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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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| ENG8 |  | new format / reduce content |
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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**:

1. 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**

**TO**

**IALA RECOMMENDATION R0111**

**ON**

**PORT TRAFFIC SIGNALS**

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*Es konnten keine Einträge für ein Abbildungsverzeichnis gefunden werden.*

# PRINCIPLES

A port traffic signals shows a special arrangement of lights of different colours. The arrangement specifies a code which gives 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.

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

~~It may be that in some port only one or two of the main messages and signals will suffice, for example «Vessels shall not proceed », «Vessels may proceed, two way traffic » There may also be cases where the only message needed is «serious emergency ».~~

~~At ports where signals are used, every vessel must be able to follow a clear and explicit instruction. This means that a signal of some kind must always be displayed. However, in the case of a port where only the «serious emergency » signal is used, there is no need to display any signal in normal circumstances.~~

~~In many situations, messages will not be the same in every direction and the signals will be directional. Some signals, however, may be «all round » when intended for all vessels simultaneously. This can be true for signals 1,2 and 4.~~

~~The «serious emergency » signal must be flashing. All other signals may be fixed, or slow occulting. Slow occulting will be particularly useful when background glare is a problem. However, in a given location, a mixture of fixed and occulting light must not be used.~~

~~The main message always comprises 3 lights vertically disposed. This enables the mariner immediately to recognize it as being a Port Traffic Signal and not an aid to navigation. The vertical disposition of the lights in the Main Message was chosen, as horizontal disposition of lights can lead to problems of parallax when viewed fro extreme angles.~~

~~In some cases, each vessel or special group of vessels must receive specific instructions to proceed and all other vessels must not proceed. In such cases, Signal 5 is to be used. The specific instructions to the relevant vessel or vessels may be given either by an Auxiliary Signal or by some other means of communication such as VHF radio, signal lamp or patrol boat.~~

~~An exemption message has been devised to accompany signals Nos 2 and 5 to permit vessels navigating outside the main channel to disregard the main message.~~

~~Auxiliary messages may be necessary to give information additional to that of the Main Message. The relevant signal is added as required, normally to the right of the column carrying the Main Message and normally utilizing only white or yellow lights.~~

~~In places where both white and yellow lights are displayed as auxiliary signals, great care must be exercised as in certain conditions of visibility it is very difficult for the observer to decide whether a light is white or yellow when the other colour is not displayed simultaneously.~~

~~Although auxiliary signals normally use yellow or white lights, in exceptional cases, red or green lights may also be used for this purpose. However this may adversely affect the identification of the main signal. Furthermore, as red means «proceed» , confusion might ensue if these two colours are displayed together.~~

~~The above considerations led to formulation of five rules and the development of the signals and messages as illustrated.~~

# 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

## Exemption signals and messages

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No | Code (picture) | | Code (text) | Message |
| 2 (add) |  |  | Red Yellow  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) |  |  | Green Yellow  Green  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. Exemption Signals and Messages

# REFERENCES

1. Lisbon Agreement 1930
2. Committee 1974 (IALA, IAPH, PIANC)
3. International Hydrographic Organization, Regulations of the IHO for International (INT) Charts and Chart Specifications of the IHO, Edition 4.4.0 - September 2103