

RECOMMENDATION

R1015

MARKING OF HAZARDOUS WRECKS

Edition 1.0

December 2017



DOCUMENT HISTORY

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

Date	Details	Approval
December 2017	1 st issue	Council 65

DRAFT

THE COUNCIL

RECALLING:

- 1 The function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment.
- 2 Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council.

RECOGNISING the outcome of the Nairobi International Convention on the Removal of Wrecks, 2007, instructed that IALA consider its implications for Marine Aids to Navigation (AtoN) authorities and states. It also instructed IALA to develop a Recommendation for its members on marking hazardous wrecks,

CONSIDERING the proposals of the IALA Aids to Navigation Requirements and Management Committee,

ADOPTS Recommendation R1015 on Marking of Hazardous Wrecks,

RECOMMENDS that IALA members and authorities mark hazardous wrecks, taking into account existing IALA guidance,

INVITES Members and Marine Aids to Navigation authorities worldwide to implement the provisions of the Recommendation,

REQUESTS the IALA Aids to Navigation Requirements and Management Committee or such other committee as the Council may direct to keep the Recommendation under review and to propose amendments as necessary.

1 INTRODUCTION

The Nairobi International Convention on the Removal of Wrecks, 2007 ('The Convention'), requires that where a wreck is considered to be a hazard, the State should take reasonable steps to ensure it is appropriately marked and reported.

This recommendation applies to all hazardous wrecks, including drifting wrecks.

2 RISK ASSESSMENT

Wrecks present a potential risk to safety of navigation and the marine environment. The State should assess a wreck to determine if it is hazardous to safe navigation. Where a wreck is a hazard to safe navigation, the State should:

- a) immediately promulgate Maritime Safety Information (MSI) through all appropriate means,
- b) appropriately mark the wreck with AtoN, and
- c) for drifting wrecks, continuously assess the situation and update safety information accordingly.

3 MARKING OF HAZARDOUS WRECKS

Marking of hazardous wrecks should be in accordance with the IALA Maritime Buoyage System (MBS). States should consider the use of physical and/or electronic AtoN when marking hazardous wrecks.

IALA Recommendation R1001 on Maritime Buoyage System and the IALA Guideline 1046 on the Response Plan for the Marking of New Wrecks provide further information.

4 MONITORING AND REPORTING

States should monitor and report the position of hazardous wreck(s) by all appropriate means. The position and condition of drifting wreck(s) should be monitored and updated regularly. Hazardous wreck(s) should remain appropriately marked until the competent authority has assessed that information concerning the new danger has been sufficiently promulgated, or there is no longer a risk to safety of navigation or the environment.

5 REFERENCES

The Nairobi International Convention on the Removal of Wrecks 2007
IALA Recommendation R1001 Maritime Buoyage System
IALA Recommendation R1002 Risk Management Toolbox
IALA Guideline 1046 Response Plan for the Marking of New Wrecks
IALA International Dictionary of Marine Aids to Navigation