ANM18 Output paper

Agenda item 9.2

Task Number 6

Author(s) Bjoern Erik Krosness, Minsu Jeon, Aigars Gailis, Wenzhi Yang, Gerry Brine

Development of guidance on issues derived from revision of the MBS

# Introduction

## Summary

The ANM Committee in 2007-2008 carried out a consultation process for the revision of the IALA MBS. It was found that the fundamental principles of the IALA MBS should be retained.

While the revised IALA MBS retained the fundamental principles, it also comprised a widening of scope by incorporating other aids to navigation.

As it in practice was not possible to address all issues in the revised IALA MBS, there may be a need to provide guidance. Further new issues may have arisen from the revised MBS, for example by its widening of scope.

It is envisaged that guidance on issues with the IALA MBS should be given in the NAVGUIDE.

## Purpose of the document

The purpose of this document is to identify issues with the IALA MBS, for which guidance may have to be given, and reflect on an initial discussion of these.

## Related documents

* IALA Maritime Buoyage System as adopted by the IMO in 2010.
* The summary and conclusions of the IALA MBS stakeholder survey as approved by the IALA Council.
* List of outstanding marking issues identified in Task 7 in the ANM Committee task list approved by Council.

# OUTSTANDING MARKING Issues NOT COVERED IN the MBS

## Issues carried over

The results of the widespread consultation endorsed the view of the committee at that time, that the fundamental principles of the MBS should be retained. However, due to changes in shipping patterns, innovations and technological developments, some enhancements to the MBS were found to be required.

Ideally, a unified marking arrangement would, in principle, be desirable for Regions A and B. However, almost all viewed this change as impractical, costly, detrimental to safety and possibly unachievable.

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| Issue | Comment |
| There is significant opportunity to improve the scope of the MBS, taking advantage of innovations and new technologies. | *No proposals received, yet.* |
| There has been a proliferation in the use of Special Marks as an ‘all-purpose’ aid; it is desirable to distinguish the different uses of Special Marks. | *Described in IALA MBS (page 6 paragraph17), but it should be considered to give guidance on the design, including figures and pictograms, of Special marks to obtain uniformity.* |
| There is support for re-defining Special Marks to allow its use as a navigational mark. | *It is not stated in NAVGUIDE and MBS, that Special marks are not navigational marks. However, it is not recommended to use them, where other types are more appropriate and recognisable by mariner.* |
| There is support that Special Marks have additional IHO approved symbology attached to the buoy. | *Design, including figures and pictograms, for AtoN should be developed by IALA.* |
| There is support that the Isolated Danger Mark should have clearer guidance on its use and that there should be means of indicating the extent of the hazard. | *Marking with other marks in the IALA MBS should be considered.* |
| It is desirable that the revised IALA MBS makes reference to existing IALA guidance on the efficient disposition and types of buoyage. | *Further guidance, such as references to specific IALA Recommendations and Guidelines, may be given in the IALA NAVGUIDE.* |

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| The revised MBS booklet should also make reference to innovations and integration of new technologies (such as sequential and synchronised lights, blue lights, radio aids and AIS as AtoN). | *Integration of new technologies is still an option. New technologies are described in NAVGUIDE chapter 4 (page 81). This may be developed further.* |

## Issues identified in the work programme

Inclusion of the principles of marking harbours / ports should be considered, e.g.:

1. Breakwater / Entrance lights, including:

* when the one breakwater / entrance light may not be opposite the other, but extend further out to sea (as a protruding point)
* when should a breakwater light be red / green and when can it be a white light
* a long breakwater needs to be marked halfway

1. Quay / jetty lights, including when lights are required to be on both sides of a jetty
2. Other points of interest
3. Bridge markings
4. Port traffic signals
5. Principles of marking inland waterways with a combination of fixed and floating AtoN

## Input from China

1. The time to remove the new danger marks, especially the Emergency Wreck Marking Bouy, is that "when the competent Authority is satisfied that information......."(7.2.7 in the IALA MBS). According to the above statement, it is, to some extent, difficult to clearly judge the time of removal.

And besides, it is suggested to put into some comments on the relationship between the new danger marks and isolated danger marks, as both types of marks are related with danger.

1. According to sections 8.3 and 8.4 in the IALA MBS, the colours of lighthouses and beacons are white red or green, does these statements mean pure colour or two-colour strips or bands? And the colours of many structures that established before the IALA MBS are beyond these three types. Is there any timeline on the change of these structures?
2. And besides, these requirements are applicable to historic lighthouses which still remain with navigation functions? The auxiliary mark is a totally new one, it is suggested that more detailed information or explanation on it and some examples should be provided to avoid confusion.
3. Special marks are widely used, so the uniformity of these marks will be a serious problem to bother mariners as the characteristics of special marks may vary a lot among different countries.

## Input from Korea

### Marking North Cardinal Marks in high tide area

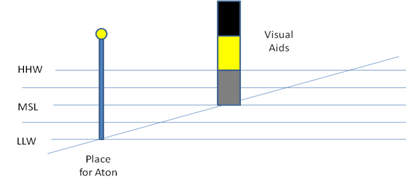
North Cardinal Mark could possibly confuse the users with its colour, especially for fixed beacon. Some of the western part of Korean peninsula where has 10m high tide which causes North Cardinal Marks to be looked like East Cardinal Marks as its appears.



North Cardinal Marks need to be painted above Highest High Water with black above yellow. Discoloured foundation with sea grass turns to be black right away. Korea is still working on this and asking for opinions about this problem.

### Need a guidance to define criterion for water levels

There is a need to develop guidance to define criterion for water levels for IALA members. HHW should be the criterion for visual aids as submerged surface could not be used, LLW need to be used to designate the place of Aton.



### Need to develop a guidance of IALA standard pictogram for special marks

According to ANM11-output-02,

* There is support for re-defining Special Marks to allow its use as a navigational mark.
* There is support that Special Marks have additional IHO approved symbology attached to the buoy.

and IALA MBS,

Special marks may be lettered or numbered, and may also include the use of a pictogram to indicate their purpose using the IHO symbology where appropriate.

There is a numerous demands on IALA standard pictogram to accommodate various application of special marks. The document needs to define the symbol, size, place and etc.

### Need to develop a mark for prohibited area



Although, IALA MBS serves various kinds of AtoNs for the users, there is an additional need for marks for prohibited area along the coastline. It could be included in special marks with pictogram, but the risk for this environment is much higher to be marked with yellow colour. Therefore, a new kind of mark for prohibited area is needed for now.

# Action requested of the Committee

The Committee is requested to:

1. Comment on the issues mentioned above
2. On this basis agree that the task be continued at ANM 19

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