

# IALA GUIDELINE

G1122

## GUIDELINE ON THE USE OF PICTOGRAMS ON AIDS TO NAVIGATION

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# CONTENTS

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<b>1. INTRODUCTION .....</b>	<b>4</b>
1.1. Scope.....	4
1.2. Principle .....	4
<b>2. AIMS AND OBJECTIVES .....</b>	<b>4</b>
<b>3. GENERAL DESIGN METHODOLOGY .....</b>	<b>5</b>
3.1. Shape .....	5
3.2. Colour.....	5
3.3. Size .....	6
3.4. Installation location .....	7
<b>4. DEFINITIONS .....</b>	<b>8</b>
<b>5. ACRONYMS.....</b>	<b>8</b>
<b>6. REFERENCES .....</b>	<b>9</b>
<b>ANNEX A EXAMPLES OF PICTOGRAMS .....</b>	<b>10</b>

## List of Tables

<i>Table 1</i>	<i>Specific standard of pictogram colours based on ISO 7001:2007 Graphical Symbols – Public Information Symbols.....</i>	<i>6</i>
<i>Table 2</i>	<i>Viewing distance and pictogram size .....</i>	<i>7</i>

## List of Figures

<i>Figure 1</i>	<i>Layout of a pictogram .....</i>	<i>5</i>
<i>Figure 2</i>	<i>Chromaticity regions for ordinary colours.....</i>	<i>6</i>
<i>Figure 3</i>	<i>Simplified demonstration of pictogram size followed by viewing distance (not to scale).....</i>	<i>7</i>
<i>Figure 4</i>	<i>Example pictogram of Special Mark (taken from MBS) .....</i>	<i>7</i>
<i>Figure 5</i>	<i>Example of an installation location of a pictogram.....</i>	<i>8</i>

## 1. INTRODUCTION

A pictogram is a symbol that conveys its meaning through its pictorial resemblance to a physical object. Pictograms are often used in writing and graphic systems in which the characters are to considerable extent pictorial in appearance.

There has been a proliferation in the use of Special Marks in some regions as ‘general purpose’ aids, so it is desirable to provide the mariner with additional information to distinguish the different uses of Special Marks, especially for smaller vessels, which may navigate closer to Special Marks.

The use of Special Marks has evolved over time and they are used much more widely than originally intended by the IALA Maritime Buoyage System (MBS). Their yellow colour is conspicuous at sea and contributes to its versatility.

This document should be considered as complementary to local regulations, which have been used for a long time. Furthermore, this guideline provides general information on the design of pictograms on Special Marks. When this guideline is utilised, one should consider and follow local regulations and the Competent Authority’s permission.

### 1.1. SCOPE

This guideline is intended to provide guidance to Competent Authorities on the application of pictograms on Special Marks. This guideline specifies pictograms for the purposes of informing mariners on smaller vessels. The guideline is to be used by Competent Authorities for special marks installation and their further application.

This guideline provides examples of pictograms frequently used on Special Marks. Other uses of Special Mark pictograms may be developed.

The Competent Authority should ensure that structure and design of pictograms does not conflict with marks in accordance with the MBS and local regulations.

### 1.2. PRINCIPLE

When a navigator approaches any AtoN he carries out what is termed a visual task as defined in IALA Guideline on Daymarks for Aids to Navigation [5].

This visual task is described in three stages as follows:

- 1 Detection: The observer is aware of an object. The navigator sees an object, but will usually not be able to deduce its shape or colour and will not know that it is an AtoN.
- 2 Recognition: The observer is aware that the object is an AtoN.
- 3 Identification: The observer is aware which AtoN the object is. At this distance, the navigator can perfectly discern that the object is a Special Mark.

In stage 3, pictograms will assist small vessel navigators to decide how they will use the AtoN.

A pictogram should be clear, concise and understandable, thus providing appropriate signage to ensure that the small vessel navigator understands the purpose of the Special Mark. To improve the identification process, in this guideline we provide examples of pictogram designs which include shape, colour, location and size.

## 2. AIMS AND OBJECTIVES

Pictograms that are included in this guideline help users to easily identify specific marine circumstances by using graphics to avoid the lack of information on the original Special Marks.

The aim of this guideline is to provide Competent Authorities with a common approach to the application of pictograms on Special Marks. This common approach identifies requirements for the size, colour, shape and location of pictograms.

The intended users of pictograms are navigators of vessels less than 300 gross tonnage which are not mandatory AIS equipped vessels according to SOLAS. They are usually domestic navigators who do not have electronic devices for safety and real time information, such as an ENC. Pictograms on Special Marks should improve vessel safety.

### 3. GENERAL DESIGN METHODOLOGY

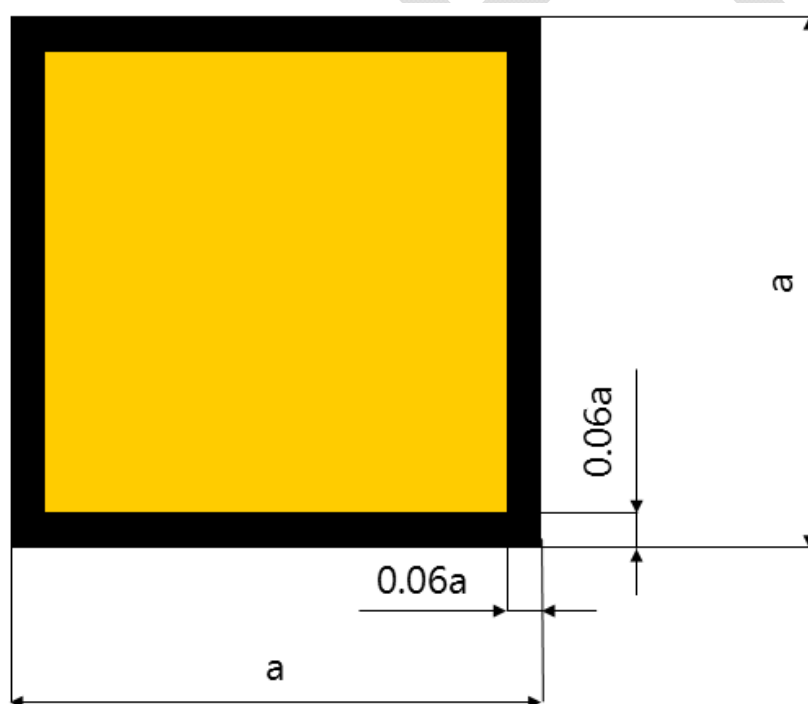
When designing a pictogram, the visual aspects should be considered first. The visual aspect can directly or indirectly influence the identification of pictograms.

The following paragraphs describe the factors which should be considered when designing pictograms. Local practice and knowledge should also be considered.

#### 3.1. SHAPE

The shape of the pictogram should be a square, since a square-shaped mark can be fully utilized in the limited space on buoys. It is recommended to follow the layout as shown below.

**Figure 1** *Layout of a pictogram*



#### 3.2. COLOUR

Standard colours should be specified when ordering pictograms from manufacturers. Manufacturers will normally use a pantone reference for the appropriate colour (black and yellow). The colour is described by a luminance factor  $\beta$  and two chromaticity coordinates  $x, y$  (see IALA Recommendation E-108 on surface colours). The background colour (yellow) should occupy over 50% of the whole area.

Colour recognition depends on:

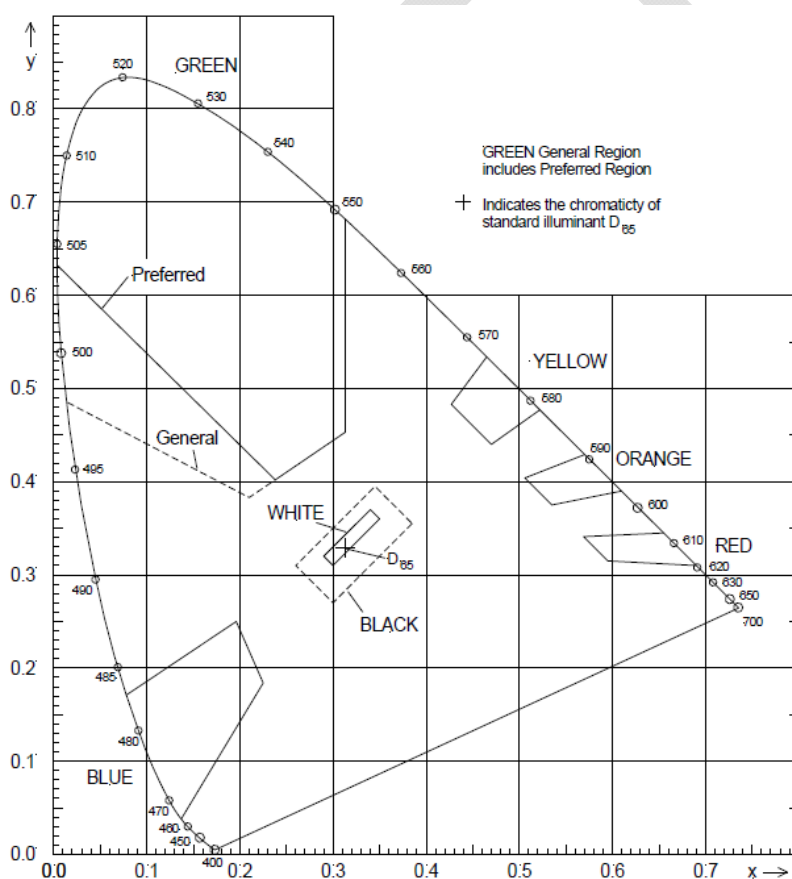
- Brightness of the colour;
- Hue;

- Contrast with the background;
- Colour difference to the background;

Colours used in pictogram must fall within the colour boundaries defined in Table 1 and Figure 2.

**Table 1** *Specific standard of pictogram colours based on ISO 7001:2007 Graphical Symbols – Public Information Symbols*

Yellow		Black	
Name of the colour	Yellow	Name of the colour	Black
$L^*a^*b^*$	85.84 -2.62 88.68	$L^*a^*b^*$	2.86 - -
$Y_D X_D Y_D$	67.67 0.4572 0.4748	$Y_D X_D Y_D$	0.43 - -
sRGB	251 212 0	sRGB	14 14 14
CMYK	0 0 100 0	CMYK	0 0 0 100



**Figure 2** *Chromaticity regions for ordinary colours*

### 3.3. SIZE

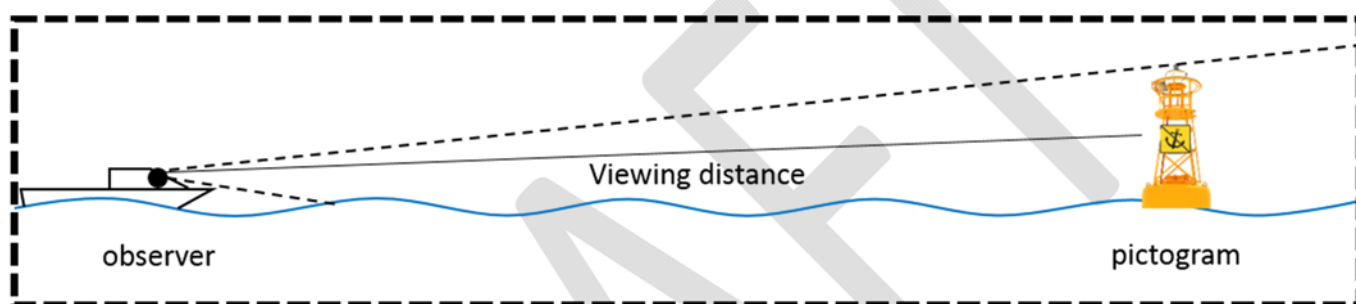
The readability/size of a pictogram can be tailored for use in different locations. For example, a pictogram for use on a narrow waterway may only need a readable distance of 30m. However, a pictogram for use on a wide or open waterway may require a readable distance in excess of 200m to allow for the width of the navigation/length of vessel.

The size of the pictogram used will vary depending on location, background conditions/colours, ambient light and required readable distance. The following table is used for calculating the size of pictogram and readable distances in average daylight. When a vessel transits a certain waterway or area at night, the pictogram may need to be reflective or use retroreflective materials – alternatively, it may require lighting.

**Table 2 Viewing distance and pictogram size**

Viewing distance (m)	Pictogram length and width (mm)
30	600
50	1000
100	1950
200	3900

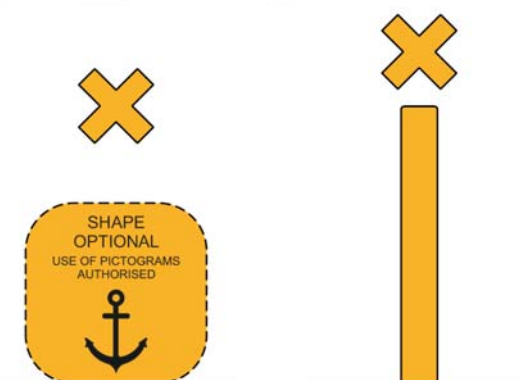
However, due to the lack of installation space on buoys, these standard sizes can be modified by the Competent Authority.



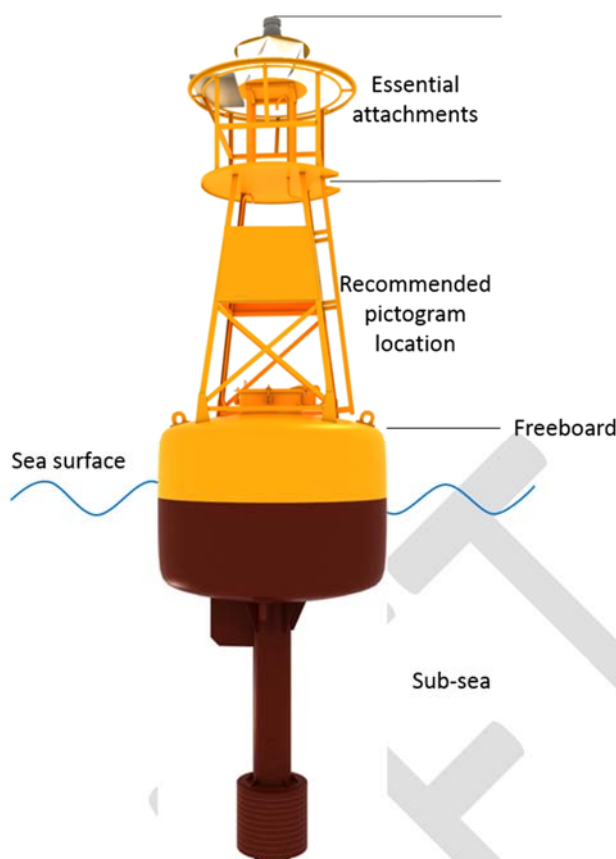
**Figure 3 Simplified demonstration of pictogram size followed by viewing distance (not to scale)**

### 3.4. INSTALLATION LOCATION

Pictograms are recommended to be installed at an easy-to-identify position which is above the freeboard and avoiding existing essential attachments (top-mark, number plate, lanterns etc.) and should be placed on more than one side.



**Figure 4 Example pictogram of Special Mark (taken from MBS)**



**Figure 5** *Example of an installation location of a pictogram*

## 4. DEFINITIONS

A pictogram is a pictorial symbol which conveys its meaning through a pictorial resemblance to a physical object. This resemblance makes the meaning of a pictogram easily interpreted by mariners. Pictograms may be regarded as public information symbols specified in ISO 7001 Graphical Symbols-Public information symbols (2007).

## 5. ACRONYMS

AINA	Association of Inland Navigation Authorities (UK)
AIS	Automatic Identification System
AtoN	Aid(s) to Navigation
CEVNI	European Code for Inland Waterways (UN Economic Commission for Europe)
CMYK	Cyan, Magenta, Yellow, Black
ENC	Electronic Nautical Chart
IALA	International Association of Marine Aids to Navigation and Lighthouse Authorities - AISM
IMO	International Maritime Organization
ISO	International Standard Organization
m	metre
MBS	IALA Maritime Buoyage System
ODAS	Ocean Data Acquisition Systems
RGB	Red-Green-Blue
SIGNI	Signs and Signals on Inland waterways (UN Economic Commission for Europe)



SOLAS	International Convention for the Safety of Life at Sea (IMO 1974 as amended)
TSS	Traffic Separation Scheme (IMO)

## 6. REFERENCES

Related references are:

- [1] IALA NAVGUIDE
- [2] IALA Maritime Buoyage System
- [3] IMO International Convention for the Safety of Life at Sea (SOLAS)
- [4] IALA Recommendation on Surface colours used as visual signals on aids to navigation
- [5] IALA Guideline on Daymarks for Aids to Navigation
- [6] CEVNI(European Code for Inland Waterways), UN Economic Commission for Europe
- [7] SIGNI(Signs and Signals on Inland waterways), UN Economic Commission for Europe
- [8] Guideline for Waterway Signs and Marking, UN Economic Commission for Europe
- [9] Navigation signs and symbols: An industry standard for UK inland waterways, Association of Inland Navigation Authorities (AINA)
- [10] ISO 3864-1, 2, 3:2011 Graphic symbols
- [11] ISO 20712-1, 2, 3 Water safety signs and beach safety flags
- [12] ISO 7010:2011 Graphic symbols – Safety colours and safety signs
- [13] ISO 7001:2007 Graphical Symbols – Public Information Symbols

## **ANNEX A**    **EXAMPLES OF PICTOGRAMS**

Examples of pictograms are shown below.

### **A 1.    MBS LISTED SPECIAL MARK**

In the IALA MBS, Special Marks are not generally intended to mark channels or obstructions where other marks are more suitable. Some examples of uses of Special Marks are:

- Ocean Data Acquisition Systems (ODAS) marks;
- Traffic Separation Scheme (TSS) marks where uses of conventional channel marking may cause confusion;
- Spoil Ground marks;
- Military exercise zone marks;
- Cable or pipeline marks;
- Recreation zone marks;
- Boundaries of anchorage areas;
- Structure such as offshore renewable energy installations;
- Aquaculture.

#### **A 1.1.    ODAS MARK**



#### **A 1.2.    TSS MARK**



#### **A 1.3.    SPOIL GROUND MARK**



#### A 1.4. MILITARY EXERCISE ZONE MARK

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#### A 1.5. CABLE OR PIPELINE MARK

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#### A 1.6. RECREATION ZONE MARK

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#### A 1.7. BOUNDARIES OF ANCHORAGE AREAS

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#### A 1.8. STRUCTURES SUCH AS OFFSHORE RENEWABLE ENERGY INSTALLATIONS

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## A 1.9. AQUACULTURE

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## A 2. OTHER SPECIAL MARKS

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There are many other uses of Special Marks globally. This guideline does not cover all kinds of Special Mark; however, some examples are shown below:

### A 2.1. WORK IN PROGRESS (CONSTRUCTION) MARK

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### A 2.2. SPEED LIMITATION MARK

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### A 2.3. TARGET MARK

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#### A 2.4. DEGAUSSING RANGE MARK

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#### A 2.5. BARGE MARK

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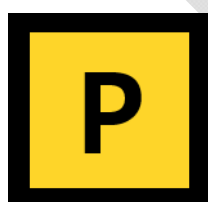
#### A 2.6. PRIVATE MARK

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#### A 2.7. MOORING MARK

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#### A 2.8. LEADING MARK



#### A 2.9. MEASURING DISTANCE MARK

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#### A 2.10. NOTICE MARK

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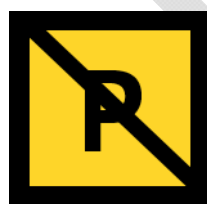
#### A 2.11. ANCHORING PROHIBITED MARK

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#### A 2.12. BERTHING PROHIBITION MARK

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#### A 2.13. OVERTAKING PROHIBITED MARK

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#### A 2.14. TWO –WAY TRAFFIC PROHIBITED MARK

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#### A 2.15. REDUCE WAKE MARK

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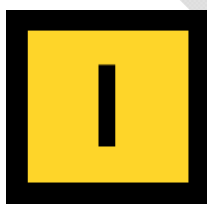
#### A 2.16. STOP MARK

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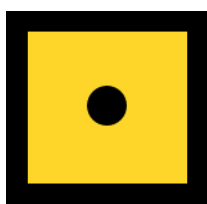
#### A 2.17. GENERAL WARNING MARK

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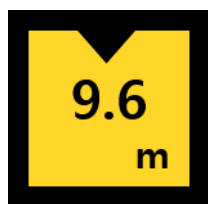
#### A 2.18. SOUND SHIPS SIREN MARK

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#### A 2.19. RESTRICTED VERTICAL CLEARANCE MARK

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#### A 2.20. MAXIMUM VESSEL'S DRAUGHT MARK

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#### A 2.21. RESTRICTED HORIZONTAL CLEARANCE MARK

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#### A 2.22. STRONG CURRENT WARNING MARK

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#### A 2.23. OVERHEAD POWER CABLE MARK

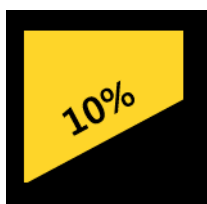
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#### A 2.24. CHANNEL EDGE GRADIENT MARK

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#### A 2.25. TELEPHONE MARK

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#### A 2.26. FERRY CROSSING MARK

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#### A 2.27. PIPELINE MARK

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#### A 2.28. DIVING MARK

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#### A 2.29. REFUGE MARK

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**A 2.30. FOUL GROUND MARK**

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**A 2.31. YACHTING MARK**

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**A 2.32. HELIPORT MARK**

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**A 2.33. SEAPLANE LANDING MARK**

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**A 2.34. ENTRY PROHIBITED MARK**

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#### A 2.35. WELLHEAD MARK

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#### A 2.36. ARTIFICIAL REEF MARK

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#### A 2.37. NATURE RESERVE MARK

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#### A 2.38. WRECK MARK

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