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| IALA Recommendation |

R0111 (E111)

PORT TRAFFIC SIGNALS

Edition 1.2

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 |
| May 1998 |  | First issue |
| December 2005 | Entire document | Reformatted to reflect IALA documentation hierarchy |
| May 2019? |  | Reformatted to new IALA documentation template and shortened. |
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THE IALA 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 need to provide guidance on the signal codes of port traffic signals.

**NOTING** that this document only applies to Marine Aid-to-Navigation lights installed after the date of this publication.

**ADOPTS** the Principles, Rules and Port Traffic signals set out in the Annex to this Recommendation,

**INVITES** Members and marine aids to navigation authorities worldwide to implement the provisions of the Recommendation,

**RECOMMENDS** that National Members and other Lighthouse Authorities providing Port Traffic Signals ensure they comply with the principles, rules and port traffic signals set out in the Annex to this Recommendation.

**ANNEX**

# PRINCIPLES

A port traffic signals shows a special arrangement of lights of different colours to convey information to the mariner. The main purpose of the code is to control the traffic movements in ports or port approach. The code may be used as well at locks or movable bridges, when no other conflicting rules exist.

The basis of the system is that there are:

* 1. main messages, which should be displayed through simple signals easy for the mariner to commit to memory;
  2. additional information, for instance for ports with a complex layout, or complicated traffic situation, which can be displayed through the use of auxiliary signals exhibited together with the main ones, the comprehension of which would need the use of nautical documents.

Port traffic, lock and movable bridge signals are classified as ‘marine signal stations’ by IHO chart specification [3].

# Rules for port traffic signals

* 1. The Main Movement message given by a Port Traffic Signal shall always comprise 3 lights vertically disposed. No additional light shall be added to the column carrying the main message.
  2. Red lights indicate: “Do not proceed”.
  3. Green lights indicate “Proceed, subject to the conditions stipulated”.
  4. A single yellow light displayed to the left of the column carrying main messages Nos 2 or 5, at the level of the upper light, may be used to indicate that “Vessels which can safely navigate outside the main channel need not comply with the main message”.
  5. Signals auxiliary to the main signal may be devised by the appropriate Local Authority. Such auxiliary signals should employ only white and/or yellow lights and should be displayed to the right of the column carrying the main message.

# Codes and Messages

## Main Messages

|  |  |  |  |
| --- | --- | --- | --- |
| No | Code (picture) | Code (text) | Message |
| 1 |  | Red  Red  Red  flashing, synchronized | Serious emergency – all vessels to stop or divert according to instructions |
| 2 |  | Red  Red  Red  fixed or slow occulting synchronized | Vessels shall not proceed |
| 3 |  | Green  Green  Green  fixed or slow occulting synchronized | Vessels may proceed,  One way traffic |
| 4 |  | Green  Green  White  fixed or slow occulting synchronized | Vessels may proceed,  Two way traffic |
| 5 |  | Green  White  Green  fixed or slow occulting synchronized | A vessel may proceed only when it has received specific order to do so |

1. Main messages

## Additional signals and messages

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Code (picture) | | Code (text) | Message |
| 2 (add) |  |  | Yellow Red  Red  Red  fixed or slow occulting synchronized | Vessel shall not proceed, except that vessels which navigate outside the main channel need not comply with the main message. |
| 5  (add) |  |  | Yellow Green  White  Green  fixed or slow occulting synchronized | A vessel may proceed only when it has received specific order to do so; except that vessels which navigate outside the main channel need not comply with the main message. |

1. Additional Signals and Messages

# REFERENCES

1. International Hydrographic Organization, Regulations of the IHO for International (INT) Charts and Chart Specifications of the IHO, Edition 4.6.0 - April 2016