**MBS Review**

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| **Extract from the ARM Task Plan**  1.5.1.   Reformat and review the IALA MBS incorporating MAtoN. Needs General Assembly approval.  1.5.3.      Undertake gap analysis of IALA guidance associated with the MBS, including 1078 The Use of AtoN in the Design of Fairways (June 2011), identify further work to add to the task plan at ARM8. Includes SIGNI buoyage and submerged breakwaters. |

**WG 1**

Reference documents

ARM 10 - 8.2 Review gap analysis

Recommendation - R1001

Updated and amended as required

Show proposed changes

Annex - MBS

Considerations:

1. ARM 10 - 8.1 working paper MBS review initial.
2. To be used by mariners as the main audience.
3. Formatting and flexibility around the printed format - available as a PDF but also as a publication.
4. In depth review of the content.
5. Give the document some longevity Implications of the product being referenced and its branding, i.e. MBS
6. Proposed approached
7. Modernize the document
8. Streamline and harmonize
9. Removal of duplications
10. Assure consistency
11. Better graphic presentation
12. Better flow and layout of information
13. Present all of the information on one subject together, i.e. Principles, rules and visual depiction of the various marks
14. Show modern depiction with sample chart (paper & ENC) and radar screen images.
15. Anticipate to produce a draft during ARM11

**Note for ARM11:**

1. Consider the content of the IMO Circular referenced in SOLAS Chapter V Regulation 13 for completeness
2. Continue considering ARM 10 - 8.2 Review gap analysis

**Proposal as to how to present all of the information on one subject together, i.e. Principles, Rules and visual depiction of the various marks**

**Princples of Lateral Marks**

Following the sense of a “conventional direction of buoyage”, lateral marks in Region A utilize red and green colours (refer to section 2.4) by day and night to denote the port and starboard sides of channels respectively. However, in Region B (refer to section 2.5) these colours are reversed with red to starboard and green to port.

A modified lateral mark may be used at the point where a channel divides to distinguish the preferred channel, that is to say the primary route or channel that is so designated by the competent authority.

Definition of “conventional direction of buoyage”:

The “conventional direction of buoyage”, which must be indicated in appropriate nautical charts and documents, may be either:

2.1.1 The general direction taken by the mariner when approaching a harbour, river, estuary or other waterway from seaward, or

2.1.2 The direction determined by the proper authority in consultation, where appropriate, with neighbouring countries. In principle, it should follow a clockwise direction around land masses.

Buoyage Regions

2.2.1 There are two international Buoyage Regions A and B, where lateral marks differ. The current geographical divisions of these two Regions are shown on the world map on the centrefold of this booklet.

**General Rules for Lateral Marks**

2.3.1 Colour

The colour of lateral marks must comply with the IALA MBS Regions as specified in Sections 2.4 and 2.5.

2.3.2 Shapes

Lateral marks should be of cylindrical and conical shape. However, where they do not rely on a distinctive shape for identification, they should, where practicable, carry the appropriate topmark.

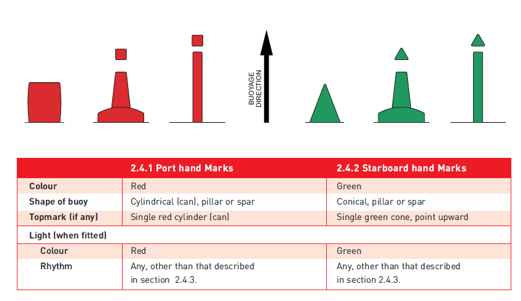
2.3.3 Numbering or lettering

If marks at the sides of a channel are numbered or lettered, the numbering or lettering shall follow the ‘conventional direction of buoyage’ i.e. numbered from seaward. The protocol for numbering lateral marks, especially in confined waterways, should be ‘even numbers on red ~ odd numbers on green’.

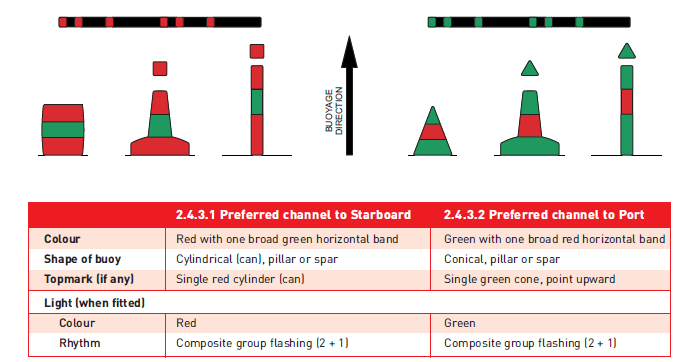
2.3.4 Synchronisation

If appropriate, synchronised lights (all flash at the same time) or sequential lights (flash one after another) or a combination of both may be utilized.

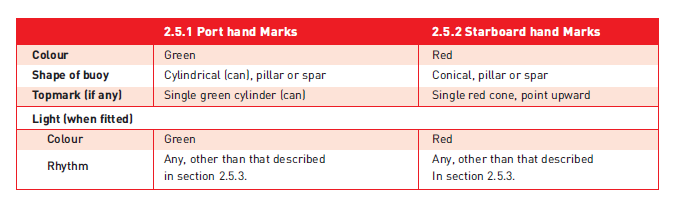
2.4 Description of Lateral Marks used in Region A

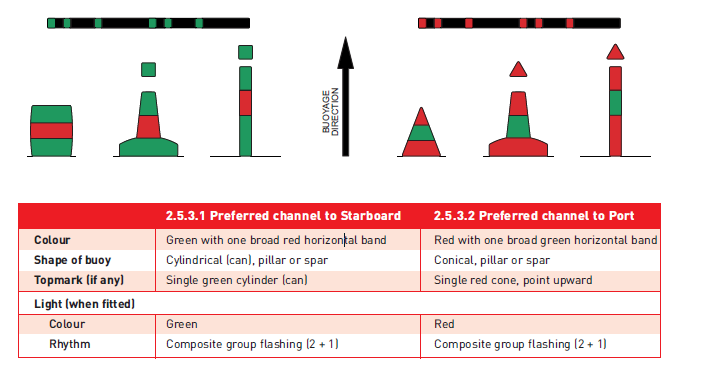


**2.4.3** At the point where a channel divides, when proceeding in the “conventional direction of buoyage,” a preferred channel may be indicated by a modified Port or Starboard lateral mark as follows:



**2.5.3** At the point where a channel divides, when proceeding in the “conventional direction of buoyage,” a preferred channel may be indicated by a modified Port or Starboard lateral mark as follows:





**3. CARDINAL MARKS**

**Principles**

**Rules**

**Visual depiction**

**ISOLATED DANGER**

**Principles**

**Rules**

**Visual depiction**

**SAFE WATER MARKS**

**Principles**

**Rules**

**Visual depiction**

**SPECIAL MARKS**

**Principles**

**Rules**

**Visual depiction**

**Etc**

**Etc**