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| IALA RECOMMENDATION |

R1015

Marking of Hazardous wrecks

Edition 1.0

December 2017

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| Date | Details | Approval |
| December 2017 | 1st issue | Council session 65 |

THE COUNCIL

**RECALLING**:

1. The function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment.
2. Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council.

**RECOGNISING** the outcome of the Nairobi International Convention on the Removal of Wrecks, 2007, instructed that IALA consider its implications for Marine Aids to Navigation (AtoN) authorities and states. It also instructed IALA to develop a Recommendation for its members on marking hazardous wrecks,

**CONSIDERING** the proposals of the IALA Aids to Navigation Requirements and Management Committee,

**ADOPTS** Recommendation R1015 onMarking of Hazardous Wrecks,

**RECOMMENDS** that IALA members and authorities mark hazardous wrecks, taking into account existing IALA guidance,

**INVITES** Members and marine aids to navigation authorities worldwide to implement the provisions of the Recommendation,

**REQUESTS** the IALA Aids to Navigation Requirements and Management Committee or such other committee as the Council may direct to keep the Recommendation under review and to propose amendments as necessary.

# Introduction

The Nairobi International Convention on the Removal of Wrecks, 2007 (‘The Convention’), requires that where a wreck is considered to be a hazard, the State should take reasonable steps to ensure it is appropriately marked and reported.

This recommendation applies to all hazardous wrecks, including drifting wrecks.

# Risk Assessment

Wrecks present a potential risk to safety of navigation and the marine environment. The State should assess a wreck to determine if it is hazardous to safe navigation. Where a wreck is a hazard to safe navigation, the State should:

1. immediately promulgate Maritime Safety Information (MSI) through all appropriate means,
2. appropriately mark the wreck with AtoN, and
3. for drifting wrecks, continuously assess the situation and update safety information accordingly.

# Marking of HAZARDOUS wrecks

Marking of hazardous wrecks should be in accordance with the IALA Maritime Buoyage System (MBS).

States should consider the use of physical and/or electronic AtoN when marking hazardous wrecks.

IALA Recommendation R1001 on Maritime Buoyage System and the IALA Guideline 1046 on the Response Plan for the Marking of New Wrecks provide further information.

# Monitoring and reporting

States should monitor and report the position of hazardous wreck(s) by all appropriate means. The position and condition of drifting wreck(s) should be monitored and updated regularly. Hazardous wreck(s) should remain appropriately marked until the competent authority has assessed that information concerning the new danger has been sufficiently promulgated, or there is no longer a risk to safety of navigation or the environment.

# References

The Nairobi International Convention on the Removal of Wrecks 2007

IALA Recommendation R1001 Maritime Buoyage System

IALA Recommendation R1002 Risk Management Toolbox

IALA Guideline 1046 Response Plan for the Marking of New Wrecks

IALA International Dictionary of Marine Aids to Navigation