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| IALA RECOMMENDATION |

Document reference

Marking of drifting wreckage

Edition 1.0

Document date

Revisions to this IALA Document are to be noted in the table prior to the issue of a revised document.

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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** 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, on the marking of drifting wreckage,

**RECOMMENDS** that IALA members and authorities to mark drifting wreckages, in accordance with the appropriated risk assessment, taking into account existing IALA guidance.

# Introduction

Following the outcome of the Nairobi International Convention on the Removal of Wrecks, 2007, the definition for a wreck it’s not confined to a sunk or stranded ship but also could be attributed to:

* any part of a sunken or stranded ship, including any object that is or has been on board such a ship;
* any object that is lost at sea from a ship and that is stranded, sunken or adrift at sea;
* a ship that is about, or may reasonably be expected, to sink or to strand, where effective measures to assist the ship or any property in danger are not already being taken.

# Risk assessment

All wreckages have a potential risk associated to the safety of navigation or to the marine environment.

The coastal state authority assessing the potential hazard to safe navigation, posed by floating wreckage, will report and monitor it through the appropriate channels.

Considerations should also be given to the requirement to mark it and to the reporting and marking of those hazards that are drifting (see Appendix A).

# Marking DRIFting wreckage

There are several possible methods that could be used to mark drifting wreckage, depending on the best solution in a case-by-case scenario in accordance with appropriated IALA Maritime Buoyage System.

Marking can be either by physical or electronic means, further information can be found in IALA guidance documents on use of Mobile AtoN (MAtoN) and the Response Plan for the Marking of New Wrecks.

# 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.

The broadcast of Maritime Safety Information is fundamental in the use & reporting of drifting wreckage and should follow International guidance.

# Definitions

Hazard – means a condition or threat that poses a danger or impediment to navigation, or may reasonably be expected to result in major harmful consequences to the maritime environment, or damage to the coastline or related interests of one or more States.

Ship – means a sea-going vessel of any type whatsoever and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and floating platforms.

# Acronyms

# References

The Nairobi International Convention on the Removal of Wrecks

1046 Response Plan for the Marking of New Wrecks

XXXXX - IALA guidance on Mobile AtoN (MAtoN)

# APPENDIX A

# WRECK MARK STEP DiagraM