



IALA RECOMMENDATION (NORMATIVE)

R0139 (O-139) THE MARKING OF MAN-MADE STRUCTURES

Edition 3.0

December 2021

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International Association of Marine Aids to Navigation and Lighthouse Authorities
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DOCUMENT REVISION

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

Date	Details	Approval
December 2013	Edition 2.1 Entire document Due to the technological and operational developments that occurred in the offshore structures activities in the sea, it was necessary to update this Recommendation in order to respond to the identified marking.	Council 56
December 2021	Edition 3.0 Entire document.	Council 74

THE COUNCIL

RECALLING:

- 1 The function of IALA with respect to the 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.

RECOGNIZING:

- 1 That there is a continuing increase in new and emerging uses of the ocean and coastal waters, seabed, seaborne trade, demands of energy resources, recreational use, pollution threats and increasing need for breakwaters to protect ports and coastal areas.
- 2 That the number and types of man-made structures being placed in the maritime environment are increasing.
- 3 The need to provide consistency in marking different types of man-made structures which may be a danger to navigation.
- 4 That it is a matter for a national authority to decide on whether a man-made structure needs to be marked, depending on the risk involved and the level of traffic.
- 5 That IMO Resolution A.672(16), dated 6th December 1989, established guidelines and standards for the Removal of Offshore Installations and Structures on the Continental Shelf and in the Exclusive Economic Zone, which incorporate requirements for such installations and structures, whilst being removed, to be marked in accordance with IALA recommendations and guidelines.
- 6 That marking is to improve the safety of navigation, protect the structures themselves, and safeguard the environment.

ADOPTS: The Recommendation on the marking of man-made structures as set out in the guidelines.

INVITES: Members and Marine Aids to Navigation authorities worldwide to implement the provisions of the recommendation.

RECOMMENDS: That members ensure that the marking of man-made structures conforms to the standards and practices specified in the relevant sections of the guidelines.

ANNEX

1. INTRODUCTION

There is the continued development of man-made structures in the marine environment, which may affect shipping. These structures can be isolated or in groups, small or large, and close to or far from shipping routes. IALA is monitoring the developments of these structures and will continue to create and update documentation as required to ensure clear and unambiguous marking of waterways for safe navigation, protection of the environment and protection of the structures themselves. Authorities facing problems in this field are invited to bring them to the attention of IALA to obtain advice on current practice.

The marking of man-made structures as defined in the guidelines may be considered as a minimum requirement to ensure the safety of navigation in the vicinity of the structures, however, national authorities may require more stringent marking.

1.1. SCOPE

This Recommendation and associated guidelines are for the guidance and information of stakeholders such as national authorities, lighthouse authorities, aviation authorities and other competent authorities, aids to navigation providers, and the contractors, developers and operators involved in placing infrastructure in the marine environment.

1.2. APPLICATION

Guidance previously contained in Recommendation R0139 can now be found in IALA Guideline G1162, Ed1.0, The marking of offshore man-made structures, Dec 2021.

IALA guidelines will be produced and regularly updated to give guidance on the marking requirement for man-made structures in the marine environment. This will include subsea, surface piercing, floating, and fixed structures as well as those placed above navigable channels so as to ensure the safety of marine traffic.

IALA guidelines written for this recommendation will take into account all users and developments in technology, including marine autonomous surface ship (MASS).