

# PORT TRAFFIC SIGNALS

**Port Traffic Signals** direct ship movements in a large and growing number of seaports. Such signals enhance navigational and port safety by providing masters and pilots simple visual movement instructions. A uniform System of signals for use world-wide is shown on the reverse. This System is the joint recommenda-

tion of all three multi-national organizations with responsibility in this field: the International Association of Lighthouse Authorities (IALA), the International Association of Ports and Harbors (IAPH), and the Permanent International Association of Navigation Congresses (PIANC).



**Automatic Power's PR-500 High Intensity Beacon** in typical port signal configuration. Two sets of remotely-controlled louvers (one red, one green) are used. With both sets of louvers horizontal, the Beacon shows a white light.

**Only lights are used for the signals.** In all cases, the Main Message is sent by 3 lights arranged vertically. Exemption and Auxilliary Messages, if required, are displayed to the left and right of the Main Message respectively. Special attention is drawn to the Serious Emergency signal by flashing the all-red display. All other signals within a particular port are either fixed or slowly occult (but not both).

While the signals themselves are valid everywhere, exact requirements will vary according to the layout, size, and complexity of the port and its approaches. These will affect the required light intensities, desired sector coverage, and other parameters of the signal system.



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## MAIN MESSAGE

1		Flashing	Serious emergency — all vessels to stop or divert according to instructions.
2			Vessels shall not proceed
3		Fixed or slow occulting	Vessels may proceed. One way traffic
4		Fixed or slow occulting	Vessels may proceed. Two way traffic
5			A vessel may proceed only when it has received specific orders to do so

## EXEMPTION SIGNALS AND MESSAGES

2a		Fixed or slow occulting	Vessels shall not proceed, except that vessels which navigate outside the main channel need not comply with the main message.
5a		Fixed or slow occulting	A vessel may proceed only when it has received specific orders to do so; except that vessels which navigate outside the main channel need not comply with the main message.

## AUXILIARY SIGNALS

Auxiliary signals can be added, as required, normally to the right of the column carrying the main message and normally utilizing only white or yellow lights.

Such auxiliary signals could, for example, be added to message n°5 to give information about the situation of traffic in the opposite direction, or to warn of a dredger operating in the channel.



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