ANM18 Working paper

Agenda item 9.2

Task Number 7

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Development of guidance on issues derived from revision of the MBS

# summary

## Purpose of the document

The purpose of this document is to identify issues with the MBS, for which guidance may have to be given and to put forward proposals for such guidance.

## Related documents

* Maritime Buoyage System booklet as approved by the IMO
* The summary and conclusions of the 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.

# BACkGROUND

The ANM Committee carried out a consultation process to develop the current MBS, adopted by IMO in 2010. Through the process it was found that the fundamental principles of the MBS should be retained. But it was also identified as a significant opportunity to improve the scope of the future MBS.

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

Further, as it was either not possible or appropriate to incorporate a solution to all issues in the revised MBS, there remain issues that could be addressed through additional IALA guidance. It may also be that the revised MBS has resulted in new issues or other issues have emerged that were not raised in the MBS review.

On the understanding that the MBS is not open for revision through this task it is suggested that guidance on issues with the MBS be included in the NAVGUIDE.

# OUTSTANDING MARKING Issues NOT COVERED IN the MBS

## Issues carried over

More fundamental issues such as the eventual progress to a unified system (region A and B) are expected to remain for the foreseeable future. These will not be discussed further here.

Of issues that may need guidance, the following are identified (the list is edited from the summary of the MBS Survey Review[[1]](#footnote-1)):

* There is considerable support for the view that the EWMB when deployed should remain on station for as long as required.
* There is some support that the EWMB should be re-designated as an Emergency Danger Marking Buoy.
* 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.
* 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.
* There has been a proliferation in the use of Cardinal Marks with consequent confusion or inability to distinguish the meaning of individual AtoNs.
* 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.
* It is desirable that the revised MBS document makes reference to existing IALA guidance on the efficient disposition and types of buoyage.
* 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).
* The information contained in the MBS Booklet ought to be widely promulgated so that the mariner may use it in conjunction with the appropriate nautical chart or publication and other systems.

## Input from China

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

And besides, it is suggested to include some guidance on the relationship between the new danger marks and isolated danger marks, as both types of marks are related to 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.. Do these statements mean pure colour or two-colour strips or bands? And the colours of many structures that were established before the IALA MBS are beyond these three types. Is there any timeline on the change of these structures?
2. 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 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

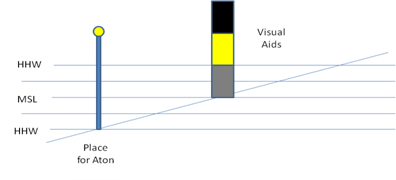
North Cardinal Mark could possibly confuse the users with its colour, especially for fixed beacon. Some of the western part of Korean peninsula where has 10m high tide which causes North Cardinal Marks to be looked like East Cardinal Marks as its appears.



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

### Need a guidance to define criterion water levels

There is a need to develop guidance to define criterion 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.

# References

1. Please add details
2. ..........

# Action requested of the Committee

The Committee is requested to:

1. Note the
2. Take action as appropriate.

1. ANM11-output-02 [↑](#footnote-ref-1)