Document Revisions

International Association of Marine Aids to Navigation and Lighthouse Authorities

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**IALA Recommendation**

**O-???**

**On**

**The marking of drifting wreckage**

**Edition 1**

**Date Issued**

Revisions to the 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** |
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IALA Recommendation on the marking of Floating wreckage)

(Recommendation O-####)

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 the IMO international conference on the removal of wrecks changed the definition of wreck, and, in addition identified that objects that had been aboard a stranded or sunken ship could be classified as potential hazards to safe navigation;

**RECOGNISING ALSO** that some of those hazards may be drifting**;**

**RECOGNISING FURTHER** that the marking, reporting and updating of the position of such hazards to safe navigation is the responsibility of the coastal state;

**NOTING that t**he marking of significant floating wreckage is likely to require mobile AtoN’s;

**NOTING ALSO** that responsibilities and impacts associated with the crossing, by mobile AtoN’s, of jurisdictional boundaries, particularly in areas where a common boundary line between two authorities is recognised, should be addressed in a case by case scenario;

**CONSIDERING t**he potential disposable nature of an AtoN deployed that is not affixed or moored;

**ADOPTS** the guidelines contained in the annex of this recommendation; and,

**RECOMMENDS** that National Members and other appropriate Authorities providing marine aids to navigation services, when considering the requirement to mark drifting wreckage, ensure they comply with the guidance contained in annex A to this recommendation.

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Annex

# Considerations related to the marking of floating wreckage

# Introduction

Following the outcome of the Nairobi International Convention on the Removal of Wreck’s, 2007, the Council instructed ANM to consider it’s implications for AtoN authorities and states. It also instructed ANM to develop a recommendation for IALA members, including guidance, on the marking of floating wreckage, taking into account existing IALA guidance.

# Assessing the risk

A coastal state authority assessing the potential hazard to safe navigation, posed by floating wreckage, will report it through the appropriate channels. Consideration should also be given to the requirement to mark it. Special consideration should be given to the reporting and marking of those hazards that are drifting.

# Marking floating wreckage

There are several possible methods that could be used to mark floating wreckage, depending on the type of wreckage and the area involved. The next paragraphs identify some of the possible solutions available.

## Mobile AtoN

When using mobile AtoN, the following should be considered:

* As a minimum requirement the mobile AtoN should be lit (with characteristics yet to be identified);
* The integrity of the position the mobile AtoN is better achieved if the AtoN is attached to the floating wreckage;
* For that effect, it could be attached to:
  + Containers, in favourable sea conditions;
  + Wood debris, when feasible;
  + Debris spread over large areas is a point for discussion;
* The possibility of the costal state monitoring the AtoN;
* Recovery or disposable options, and the cost involved;
* The use of AIS to improve the capability of the mariner, and the coastal state, to identify and monitor the hazard;
* Cost implications of adding AIS to the AtoN;

## Virtual AtoN

When using virtual AtoN, the following should be considered:

* It is easy to provide (and remove);
* Negligible cost implications;
* Limitation of current VHF coverage;
* Suitability for the marking of oil slicks in conjunction with existing satellite monitoring systems;
* The integrity between the actual positions of the floating wreckage and that of the virtual AtoN;
* The requirement to establish new AIS symbology for floating wreckage.

# Monitoring and reporting

Coastal state authorities may need to consider the requirements for monitoring and reporting whenever mobile or virtual AtoN are used.

## Monitoring

The AtoN could be monitored by:

* The Coastal State within its VHF coverage (especially if using AIS);
* Ships in the vicinity of the AtoN especially when AtoN are AIS capable, thereby increasing the range at which the Coastal State is able to meet its responsibilities.

## Reporting

The AtoN should be reported when it:

* Is deployed;
* Leaves Coastal States coverage or drifts into the waters of an adjacent Coastal State;

## Maritime Safety Information

The broadcast of Maritime Safety Information is essential and isn’t superseded by the marking of the floating wrecks.

# Issues of responsibility

* A Coastal State losing the ability to monitor the mobile AtoN that it has deployed, nonetheless retains responsibility until either:
* The AtoN is retrieved or sinks with the floating wreckage;
* The responsibility is assumed by another Coastal State.
* In accordance with article 10 of the Wreck Removal Convention (Annex B), the registered owner of the ship responsible for the wreck shall be liable for the costs of marking it.

1. THE IMO WRECK REMOVAL CONVENTION, NAIROBI, 2007