Document Revisions

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**IALA Guideline**

**X-???**

**On**

**The marking of drifting wreckage**

**Edition 1**

**Date Issued**

Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

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Considerations related to the marking of drifting wreckage

# Introduction

Following the outcome of the Nairobi International Convention on the Removal of Wrecks, 2007, the Council instructed that IALA consider its implications for AtoN authorities and states. It also instructed IALA to develop a Recommendation for its members, including guidance, on the marking of drifting wreckage, taking into account existing IALA guidance.

# Assessing the risk

A coastal state authority assessing the potential hazard to safe navigation, posed by floating wreckage, will report it through the appropriate channels. Consideration should also be given to the requirement to mark it. Special consideration should be given to the reporting and marking of those hazards that are drifting.

# Marking DRIFting wreckage

There are several possible methods that could be used to mark drifting wreckage, depending on the type of wreckage and the area involved, and National Authorities should address identify the best solution in a case by case scenario.

# Monitoring and reporting

Coastal state authorities need to take special care with position monitoring and position integrity, as it pertains to drifting hazards and obstructions, especially when marking them with a virtual AtoN.

## Monitoring

The AtoN could be monitored by:

* the Coastal State within its VHF coverage (especially if using AIS);
* assets in the vicinity of the AtoN, especially when AtoN are AIS capable, thereby increasing the range at which the Coastal State is able to meet its responsibilities.

## Reporting

The AtoN should be reported when it:

* is deployed;
* leaves a Coastal State’s coverage or drifts into the waters of an adjacent Coastal State;
* is considered by the Coastal State that positional information requires updating;
* is removed / discontinued.

## Maritime Safety Information

The broadcast of Maritime Safety Information is fundamental and is not superseded by the marking of the drifting wrecks.

# Issues of responsibility

## Inability to monitor

A Coastal State losing the ability to monitor the AtoN that it has deployed, nonetheless retains responsibility until either:

* The AtoN is retrieved or sinks with the drifting wreckage; or
* The responsibility is assumed by another Coastal State.

## Marking

In accordance with article 10 of the Wreck Removal Convention (IMO document LEG/CONF.16/19 dated 23 May 2007), the registered owner of the ship responsible for the wreck shall be liable for the costs of marking it.