

**INTERNATIONAL HYDROGRAPHIC
ORGANIZATION**



**ORGANISATION HYDROGRAPHIQUE
INTERNATIONALE**

Dossier du BHI No. S3/3100

**LETTRE CIRCULAIRE 42/2006
24 mai 2006**

NOUVELLE BOUEE DE L' AISM POUR LE MARQUAGE DES EPAVES EN CAS D'URGENCE

Madame la Directrice, Monsieur le Directeur,

L'Association internationale de signalisation maritime (AISM) a informé le BHI, par lettre jointe en annexe A, de l'introduction, à titre d'essai, d'une nouvelle bouée de marquage des épaves en cas d'urgence. Il est prévu que cette bouée ne soit déployée que pour des périodes allant de 24 à 72 heures ; ce qui requerrait donc une diffusion par RSM, mais ne nécessiterait pas d'action au niveau de la représentation cartographique. Les deux documents référencés dans la lettre de l'AISM peuvent être téléchargés à partir du site Web de l'OHI, à l'adresse suivante : www.iho.int>INT Organizations>IALA.

Le BHI restera en contact avec l'AISM et tiendra les Etats membres informés de tout fait nouveau relatif à cette question.

Nous vous prions d'agréer, Madame la directrice, Monsieur le directeur, l'expression de notre haute considération.

Pour le Comité de direction,

Vice-Amiral Alexandros MARATOS
Président

Annexe : Lettre de l'AISM en date du 12 mai 2006, référencée IHO/ EWMB/06-267.



Association Internationale de Signalisation Maritime
International Association of Marine Aids to Navigation
and Lighthouse Authorities (IALA – AISM)

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St. Germain en Laye, 12th May 2006

Our Reference: IHO/EWMB/06-267

Dear Sir,

As you will remember, the wreck of the *Tricolor* in the Dover Straits in 2002, brought into sharp focus the necessity to adequately and quickly mark such new dangers and prevent collisions. Responsible authorities identified the need to re-assess their areas of responsibility and provide rapid response capability as part of their contingency planning.

The **IALA Guideline No.1046 - Response Plan for the Marking of New Wrecks (June 2005)** provides guidance to authorities for an immediate, effective and well co-ordinated response in such situations. The guidelines recommend procedures to be observed, as well as factors to be taken into account, when confronted with a new danger or an obstruction as a result of an incident within their area of responsibility.

However, in preparing the Guideline, the limitations of the present IALA Maritime Buoyage System, when providing initial marking of new dangers, were noted. At present, new dangers are generally marked by cardinal or lateral marks, although it is recognised that a number of authorities also deploy isolated danger marks. Recent groundings and collisions have indicated a need for a revision of how new dangers are to be marked, especially in an emergency.

To provide a possible means of ensuring clear and unambiguous marking of dangerous new wrecks, IALA has recently adopted **Recommendation O-133**, which introduces, on a trial basis, a new emergency wreck marking buoy. Both the Guideline and Recommendation are available at the IALA web site (www.iala-aism.org). Results from the trials will be assessed during the 2006 - 2010 IALA work term, under the direction of the IALA Aids to Navigation Management Committee. It is envisaged that any such buoy will be a temporary response, typically to be used for the first 24 to 72 hrs. Its deployment should be promulgated through the usual maritime safety information systems. It is expected that no new charting symbol will be necessary for such buoys.

IALA invites IHO to participate in the discussions, and to provide guidance on the charting of such buoys, should they be accepted into the IALA Maritime Buoyage System at some stage.

I look forward to discussing this further with you.

Kind regards,

Torsten Kruise
IALA Secretary General