Document Revisions

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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 drifting 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 the marking of significant floating wreckage may require the use of mobile AtoN;

**NOTING ALSO** that responsibilities and impacts associated with the crossing, by mobile AtoN, 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** the potential disposable nature of an AtoN deployed that is not affixed or moored;

**ADOPTS** the guidance 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 this Recommendation.

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Annex

Considerations related to the marking of drifting wreckage

# Introduction

Following the outcome of the Nairobi International Convention on the Removal of Wrecks, 2007, the Council instructed that IALA consider its implications for AtoN authorities and states. It also instructed IALA to develop a Recommendation for its 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. Some of the possible solutions available are:

## Physical AtoN

When using physical AtoN, the following should be considered:

* as a minimum requirement the AtoN should be lit (with characteristics yet to be identified);
* the integrity of the position of the AtoN is better achieved if the AtoN is attached to the floating wreckage;
* it could be attached to:
  + containers, in favourable sea conditions;
  + wood debris, when feasible;
  + debris spread over large areas;
* the possibility of the coastal 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 AIS AtoN

When using virtual AIS AtoN, the following should be considered:

* timeliness;
* limitation of 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.

## Type of MBS mark to be used

Independent of the method chosen, there are different types of marks, prescribed in the MBS, which can be used for the marking of wrecks. The coastal authority could choose between:

* Special Mark;
* Isolated Danger Mark;
* Emergency Wreck Marking Buoy.

# Monitoring and reporting

Coastal state authorities need to take special care with position monitoring and position integrity, as it pertains to drifting hazards and obstructions, especially when marking them with a virtual AtoN.

## Monitoring

The AtoN could be monitored by:

* the Coastal State within its VHF coverage (especially if using AIS);
* assets 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 a Coastal State’s coverage or drifts into the waters of an adjacent Coastal State;
* is considered by the Coastal State that positional information requires updating;
* is removed / discontinued.

## Maritime Safety Information

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

# Issues of responsibility

## Inability to monitor

A Coastal State losing the ability to monitor the AtoN that it has deployed, nonetheless retains responsibility until either:

* The AtoN is retrieved or sinks with the floating wreckage; or
* The responsibility is assumed by another Coastal State.

## Marking

In accordance with article 10 of the Wreck Removal Convention (IMO document LEG/CONF.16/19 dated 23 May 2007), the registered owner of the ship responsible for the wreck shall be liable for the costs of marking it.