ANM20 Working Paper

Agenda item 9.2

Task Number 7

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Development of guidance on issues derived from revision of the MBS and a proposal for the new work programme

# Summary

The new revised MBS 2010 retained its fundamental principles while it at the same time comprised a widening of scope by incorporating other aids to navigation.

There is a need for additional guidance regarding certain issues derived from the revision of the MBS.

This paper proposes guidance on these issues in the form of an amendment to the IALA NAVGUIDE, and a proposal for the Work programme 2014-2018 to develop supplementary guidance for the use of Special Marks.

## Related documents

* IALA Maritime Buoyage System and other Aids to Navigation[[1]](#footnote-1)
* IALA Maritime Buoyage System Guidelines 1983
* The summary and conclusions of the MBS stakeholder survey

# amendments to the iala navguide

The proposed amendments to the IALA NAVGUIDE (ref. paragraph 3.2.6) comprise a general introduction to the IALA Maritime Buoyage System and complementary guidance to it.

1. IALA Maritime Buoyage System (MBS)

The IALA Maritime Buoyage System (MBS) represents one of IALA’s major contributions to enhancing the safety of navigation. As recently as 1976 there were more than thirty buoyage systems in use worldwide and conflicting sets of rules applied. In 1980 Lighthouse Authorities from fifty countries and representatives from nine international organisations reached agreement on the rules for a single system. In 2010 the MBS was revised. Key changes made included the introduction of an emergency wreck marking buoy and fixed marks. The full name of the revised system is therefore IALA Maritime Buoyage System and other Aids to Navigation, still being referred to as the MBS.

The MBS uses 7 types of Aids to Navigation, which may be used in combination. The mariner can distinguish between these aids by identifiable characteristics. The system includes:

* Lateral marks
* Cardinal marks
* Isolated danger marks
* Safe Water marks
* Special marks
* Emergency Wreck Marking Buoy
* Other marks

The General Principles and Rules of the IALA Maritime Buoyage System can be found in Annex A.

Additional considerations on using the MBS:

**Cardinal Marks**

As stated in paragraph 3.2.4 of the MBS, it is very important to take into consideration possible confusion when using a number of Cardinal Marks in proximity to each other. The Competent Authority should therefore be cautious in the use of cardinal marks when planning the overall AtoN system in a specific area.

In areas with large tidal ranges the colour scheme for identification should be above the Highest Astronomical Tide (HAT).

**Isolated Danger Marks**

The extent of a danger is often not uniform, and the nautical chart should be consulted to verify its extent.

When planning the overall AtoN system the Competent Authority should if possible ensure that Isolated Danger Marks are used only to mark dangers where there is navigable water all-round.

**Special Marks**

Although Special Marks are not generally intended to mark channels or obstructions, these could be used where there is a specific need for navigational guidance and where other marks would not be suitable. For example, to define a route within a channel, such as for deep draught vessels in a fairway marked by lateral marks, or special purpose channels for small craft.

The Competent Authority should be aware that when Special Marks are used for different purposes in proximity to each other it may be difficult for mariners to distinguish between them. In such situations the use of other marks may be more appropriate. The use of Special Marks with pictograms could also be considered.

**Emergency Wreck Marking Buoy**

The Emergency Wreck Marking Buoy (EWMB) is meant for prompt response to mark new dangers such as a wreck. It should therefore only be on station until the Competent Authority is satisfied that information concerning the new danger has been sufficiently promulgated or the danger is otherwise resolved. An appropriate risk assessment should be used to determine how long the EWMB should be deployed. If the new danger is expected to remain, the Competent Authority should mark it with a regular marking scheme.

The EWMB should be equipped and of a size that facilitates its detection under all sea conditions. Upon a decision to use the EWMB, it should be deployed without unnecessary delay. This can be met by the use of EWMBs that are stored onboard a vessel ready for deployment. It should be taken into consideration that a smaller buoy, in some instances, may be deployed more rapidly. If necessary it could subsequently be replaced with a larger buoy.

Refer to IALA publications:

[*IALA Maritime Buoyage System*](file:///C:\Users\johwes01\AppData\Local\Microsoft\Windows\Temporary%20Internet%20Files\Low\Content.IE5\Documents%20and%20Settings\gpb\My%20Documents\IALA\ANM%20Cttee\ANM13\ANM11\ANM10\IALA%20MBS) *and other Aids to Navigation*

[*IALA Guideline 1046 on a Response Plan for the Marking of New Wrecks*](file:///C:\Users\johwes01\AppData\Local\Microsoft\Windows\Temporary%20Internet%20Files\Low\Content.IE5\Documents%20and%20Settings\gpb\My%20Documents\IALA\ANM%20Cttee\ANM13\ANM11\ANM10\IALA%20Guidelines\1046-MarkNewWrecks-2005.pdf)

# proposal for the Work programme 2014-2018

IALA Maritime Buoyage System – Special Mark Light Rhythms and Pictograms

Special Marks have a number of applications. Their yellow colour is conspicuous at sea and contributes to their versatility. There has consequently been an increase in the use of Special Marks as an ‘all-purpose’ aid. It is possible to distinguish between different Special Marks by the use of light rhythms or pictograms (anchorage, aquaculture, cable protection, prohibited area etc.). Any light rhythm can be used except those reserved for cardinal, isolated danger and safe water marks. The use of pictograms is authorized, as defined by a Competent Authority. In such a situation the light rhythms and pictograms for a certain application may differ greatly worldwide, and may cause confusion for mariners.

It is suggested to develop supplementary guidance on light rhythms and pictograms for Special Marks to achieve uniformity, and the Council is invited to consider including the following in the forthcoming work programme:

Collect information on existing national uses of light rhythms and pictograms for Special Marks, and to develop guidance as necessary.

# Action requested of the Committee

The Committee is requested to:

1. Note the amendments to the NAVGUIDE in section 2.

Consider the proposal to develop supplementary guidance for the use of Special Marks as mentioned in section 3.

1. Adopted by IMO (SN.1/Circ.297) [↑](#footnote-ref-1)