance of the work, which finally will be presented to the next Extra IHC, 2005. During this meeting the discussions gave the base for the future work with a review of the work within the IHO and starting the discussions whether to consider to and propose changes to the IHO Convention. Together with the draft forming of Vision, Mission and Objectives of the IHO was also discussed questions of strengths and weaknesses of the IHO. This resulted in a questionnaire sent to each Hydrographic Office (HO) to act upon.

Dr. Ehlers gave the information from the meeting together with the demands of the opinion from each HO on the questionnaire. The last was performed that Dr Ehlers gave his own, initial reflections to each question. He stated that if no answers at all were received, it should be read as an acceptance of his suggestions. This method was also adopted within the NHC and later in the North Sea Hydrographic Commission (NSHC). A joint answer for three RHCs, compiled by the French Hydrographer, was given to the SPWG. Most members of the BSHC took active part in this work.

The answers of the questionnaire from the different RHCs were a base for the discussions followed during the SPWG meetings.

We do all regret that the arisen illness of Dr. Peter Ehlers prevented him to travel. He declared that he was not able to continue as the representative of the BSHC. The decision within BSHC was that Mr. Nordstrom could represent as well BSHC as NHC. However contacts with Dr. Ehlers to get his advice is maintained.

Three meetings in the SPWG are so far made. The discussions as well as reactions exchanged between members in the WG have been carefully analysed to give advice to further work in the WG by the Chair Group, which has had several meetings between the ordinary SPWG meetings. Thanks to the immense and skilled work of the Chair Group the SPWG gets progress which is very promising with good solutions for a renewed and more efficient IHO.

The information within the SPWG is open and the information from each meeting is sent out to the member states. As the representative for BSHC I do urge you to react on the information received. Besides, there is a possibility and recommendation to take part in the e-mail discussions in SWPG forum, which is managed by the French HO, SHOM. The subscription can be made through the e-mail address: [majordomo@shon.fr](mailto:majordomo@shon.fr). There is always the possibility to take part in the meetings as an individual HO. In the connection to the last WEND meeting in Peru both Russia and Finland took part. As the representative I did appreciate the strong support I got from them and especially from Admiral Komaritsyn, who stated that Russia strongly supports the work of SPWG as it has been carried out so far.

I hope that you will continue with that support and will appreciate reactions from all of you on the work during its proceedings. I am going to retire, I have decided to postpone this retirement until the work of SPWG is fulfilled, which according to the time schedule will be in the springtime 2004. The main reason is to keep the continuity of the work in the SPW| hope this will be in accord with your views.

Göran Nordström

**Agenda Item C.1**  
**Explanatory Note**  
**FINLAND**

## Status of hydrographic survey activities in Finland

### Survey vessels of FMA Hydrographic Department 2003

Vessel	Type / length	Multibeam launch	Other survey launches	Crew during season	Operation area
<b>Prisma</b>	Depot ship / 57 m	M120	7	45	South & SW coast
<b>Saaristo</b>	Depot ship / 43 m	M640	3	33	Gulf of Bothnia
<b>Sesta</b>	Depot ship / 19 m	-	3	9	Lake Päijänne
<b>Airisto</b>	Survey ship / 28 m	Echo sweep		12	Coastline
<b>Suunta</b>	Survey ship / 36 m	Multibeam / SeaBat 8111		14	Coast & open sea
<b>Kaiku</b>	Survey ship / 22 m	Multibeam / SeaBat 8101		5	Lake Saimaa

The two multibeam launches of **Prisma** and **Saaristo** are similar 15 m type launches equipped with SeaBat 8101 multibeam. The newbuilding 2003, s/v **Kaiku**, was commissioned at July 2003. She starts her surveys at Lake Saimaa area, but is capable for surveys on the coastal areas, too. The draft of the ship is 1.3 meters and the minimum survey depth in practice is about 2 meters.

The geodetic survey team belongs to **Prisma**, but works independently on all areas of Finland. The main tasks of the team (9 persons) is the survey of control points for the new EUREF-FIN coordinate frame and the survey of fixed aids for navigation.

The continuation of the re-survey of all fairway areas is the main objective of surveys (Navi-project). This task is enlarged now to the surveys of open sea lanes (HELCOM survey plan). General surveys for new/ renewed nautical chart production are continued on Lake Päijänne.

All the survey data is collected and processed in digital form. The data bases for bathymetric data (SYRE) and for controlled areas of depth (VARE) are fully used in production. The Maritime Districts of FMA have also some amount of survey capacity for fairway surveys (Navi and fairway construction). The results of these surveys are also collected into these survey databases. A common task group (Navi-group) is working for the harmonization of survey methods and preparing quality assessment procedures.

The personnel of hydrographic surveys consists of 20 persons in office, 29 survey officers on board ships (office in winter), 50 other seamen on ships all year and about 46 enrolled men for survey season mainly from ice brakers. This means altogether 145 persons during the survey season (from the 10<sup>th</sup> of May to the beginning of October).

**Agenda Item C.2 , C.3**  
**Explanatory Note**  
**FINLAND**

## **Renewing of the printed nautical charts in Finland**

### **Experiences of the new paper chart production system**

#### **Executive summary**

At the beginning of 2003 one of the most significant developments in the history of Finnish chart production was started. Modernized charts will replace traditional Finnish paper charts. In this way, Finland will gradually make the transition to the international INT charts.

#### **Actions to be taken by the BSHC 10<sup>th</sup> Conference:**

Informative. No actions required.

The move to international symbology is part of a renewal process that was begun this year. Colours, symbols and the coordinate system will be changed. The new symbology is based on the IHO standard (M 4 –Chart Specifications of the IHO).

The renewal started from the Gulf of Finland. The first ten modernized coastal charts (1:5000) and one harbour chart (1:20 000) from the Gulf of Finland have been published during the spring of 2003. Coastal charts from the Archipelago Sea will appear during autumn 2003. In 2004 coastal charts for the Gulf of Bothnia and the chart series for the Gulf of Finland will be renewed. The first modernized version of the charts for inland waters will appear in 2004. Within a five year time frame, all nautical charts will be renewed. Existing traditional nautical charts will be updated and will remain valid, until they have been replaced by the modern one.

The modernized nautical charts will be published in the WGS-84 coordinate system. Existing traditional charts will remain in the Finnish national coordinate system.

New charts are produced by a new chart production system called nSector.. The production line has been integrated with the HIS-system. The first 11 charts have been successfully produced during last spring.



Production schedule for modernised charts

<b>Chart number</b>	<b>Sea area</b>	<b>Scale</b>	<b>Publishing date</b>
13-22	Gulf of Finland	1:50 000	Spring/summer 2003
191	Gulf of Finland	1:20 000	Summer 2003
23-34	Archipelago Sea	1:50 000	Autumn 2003
952	Gulf of Finland	1:250 000	Autumn 2003
40-59	Gulf of Bothnia	1:50 000	2004
953	Archipelago Sea	1:250 000	2004
134, 138, 136	Gulf of Finland	1:10 000-1:20 000	2004
A, B, Z (chart series)	Gulf of Finland	1:50 000 (1:20 000)	2004
P	Päijänne (inland waters)	1:40 000	2004

**Agenda item C4**  
**Explanatory note**  
**SWEDEN**

**Promulgation of Maritime Safety Information (MSI)  
in the Baltic Sea Sub-area**

**1. BACKGROUND**

The BALTICO-office at the Swedish Maritime Administration, Hydrographic Office, is acting as

- Baltic Sea Sub-area Co-ordinator
- National Co-ordinator of Sweden
- Co-ordinator for all NAVTEX broadcasts within the Baltic Sea area
- Publisher of the Swedish NtM

The Swedish Meteorological and Hydrological Institute (SMHI) is acting as co-ordinator for all NAVTEX broadcasts of meteorological information within the Baltic Sea area.

The Baltic Sea Sub-area is covered by four NAVTEX-stations, see Annex 1. Three of these stations are situated in Sweden and one in Estonia. The national co-ordinator of each nation in the area is sending MSI to BALTICO for transmission on Navtex. Baltico is carrying out administrative measures such as numbering, formatting etc., before the warnings are sent to Stockholm Radio (Swedish Telecom) for broadcasting. In many cases warnings have to be shortened to make them fit in the restricted time available.

Statistics for the broadcasting of navigational warnings on NAVTEX, within the Baltic Sea Sub-area, is shown in Annex 2.

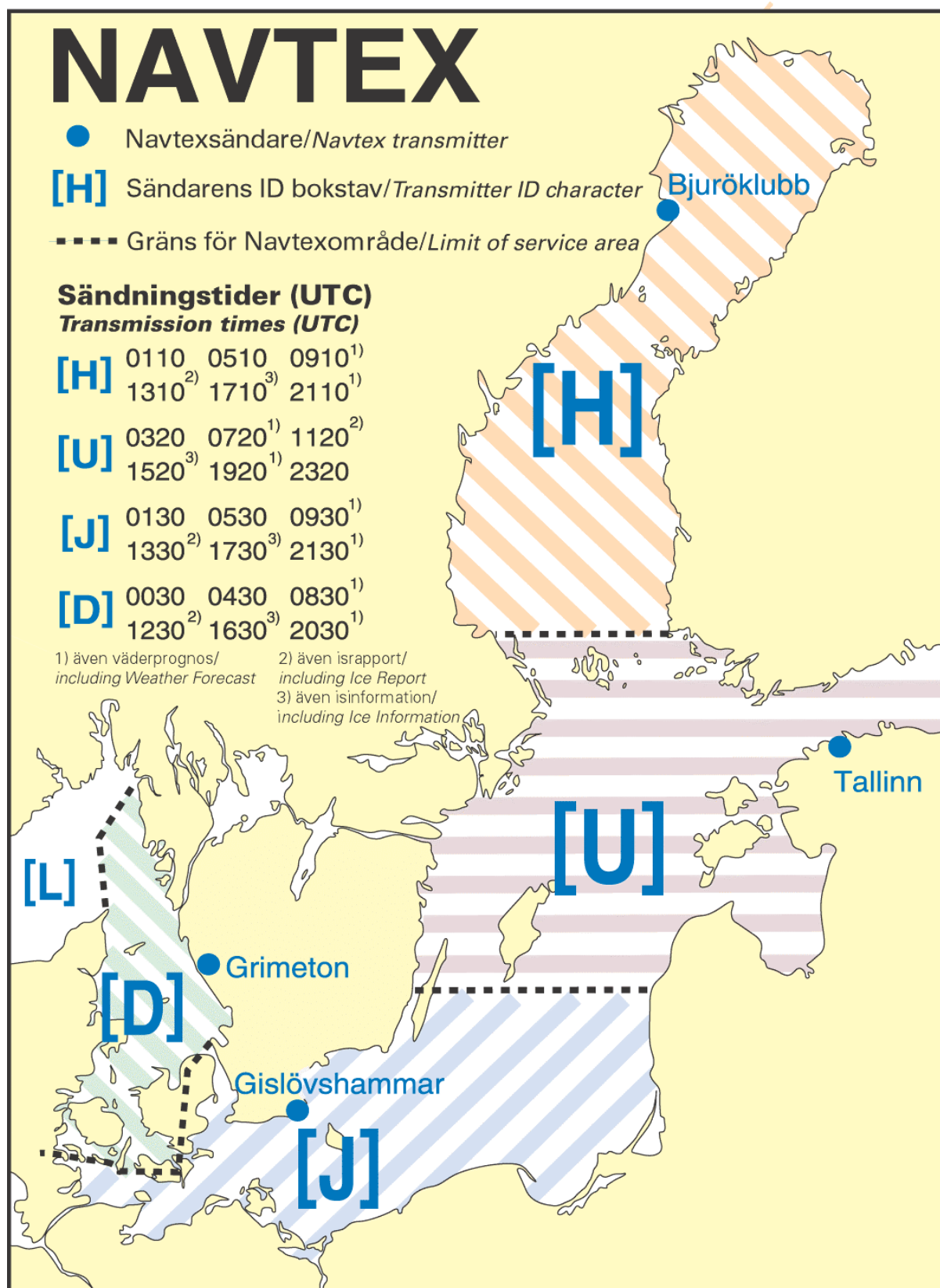
**2. COMMENTS:**

- a. In November 1999 NAVTEX transmissions started from a site at Grimeton on the West Coast of Sweden. This has improved the NAVTEX-coverage of Skagerrak. See map in Annex 1.
- b. To improve the NAVTEX-coverage off the coasts of southern Latvia, Lithuania and the Kaliningrad area of Russia, the limit between NAVTEX stations [J] and [U] has been moved somewhat northwards. The new limit, valid since October 2002, is shown on the map in Annex 1.
- c. In October 2000 an inquiry was sent to the nations in the Sub-area to gain experience about the interest in establishing 490 kHz Navtex-service in the Baltic Sea Sub-area. The opinion among the national co-ordinators was found very different. Some were not interested at all, some were interested in sending MSI in the national language and others in sending local warnings in English language. The question will be further discussed at a Baltico-meeting which is planned to take place in March 2004, see item f) below.
- d. The Swedish Telecom company Telia has up to now been engaged by Swedish Maritime Administration (SMA) for carrying out the broadcasts of MSI. In the near future, this service will be taken over by SMA, most likely by MRCC Sweden. Further information will be distributed to national co-ordinators as soon as it is available.
- e. At the time when the Navtex system originally was established, LW-transmitter sites were common and used for different maritime communication purposes. In recent years many of these LW-transmitters have been dismantled. Most of the remaining sites are today only needed for broadcasting of Navtex. The Baltic Sea Sub-area Co-ordinator feels that it would be reasonable to share parts of the costs for the maintenance of

the Navtex-stations among the nations that are using them. This question will be discussed at the meeting for Baltic Sea Sub-area National Co-ordinators which is planned to be held in Norrköping in March 2003, see f.

f. A meeting for National Co-ordinators in the Baltic Sea Sub-area is planned to take place in Norrköping in March 2003. Invitation to the meeting will be distributed in August 2003.

e. A database for NtM is under construction at the Swedish Maritime Administration. From this database the "NtM-information" will be available on the Internet. Via Internet, it will be possible to search for information in the database in different ways, e.g. chart, area, publishing date, valid date etc. The weekly NtM-booklet will also be produced from this database. When the NtM-database has been taken in operation, it will be extended and modified to also deal with Navigational Warnings.



## Statistics for Baltic Sea Sub-area

Originating nation	Number of warnings received at BALTICO	Number of warnings transmitted on NAVTEX	% warnings transmitted on Navtex
<b>2000</b>			
Sweden	421	162	38
Finland	49	48	98
Russia, Petersburg	16	9	56
Russia, Kaliningrad	19	19	100
Estonia	39	31	79
Latvia	16	12	75
Lithuania	24	13	54
Poland	68	66	97
Germany	130	118	91
Denmark	345	201	58
<b>TOTAL</b>	<b>1127</b>	<b>679</b>	<b>60</b>
<b>2001</b>			
Sweden	448	149	33
Finland	41	41	100
Russia, Petersburg	18	14	78
Russia, Kaliningrad	49	46	94
Estonia	34	27	79
Latvia	11	9	82
Lithuania	49	28	57
Poland	66	66	100
Germany	99	96	97
Denmark	312	190	61
<b>TOTAL</b>	<b>1127</b>	<b>666</b>	<b>59</b>
<b>2002</b>			
Sweden	461	119	26
Finland	41	36	88
Russia, Petersburg	21	17	81
Russia, Kaliningrad	100	99	99
Estonia	39	24	62
Latvia	15	12	80
Lithuania	40	19	48
Poland	99	97	98
Germany	109	100	92
Denmark	324	126	39
<b>TOTAL</b>	<b>1249</b>	<b>649</b>	<b>52</b>

**Agenda item C5**  
**Explanatory note**  
**SWEDEN**

### **Charting and surveying in the lake Mälaren**

In the lake Mälaren it is necessary to resurvey the fairways every year in special areas.

This is very cost consuming and gives just a little information for a very short period.

The reason for these surveying is that it is too small under keel-clearance in the fairways and ships often have too high speed which give turbulences in the column of water which make stones and other materials on the seafloor to deposit in the fairway-channel. In Sweden the fairways are bars wept when the margins of under keel clearance is very small.

It is very important to present the varying bottom topography in the charts so the navigator can handle the ship regarding to the physical circumstances in he fairway.

Ships have grounded caused by to high speed which should not have happened if the information in the charts had been generalised in a different manner and more details were presented.

This problem depends on the fact that in the period after chart production the ships' sizes have rapidly increased and connection with that dynamic effects were not handled the way they are done today.

### **Some aspects with ENC coverage regarding borderlines between neighbouring countries**

A common practice for determining the borderlines between neighbouring countries is that the line is given by separate turning-points connected with a geodetic line. As we know in the rectangular coordinate system (which is common in case of nautical charts) the geodetic line is not a direct line but a curve. That means, if the distance between borderline turning-points is sufficient and the angle between meridian or parallel is considerable, the geodetic line between points can not be described by a direct line. Instead of one line the geodetic line must obviously be described with several turning-points and loxodroms between them (the number of points depends on the scale of the chart). The question arises if there are any common criteria to be applied for determining the distance between additional turning-points? It seems essential that the most suitable here could be an assumption that the deviation by approximation of the geodetic line (orthodrome) with the direct line (loxodrome) must be less than some agreed figure (e.g. 2 m, 5 m etc) depending on the scale of the chart.

The problem of approximation of the geodetic borderline occurs when surveying the areas of responsibility and using this data to produce ENC so that uncovered areas and overlappings would be avoided. We had the problem of approximation on the borderline between Latvia and Estonia. The above-mentioned borderline is a geodetic line given by 16 turning-points. The distance between separate points is up to 49 NM, where difference between orthodrome and loxodrome was up to 250 m. We approximated the above-mentioned geodetic line with 10 loxodromes (adding 9 additional turning-points), where the length of loxodrome was approximately 5 NM. It resulted that the difference (error) was not more than 5 m. It was satisfactory for the ENC in the scale 1:100 000. Obviously, the negotiations regarding the approximation of the borderline between Estonia and other neighbouring countries (Finland and Sweden) must take place. All Baltic Sea countries are facing the same problem. Therefore it is reasonable to agree upon approximation principles and criteria for the Baltic Sea area. We sincerely hope that the common principles will be approved by BSHC if not during this Conference, then in the near future.

**Agenda Item D.1**  
**Explanatory Note**  
**FINLAND**

**New Organisation of the Finnish Maritime Administration  
and the Role of Hydrography on it**

**Executive summary**

The process to develop the Finnish Maritime Administration towards a business-like organisation is going on. There have been changes in the organisation of the Finnish Maritime Administration (FMA) since the last BSHC meeting.

**Actions to be taken by the BSHC 10<sup>th</sup> Conference:**

Informative. No actions required

The Finnish Maritime Administration is being reorganised. The first stage of the organisation entered into force on the 1<sup>st</sup> March 2003. Activities have been divided into four main functions, which are Hydrography, Waterways, Winter navigation and Traffic Department. Maritime Safety Department remains the same as it was.

Hydrographic issues belong now to the **Hydrographic Department** (the Finnish Hydrographic Office, FHO). The Hydrographic Department is further divided into **Hydrographic Surveys Division** and **Charts Division**. The current count of FHO employees in the Office is 71 persons and on hydrographic survey expeditions 82 persons, totally 153 persons. During the survey season the amount of personnel will be increased by 40.

Ms. Tiina Tuurnala has been appointed to the Director of the Hydrographic Department. Mr. Jukka Varonen, the Head of the Hydrographic Surveys Division, has been nominated as the national Hydrographer. Mr. Jarmo Mäkinen has been appointed to the Head of the Charts Division.

The organisation will be developed further so that from the beginning of 2004 the enterprises owned by the state will be established for ice breaking and piloting. Also the administrative tasks and production tasks of the remaining Maritime Administration (Hydrography and Waterways) will be separated into different organisational units. A specific Project has been launched for the preparation of that. This project will be finished by the end of November 2003.



## **Status report on the BSHC project „Baltic Sea Bathymetric Grid“**

### **Executive summary**

The BSBG has been not able to complete its task within a period of eight years because of lack of data provided by member HOs.

### **Actions to be taken by the BSHC 10<sup>th</sup> Conference:**

- to accept this Report
- to terminate the work of the WG
- to disband the WG.

This statement summarises the status of the joint “Baltic Sea Bathymetric Grid” project which was initiated in 1995.

At the 6<sup>th</sup> BSHC Conference in Gdynia/Poland, the participants agreed at the time that in order to perform hydrodynamic model computations and assess the impacts of pollutant input to the Baltic Sea (HIROMB, operational models), an indispensable requirement was a good knowledge of the seabed bathymetry. It was decided, therefore, to establish a working group whose task was the development of a bathymetric data set for the entire Baltic Sea. The data set should be based preferably on hydrographic survey data.

After the establishment of the working group, a specification was developed for the bathymetric data set. The German proposal of October 1996 included the requirements which oceanographers had formulated for such a data set. In early 1998, a final discussion began which led to the definition of a minimum set of parameters for the bathymetric data set:

1. Regular grid cell size 100" x 60" (geographic latitude x longitude)
2. Formal origin of the grid at 0°E, 0°N
3. The western boundary is defined by the 9°E meridian
4. Horizontal datum WGS 84
5. A mean depth representing the water volume of the cell has to be determined for each grid cell. The datum used is the mean sea level.

Initially, mainly administrative questions remained open, such as the updating and distribution of the data set, charging of fees, and licence agreements with commercial users.

In mid-1998, the German partial data set was completed.

In explanatory notes presented at the 8<sup>th</sup> BSHC Conference in Finland in June 1999, Denmark and Poland referred to concepts of increasing the horizontal resolution to 250 m, especially in the transition zone between the Baltic Sea and North Sea. They thus resumed an earlier proposal made by Germany in 1998 which provided for a higher resolution.

Until the 9<sup>th</sup> BSHC Conference in Estonia in June 2001, no other completed partial data sets were announced but Germany was requested to once more clarify the specification of the bathymetric data set.

Denmark agreed to process and compile the partial data sets. In an explanatory note at the 9<sup>th</sup> BSHC Conference, Denmark referred to its own activities for the production of a bathymetric data set in the Baltic Proper and described the methods used. Against that background, another comparison and co-ordination of the specification for the bathymetric data set with Denmark was begun in late 2001.

In order to be able to make available the German approach to the production of a bathymetric data set also to other parties involved, it was further developed in 2002. The approach consists of three phases. The first phase was optional and allowed the selection of characteristic sounding data (mean, median, modal, minimum, maximum) from the hydrographic survey data sets. The starting point of the selection is a quadtree cell structure based on the areal resolution of the hydrographic survey data set or the dynamics of the bottom relief. The second phase applies the free triangulation programme "triangle" (J.R. Shewchuk, Carnegie Mellon University, Pittsburgh/Pennsylvania) to the hydrographic survey data set, which allows mainland and island contours to be taken into account. The third phase finally determines the mean depth value for each grid cell on the basis of the triangulation result of the hydrographic survey data set. All programmes are written in the programming language C.

Then, in March 2003, the members of the working group Denmark, Poland, Sweden, and Russia as well as the other countries bordering the Baltic, namely Estonia, Finland, Lithuania, and Latvia, were informed about the requirements for the bathymetric data set. Up to now, a comprehensive positive reaction has not been received.

Eight years after the beginning of the joint project "Baltic Sea Bathymetric Grid" of the hydrographic services of the BSHC member states, it is now time to admit that the prospects for continuation of the project are not good. We would like to thank the Hydrographic Office of Denmark for its dedicated contribution to the project.

We recommend that the BSHC conference terminates the work of the working group and declares the working group disbanded.

**Report of the Monitoring Working Group  
for the BSHC/HELCOM Re-Survey Plan  
to the BSHC 10<sup>th</sup> Conference****(By 27 June 2003)****Executive summary**

The BSHC accepted the Re-survey Plan December 2002. The BSHC established a Monitoring Working Group to monitor the implementation of the Re-Survey Plan.

**Actions to be taken by the BSHC 10<sup>th</sup> Conference:**

- to accept this Report
- to decide on the Recommendations in Chapter 5.

**1. Introduction**

The HELCOM Copenhagen Declaration 2001 requested that the routes to the main harbours of the Baltic Sea should be re-surveyed according to the specifications of the latest edition of the IHO S-44. Also it required that a coordinated re-survey plan should be established by the end of 2002.

The BSHC Extraordinary Meeting in April 2002 accepted the principles for the Re-Survey plan. The BSHC Extraordinary Meeting in September 2002 accepted the Re-Survey Plan. The final Re-Survey Plan was approved by the BSHC members in December 2002. The Chairman of the BSHC forwarded the plan to the HELCOM.

The BSHC Extraordinary Meeting in September 2002 also established a working group to monitor the implementation of the Plan (MWG). The TORs and the membership of the MWG are in Annexes 1 and 2.

The MWG approved its Work Programme. The MWG has worked mainly by correspondence. Also some ad-hoc meetings have been mainly in the occasion of other meetings.

**2. The Re-survey Plan**

The Re-survey Plan was accepted well in all HOs. Also, the publicity for the Re-survey Plan has been quite widely. The feedback has been very positive. It is still proposed that the

importance of the re-surveys should be emphasised and resources to be allocated to them. [See recommendation #1].

The MWG believes that the Re-survey Plan and the work done for preparing and implementing it should be published widely in the hydrographic community. This may be a good example of a fruitful co-operation within a Regional Hydrographic Commission. This kind of activities should be encouraged within all RHCs. [See recommendation #5].

### **3. Status of Implementation the Re-survey Plan.**

Most of the HOs have already started the implementation of the Plan.

Experiences of Implementation the Re-survey Plan show that some obstacles and unexpected spreading of shallows or some shoals on route areas shallower than previously known has been found.

Estonia has made a proposal for establishing a special fund for speeding up the re-survey work. They have made some calculations of the areas not adequately surveyed. The HELCOM Head of Delegations meeting in February 2003 did not support that proposal.

Most of the members of the MWG are in the opinion that in addition to main routes, also other areas than routes which are important to navigation should be included into the Plan. Russia does not wish to make any amendments or supplements to the Plan. For example, see the Sections CF-GOF-50 ... CF-GOF-55. These are outside the main routes, but needed for navigation especially during heavy ice conditions. [See recommendation #2].

The Re-survey Plan should be updated at least by the end of each year. The Re-Survey Plan will be maintained in a data base. Sweden has offered to maintain the data base. The current information of the re-survey status of Sections has been updated based on the latest information of the HOs. An updated overview chart of the Re-Survey Plan showing the current status of re-surveys will be generated from the data base. This chart will be available on the web pages of the Swedish HO. Links to that page may be created from pages of the other HOs and the HELCOM. [See recommendation #3].

Most HOs report full ENC coverage on the re-surveyed routes with no gaps anticipated. It has also been agreed to include the National ENC Production Plans as an Annex of the Re-survey Plan, but this action has not been completed.

Any common risk analysis of the routes or areas has not been done.

### **4. Presentation of the Re-surveyed areas on nautical charts and ENCs**

Most of the members of the MWG has found important for navigation to present the re-surveyed areas on nautical charts with a common symbology. Russia has proposed that these symbols should not be used on charts, because the same information could be seen on the Source Diagram.

In addition, some authorities may accept more responsibility of certain controlled fairway areas.

Sweden and Finland have already in 1999 proposed to the IHO CSC to specify an international symbol for controlled fairway areas. The definition of these areas is different than the re-surveyed areas. Therefore a revised proposal has been drafted to cover the symbology for both of these areas. [See recommendation #4 and Explanatory Note H.2].

## 5. The MWG Recommendations

The MWG proposes the following recommendations to be accepted by the BSHC 10<sup>th</sup> Conference:

### 1. Importance:

**The BSHC confirms the importance of the re-surveys and all HOs try to make their best efforts to allocate resources needed for re-surveys.**

### 2. Scope:

**In addition to main routes, also other areas than routes which are important to navigation may be included into the Re-Survey Plan.**

### 3. Updates:

**Information of the re-survey status of Sections has been updated.**

**The Re-Survey Plan will be updated at least by the end of each year.**

**The Re-Survey Plan will be maintained in a data base.**

**Sweden has offered to maintain the data base.**

**An updated overview chart of the Re-Survey Plan showing the current status of re-surveys will be generated from the data base. This chart will be available on the web pages of the Swedish HO. Links to that page may be created from pages of the other HOs and the HELCOM.**

### 4. Symbology:

**The MWG proposes that the BSHC will ask the CHRIS/CSPCWG to specify with high priority common symbols for both re-surveyed areas and controlled fairway areas. [See revised proposal]**

**5. Publicity:**

**The BSHC will ask the IHB to publish appropriate information of the Re-Survey Plan on the IHO Web site and with a IHB Circular Letter.**

**6. Monitoring Working Group:**

**The MWG will continue with current TORs and membership**

**Agenda Item H.1**  
**Explanatory Note**  
**FINLAND**

### Status of numbering of the INT charts

<b>Executive Summary:</b>	Finland began producing the new paper charts in 2003. All new charts will meet the INT standards. It has not been possible though, to include the maps to the international INT numbering since there are not enough INT numbers in use for the Finnish waters. Finland has requested more numbers from the BSICC.
<b>Actions to be taken:</b>	BSHC 10 <sup>th</sup> Conference accept the revised proposal for transferring INT-numbers.
<b>Related documents:</b>	BSICC Letter 1, 3, 4/2002. BSICC Letter 1, 2, 3/2003. BSICC letter to the chairman of CSPCWG (CSC) April 2002. Response of the Chairman of CSPCWG 4 July 2003. BALTINTCHART catalogue.

**Introduction / Scope:** Present production of Finnish paper INT charts is much wider than was originally planned. For this reason enough INT numbers weren't reserved at the beginning of the 1990's. We have requested more numbers at the beginning of 2002 from the BSICC which has delivered the request to CSPCWG (former CSC). In July 2003 40 new numbers were received for the Baltic Sea area. The numbers have been transferred from NW European Charting Group .

Finland hopes that the new numbers (1130-1169) can be taken into use for the Baltic Sea as soon as possible and the numbers can be used for Finland's INT chart production needs.

**Benefits:** The new Finnish maps will be included to the international INT numbering system.

**Actions required** BSICC to approve the new numbers and taking them into use.  
BALTINT Chart Catalogue to be updated.

**Agenda Item H.2**  
**Explanatory Note**  
**FINLAND**

## Revised Proposal for New International Chart Symbols for Fairway Areas and Re-surveyed Areas

<b>Submitted by:</b>	Finland
<b>Executive Summary:</b>	In 1999, Sweden and Finland proposed to the CSC that international symbology for Fairway areas be specified. This proposal has not been processed by the CSC. Due to further developments it has been found that a more general solution will be needed. A revised proposal is therefore presented.
<b>Actions to be taken:</b>	BSHC 10 <sup>th</sup> Conference to accept the revised proposal to be presented to the CHRIS/CSPCWG to develop the required symbology.
<b>Related documents:</b>	Proposal by Sweden and Finland to the CSC (29 December 1999), Minutes of the CSC meeting in Monaco, 24 April 2000 (CSC CL 5/200) NHC Letter to the Chairman of CSC, 3 May 2001. Response of the Chairman of CSC, 15 June 2001.
<b>Related projects:</b>	HELCOM Declaration - Re-survey Plan

**Introduction / Scope:** The original proposal was based on the need to have international symbology for Fairway areas. These areas are adopted by Finland and Sweden. These areas are intended for navigation and have been cleared to a certain depth and the relevant authorities take full responsibility for them.

The revised proposal proposes that common international symbology will be defined for routes and areas, which have been re-surveyed according to the specifications of the latest version of the S-44. In addition, that a common symbology should also be defined for controlled fairways.

Finland will present a proposal at the meeting concerning the new symbology.

**Analysis / Discussion:** This subject is within the IHO objectives (greatest possible uniformity of nautical charts).  
This subject is already in the Work programme of the CSPCWG (previous CSC)  
Adequate international specification does not exist.



The benefits justify the proposed actions.

**Benefits:** The aim of the HELCOM Declaration is to enhance the safety of navigation. To achieve this aim, it should be possible to provide to the mariner the routes and areas which are re-surveyed according to the latest edition of the S-44.

**Working Groups:** **CSPCWG:** To define the symbology for printed charts.

**TSMADWG:** None.

[Re-surveyed areas can be coded as Features  
Category of Zone of Confidence (CATZOG) and  
Fairway areas can be coded as Features  
Two-way route part (TWRTPT) + CATZOG]

**C&SWG:** None.

[These features can be displayed as  
CATZOC and TWRTPT symbology]

**Other relevant information:** *Archipelago Sea Lane,*  
*Recommended track,*

**Justification:** Priority should be **High**, in order to increase the safety of navigation.

**Target completion date:** 2004

**Related activities:** HELCOM re-surveys.

**Actions Required:** BSHC 10<sup>th</sup> Conference to accept the revised proposal to be presented to the CHRIS/CSPCWG.

CSPCWG to define the required symbology.

## **Standardized symbol for recommended tracks in the Baltic Sea**

### **Executive summary**

The use of symbols for recommended tracks in the Baltic Sea area is not uniform. The symbol used by Sweden is more conspicuous and appears to be more appropriate.

#### **Actions to be taken by the BSHC 10<sup>th</sup> Conference:**

- Recommend a uniform use of symbols for recommended tracks
- to recommend the use of the Swedish symbol
- to propose to IHO a corresponding amendment to the INT symbology.

The re-surveying of the major shipping routes in the Baltic Sea is going on. In some cases existing tracks will be changed. The symbol for recommended tracks in the charts is not uniform in the Baltic Sea. Both IHO INT chart symbology and national chart specification are in use. In fact the national symbol used by the Swedish HO appears to be more conspicuous than the IHO one. To improve the safety of navigation for deep draft ships, oil or chemical tankers the use of the corresponding symbol should be uniform in charts covering the Baltic Sea. Germany suggests the use of the Swedish symbol. If this is so decided, IHO should be approached for an amendment of the respective INT symbol.

# Annexes

**Annex 1****REPORT**

on work carried out by  
**Baltic Sea International Chart Committee (BSICC)**  
since the 9<sup>th</sup> BSHC Conference

1. Since the 9<sup>th</sup> Conference in Estonia 8 letters have been circulated among the members of the Committee giving information about the progress made and/or informing on issues that would require a response or acceptance.

2. Also since the last Conference the BALTINTCHART Catalogue has been updated frequently and sent to the members for consideration and further updating. The current updated version is handed out after my presentation of the report.

As you can see the BSICC had till now planned to produce 194 INT charts for the Baltic Region and so far less than 100 of these charts have been produced or are in production. A possibility is however that I have not been informed about the release of a new INT Chart. If that is the case, please inform me about it as soon as possible.

Even though less than half of the originally planned charts have been issued Finland has begun the planning and production of even more INT charts than before. Finland has asked for 40 additional INT numbers.

For that reason I have asked the chairman of the CSPCWG to allocate 40 INT numbers from the North Sea Region to the Baltic Sea Region. And just recently the numbers have been allocated. However at the same time the chairman of the CSPCWG, Mr. Peter Jones, has questioned the reason for and the real need from the international shipping for all these large-scale charts.

Therefore I have been reluctant to add the Finnish large-scale chart scheme to the BALTINTCHART Catalogue by now. I feel that the members of the BSICC have to give the Finnish proposal and the Peter Jones' comments a careful consideration before a decision is made whether or not to add all these charts to the BSICC Chart Catalogue. I must admit that I have no knowledge of the international shipping in the Finnish waters and have to rely on others' guidance and advise. I shall be happy if the Conference could advise on the matter or discuss the matter at home with their member of the BSICC and inform me afterwards.

3. In my CL 2/2001 I noted that it seemed to me that several Bilateral Arrangements had been signed or was about to be signed. As a consequence I therefore assumed that many of the INT Charts in our Region would have been adopted by other nations for inclusion in that nation's own chart portfolio. But if one takes a look at the column "Printer" it is obvious that only a few nations really uses the possibility to be printer nation of an INT chart.

Therefore I ask myself and you, distinguished delegates, if there really is a need and demand from the international shipping for these international chart series. Or is it just a matter of wishful thinking?

Isn't it so that we instead should put more effort into the production and promotion of the ENC's, a product we would prefer the international shipping to use instead of paper charts?

4. A question was put forward by Lithuania if the BSICC thought there was a need to produce a large-scale INT chart of the Butinge Oil Terminal. Only a very limited number of the members responded to the question and these responses were all in favour of the inclusion into the Chart Catalogue. The chart is therefore shown in the Catalogue as INT 1221. But I have no status on the production.

5. During the 9<sup>th</sup> Conference I was tasked with the preparation of a new set of TORs for the BSICC. A draft was produced and circulated among the members for comments. Only Germany had some comments that afterwards were amended to the TORs.

I hereby present the final draft of the TORs to the Conference for further consideration, and guidance on actions that should be taken.

6. A question was raised by Sweden early this year. Not to the chart scheme itself but to the use of contour lines and "shallow water tint" in INT charts in scale 1:500 000 in the Baltic Sea. Again only very few responses were received and due to the lack of responses *against* the Swedish proposal I took it for granted that everybody was in favour of the proposal and that the nations involved in production of INT charts in the scale in question would change their charts to reflect the Swedish proposal. It means that "use the 20 meter contour as the shallowest one with a blue raster tint on the shallowest side".

7. A final problem is that during my time as chairperson of the BSICC I have noticed that in average only 2 or maybe 3 nations are responding to my CLs. I must admit that it is difficult to keep up the spirit and I wonder if it would be better to make the Committee more or less dormant for a couple of years and use the effort on the production and promotion of ENC's instead. However if the Conference still feels there is a need for this committee I shall kindly ask the members of the Committee to respond to my CLs within the given timeframe.

Hanne Berg  
Chairperson of the BSICC

**Annex 2**

**Terms of Reference**  
for  
**BSHC WG<sup>1</sup> on establishing**  
**an integrated scheme for International Charts in the Baltic**

**Background**

The BSHC at its 1<sup>st</sup> Conference in 1983 recognized the need to study the problems connected with international charting in the Baltic.

A working group (BSICC) is therefore established with the task to study the problems connected with international charting and to prepare an integrated scheme for International Charts in the Baltic.

**Terms of Reference**

The BSICC is chaired by one of the member states elected at a BSHC Conference.

The BSICC is open to participation by all members and associate members of BSHC.

The work shall be done in accordance with Guidance for Regional Coordinators of INT Schemes (IHO Publication M-11 Part 2, formerly S-48).

The work shall be carried out in co-operation with the NW-European Charting Group under the North Sea Hydrographic Commission (NSHC) in order to minimize the risk of overlapping charts between the two charting areas.

The work of the BSICC will be carried out primarily by correspondence (Circular Letters) and the members are strongly encouraged to give their opinions to the CL's without unnecessary delay and preferably not beyond the stated deadline.

All BSHC members and associate members shall notify the chairman of any information of interest for the BSICC without unnecessary delay e.g. change in points of contact, status of chart production, changes in limits, large scale charts etc.

The BSICC is tasked to present a report and an updated BALTINTCHART catalogue to every BSHC Conference.

The BSHC members and associate members are invited to consider and agree on the future and the future work of the WG at every BSHC conference.

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<sup>1</sup> BSHC WG = BSICC (Baltic Sea International Chart Committee)