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| IALA RECOMMENDATION |

Document reference

Response Plan for Marking of New Wrecks

Edition 1.0

Document date

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

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| Date | Page / Section Revised | Requirement for Revision |
| October 2016 | New Recommendation as a result of new mapping of existing documents | Origin is Guideline 1046 which has been split into a this recommendation and a guideline |
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THE COUNCIL

**RECALLING** the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment,

**RECOGNISING** that following an incident as a result of which a new and dangerous wreck occurs, certain measures will have to be taken by the responsible authorities in order to avoid further incidents and to prevent loss of life and/or pollution.

**RECOGNISING ALSO** that the wreck of the ‘Tricolor’ in the Dover Straits has brought into sharp focus the effective responses required to adequately mark such dangerous wrecks and to prevent further collisions with the wreck. Incidents following the wreck of the ‘Tricolor’ identified a requirement to provide marking options in addition to those identified in the MBS, as well as a requirement for emergency wreck marking contingency planning.

**NOTING** the existing IALA Maritime Buoyage System (MBS) under section 7 – New Dangers

**RECOMMENDS** that Competent Authorities have in place an Emergency Wreck Marking Plan (EWMP) which should be implemented following an incident which results in a new and dangerous wreck.

The aim of such planning is to ensure that an immediate, effective and co-ordinated response can be implemented in such a situation.

Guidance to develop an EWMP is provided in Guideline no. 1046 “Response Plan for Marking of new Wreck”.