

IALA RECOMMENDATION

R0111 (E111)

PORT TRAFFIC SIGNALS

Edition 1.2

December 2019



DOCUMENT HISTORY

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

Date	Page / Section Revised	Requirement for Revision
May 1998		First issue
December 2005	Entire document	Reformatted to reflect IALA documentation hierarchy
December 2019	Entire document	Reviewed by the ENG Committee

THE IALA 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 need to provide recommendations and guidance on the signal codes of port traffic signals.

NOTING that this Recommendation only applies to Marine Aids to Navigation lights installed after the date of this publication.

ADOPTS the principles, rules and port traffic signals set out in the Annex to this Recommendation,

INVITES Members and Marine Aids to Navigation authorities worldwide to implement the provisions of the Recommendation,

RECOMMENDS that National Members and other Lighthouse Authorities providing port traffic signals ensure they comply with the principles, rules and port traffic signals set out in the Annex to this Recommendation.

REQUESTS the IALA Engineering and Sustainability Committee, or other Committees as the Council may direct, to keep this Recommendation under review and to propose amendments as necessary.

ANNEX

1 PRINCIPLES

A port traffic signal shows a special arrangement (a code) of lights of different colours to convey information to the mariner. The main purpose of the code is to control the traffic movements in ports or port approaches. The code may also be used at locks or movable bridges, when no other conflicting rules exist.

The basis of the system is that there are:

- a main messages, which should be displayed through simple signals easy for the mariner to commit to memory; and
- b additional information, for instance for ports with a complex layout, or complicated traffic situation, which can be displayed through the use of auxiliary signals exhibited together with the main ones, the comprehension of which would need the use of nautical publications.


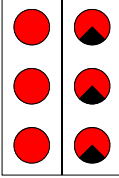
Port traffic, lock and movable bridge signals are classified as 'marine signal stations' by IHO chart specification [1].

2 RULES FOR PORT TRAFFIC SIGNALS

- a The main movement message given by a port traffic signal shall always comprise three lights vertically disposed. No additional light shall be added to the column carrying the main message.
- b Red lights indicate: "Do not proceed".
- c Green lights indicate "Proceed, subject to the conditions stipulated".
- d A single yellow light displayed to the left of the column carrying main messages two or five, at the level of the upper light, may be used to indicate that "vessels which can safely navigate outside the main channel need not comply with the main message".
- e Signals auxiliary to the main signal may be devised by the appropriate Local Authority. Such auxiliary signals should employ only white and/or yellow lights and should be displayed to the right of the column carrying the main message.

3 CODES AND MESSAGES

3.1 MAIN MESSAGES

No	Code (picture)	Code (text)	Message
1		Red Red Red flashing, synchronized	Serious emergency – all vessels to stop or divert according to instructions
2		Red Red Red fixed or slow occulting synchronized	Vessels shall not proceed

3		Green Green Green fixed or slow occulting synchronized	Vessels may proceed, One-way traffic
4		Green Green White fixed or slow occulting synchronized	Vessels may proceed, Two-way traffic
5		Green White Green fixed or slow occulting synchronized	A vessel may proceed only when it has received specific order to do so

Table 1 *Main messages*

3.2 ADDITIONAL SIGNALS AND MESSAGES

No	Code (picture)		Code (text)	Message
2 (add)			Yellow Red Red Red fixed or slow occulting synchronized	Vessel shall not proceed, except that vessels which navigate outside the main channel need not comply with the main message.
5 (add)			Yellow Green White Green fixed or slow occulting synchronized	A vessel may proceed only when it has received specific order to do so; except that vessels which navigate outside the main channel need not comply with the main message.

Table 2 *Additional Signals and Messages*

4 REFERENCES

- [1] International Hydrographic Organization, Regulations of the IHO for International (INT) Charts and Chart Specifications of the IHO, Edition 4.6.0 - April 2016