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| From: ARM | ARM9-12.2.3 |
| To: ENG | 05 April 2019 |

LIAISON NOTE

Use of Recommendation E-111 on Port Traffic Signals

# Introduction

ENG committee requested that ARM committee (ARM8-9.12) advise on whether their members are applying the Recommendation E-111 in their ports, or whether they encounter difficulties in applying it.

# Discussion

ARM committee sent a questionnaire to IALA members to obtain information on the use of Port Traffic Signals (PTS). ARM committee obtained input from nineteen delegate countries and a few responses from Port authorities. Five of them declared that they do not use PTS at all, and five others can’t be taken into account because answers are incomplete.

40% use Port Traffic Signals as recommended by E111 and have no problems.

60% use Port Traffic Signals and have difficulties applying E111 recommendation. 70% of those still use Port Traffic Signals as they did before, changing will be to difficult for the users.

It should be noted that MBS considers that traffic signals could be a port or harbour mark, with local marking measures, which are regulated by Local Regulation or by-laws. In general IALA member states consider this outside of AtoN jurisdiction.

ARM committee also noted that recommendation E111 should consider the technical aspect of the PTS as visual range (day and night), vertical and horizontal divergence, height of the light, height of the observer, chromaticity…. As well, the possibility for the port or other marine services to inform mariners of the situation by electronic systems.

PTS should not interfere with AtoN in the area, specifically other navigation lights. PTS provider should consider the existing background lighting in the vicinity for making sure these does not mislead mariners.

Questionnaire with detailed responses and examples will be shared with ENG committee.

# Action requested

The ENG committee is requested to:

1. Consider ARM committee comments and data from questionnaire when updating of the E111 recommendation.