

IALA COUNCIL 2nd session



9 to 13 June 2025
Nice, France

7 – NATIONAL MATTERS

National Matters Update by Australia

Australia presents an update on national matters of relevance to the work of IALA.

IMO procedures for the identification of, and performance standards for, augmentation systems

Australia, in close cooperation with IALA and partners across the globe, has led the amendment of IMO resolution A.1046(27) at the twelfth session of the IMO Sub-Committee on Navigation, Communication and Search and Rescue (NCSR) to include a mechanism for identification of augmentation systems, including space-based augmentation systems (SBAS) as part of the world-wide radionavigation system (WWRNS).

This was a pre-cursor to commencing work on the development of performance standards for augmentation systems, which Australia will coordinate intersessionally in preparation for considerations at NCSR 13 in 2026.

Approach to AtoN maintenance planning

The Australian Maritime Safety Authority's (AMSA's) AtoN maintenance function is delivered under an outsourced model, with eight maintenance contracts across the country and one central contract to provide technical support and logistics services. The adoption of this model after a long-term single national contract has been one factor that has allowed AMSA the opportunity to reassess the approach to its maintenance functions and to move to a more risk-based and flexible approach when it comes to the timing and extent of maintenance delivery. The focus will be on managing and maximising asset life cycles with a focus on condition-based maintenance for non-essential tasks. AMSA anticipates that this change in approach, which is currently being worked through and embedded into our planning functions, will ultimately lead to more efficiency in the maintenance activities conducted – maintaining the reliability of the network but at reduced cost when compared to the previous approach, which was focused on time-based maintenance.

Australian Maritime Safety Authority Heritage Strategy

The AMSA [Heritage Strategy](#) is a public document that describes how AMSA will care for the 62 heritage AtoN properties under its remit. The Strategy is on a mandatory 3-year review cycle and is due for review this year. The expiring document has supported AMSA's work to put in place detailed Heritage Management Plans for those properties and AMSA remains committed to preserving the heritage aspects of those sites while also identifying any others in the network that have heritage values. This is ongoing work, and heritage input is needed for most work carried out at these sites but it is important and AMSA will ensure the reviewed Strategy continues to support that work.



IP-based connectivity for S-100

Australia is leading global efforts at IMO to develop an IP-based connectivity framework for maritime communication, following a successful proposal for a new work output at the one-hundred and ninth session of the Maritime Safety Committee (MSC). This initiative, crucial for implementing S-100, aims to enable real-time data exchange between ships and shore, improving navigational safety, operational efficiency, and environmental sustainability.

AMSA has been central to this work, coordinating two key submissions to NCSR: a draft guideline developed with international partners and a supporting document clarifying technical aspects. A key element of the proposed framework are IALA's Maritime Connectivity Platform (MCP) specifications.

As an outcome of NCSR 12, Australia has nominated to coordinate a correspondence group tasked with continuing to develop guidance to implement global IP-based connectivity for S-100 ECDIS. This group will not only finalise the guideline, but also address broader implementation issues, including the interface with the Global Maritime Distress and Safety System (GMDSS), the introduction of a trial period, capacity building (this could potentially be supported by the IALA World-Wide Academy), governance of official data services, and the operational rollout of the MCP.

Digitalisation and S-100 prototypes

Following the IHO's implementation plan for S-100, AMSA has developed an internet-based prototype service for the provision of navigational warnings using the new S-124 data model. Future work will also include S-125/S-201 (AtoN information) and S-129 (Under Keel Clearance management). Furthermore, AMSA has launched a maritime digitalisation campaign hub on our website, that informs relevant stakeholders about maritime digitalisation (<https://www.amsa.gov.au/maritime-digitalisation>).

Navigational safety policy for Offshore Renewable Energy Infrastructure (OREI)

Six areas within Commonwealth waters off the Australian coast have now been declared¹ for development of Offshore Renewable Energy Infrastructure (OREI). The areas are in the waters of:

1. Gippsland Basin, Victoria
2. The Hunter region (off the Port of Newcastle), New South Wales
3. Southern Ocean region (off the Port of Portland), Victoria
4. The Illawarra region (off Port Kembla), New South Wales
5. Off the coast of northern Tasmania
6. Off the Port of Bunbury, Western Australia

AMSA's public policy², designed to guide its navigational safety decisions related to OREI, was first released in March 2024. At the time, it incorporated prevailing international guidance. With proponents now commencing detailed design work specific to Australian conditions within the declared areas, AMSA recognises the need to update this policy to maintain its currency and contemporary relevance

AMSA aims to revise its policy on OREI throughout 2025/26, to better guide developers in understanding AMSA's mandate to safeguard navigational safety and protect the marine environment. The guidance developed by IALA for the marking of offshore man-made structures (G1162) remains an invaluable resource, informing AMSA policy work.

¹ <https://www.dcceew.gov.au/energy/renewable/offshore-wind/areas>

² <https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters/offshore-renewable-energy-infrastructure-policy>