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Agenda item 6.2

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Proposal for revision of R0113 and G1172 on the marking of bridges and other structures over navigable waters, and R0110 on rhythmic characters of lights on Aids to Navigation

# Summary

The IALA Maritime Buoyage System (MBS) is now applied and well known all over the world for maritime navigation. In addition, many coastal states use the United Nations Economic Commission for Europe (UNECE) Signs and Signals for Inland Waterways (SIGNI) to standardize the marking of inland waterways not encompassed by the IALA MBS.

Despite the distinct applications, SIGNI is harmonized with the IALA MBS to ensure uniformity in waterway marking and to prevent confusion among mariners transitioning between maritime and inland navigation routes. Therefore, it is imperative for IALA to align its recommendations related to fairway marking with SIGNI to the greatest extent feasible and rhythmic characters of lights on Aids to Navigation

## Purpose of the document

This document invites the ARM and ENG Committees to consider the necessity of the revision R0113 and G1172 on the marking of bridges and other structures over navigable waters and R0110 on the rhythmic characters of lights on Aids to Navigation. The objective is to incorporate this task into the ARM and ENG Committee Work Programme for 2025-2027, ensuring that the marking guidelines for bridges and other structures over navigable waters and Aids to Navigation visual signalisation recommendation are consistent and unambiguous for mariners worldwide.

# Discussion

Mariners often encounter bridges marked according to the SIGNI system, which is prevalent in many regions globally. However, IALA's current recommendations for bridge marking differ from those outlined in SIGNI, potentially leading to confusion among mariners. For instance, the SIGNI system employs specific colour schemes and rhythmic characters of lights to denote navigational channels under bridges, which may not align with IALA's existing guidelines. Harmonizing these standards would enhance navigational safety and clarity.

Additionally, the term "fixed" in the title of Recommendation R0113 may be limiting, as movable bridges also require appropriate marking. It is advisable to consider removing or modifying this term to encompass all bridge types necessitating navigational markings.

To achieve comprehensive harmonization, IALA should engage with the relevant UNECE bodies to align the differing standards, ensuring a seamless experience for mariners navigating between maritime and inland waterways.

A map of a highway

AI-generated content may be incorrect.

A diagram of a bridge

AI-generated content may be incorrect.

A close-up of a highway sign

AI-generated content may be incorrect.

A bridge over water with trees and blue sky

AI-generated content may be incorrect.

# References

* R0113 Ed2.1 The Marking of Fixed Bridges and other Structures over Navigable Waters
* G1172 Ed1.0 The Marking of Bridges and other structures over navigable waters
* R0110 Ed5.0 Rhythmic Characters of Lights on Aids to Navigation
* SIGNI, Signs and Signals for Inland Waterways, Revision 2, UN, Oct 2013

# 4 Action requested of the Committee

The ARM and ENG Committees are requested to:

* Evaluate the necessity of revising Recommendations R0113, R0110, and G1172 to harmonize with the SIGNI system.
* Consider including this task in the ARM and ENG Committees Work Programme for 2025-2027.
* Facilitate collaboration with UNECE to achieve unified standards for marking bridges and other structures over navigable waters and other topics related to the environment and sustainability and Aids to Navigation visual signalisation.