

IALA COUNCIL

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7 – NATIONAL MATTERS

National Matters Update by Australia

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 recognition of augmentation systems, including Satellite-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 dual-frequency multi constellation SBAS and advanced receiver autonomous integrity monitoring in shipborne radionavigation receivers. Australia coordinated the correspondence group (CG) intersessionally with an interim report provided to NCSR13 in June 2026. It is expected that a further CG will be initiated out of NCSR13 to finalise these performance standards. Australia briefed on progress to the ENG Committee in April 2026.

Approach to AtoN maintenance planning

The Australian Maritime Safety Authority's (AMSA's) AtoN maintenance function is delivered under an outsourced model. Following the end of a long-term single national contract, AMSA has managed regional maintenance contracts and a central contract to provide technical support and logistics services. At the same time, AMSA has continued to reassess maintenance activity and timing, beginning a move to a more risk-based and flexible approach rather than the previous time-based maintenance approach. A significant amount of effort has gone into work to support management of asset life cycles and moves towards condition-based maintenance for non-essential tasks that is driven by data and analysis. There is still more work to be done to mature that approach and embed it in maintenance planning and delivery functions, but AMSA remains confident that it will lead to greater efficiency whilst maintaining the reliability of the network.

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 in 2026. 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 of those sites while also identifying any others in the network with heritage values. This is ongoing work, and heritage input is needed for most work at these sites. AMSA will ensure the reviewed Strategy continues to support that work.

IP-based connectivity for S-100

Australia continues to lead international efforts at IMO to advance IP-based connectivity for S-100, building on the work initiated at NCSR 12. Following NCSR 12, Australia chaired the IMO CG established to progress this work and address outstanding implementation issues. Over the past year, the CG has completed the work on specifying the core elements of a global IP-based connectivity framework. In parallel, the group produced a consolidated summary of broader challenges associated with S-100 implementation, including technical



readiness, training, regulatory considerations and coordination across parallel digitalisation initiatives within IMO. The group is proposing that IMO invite Member States to submit new work output proposals to progress testing of the framework, consider performance standards, assess the regulatory impacts of S-100, and improve alignment of digitalisation-related work across IMO committees. The CG has also delivered a first draft of operational guidance for digital route exchange between ship and shore. This work is directly relevant to, and strongly aligned with, ongoing efforts within IALA (particularly in the VTS and DTEC committees) to develop technical service specifications that support digital route exchange in a VTS context.

More broadly, discussions on operational Maritime Connectivity Platform (MCP) capabilities have become increasingly important as digital services mature. Australia welcomes IHO's work to establish an MCP instance based on IALA specifications and highly values IALA's leadership, through DTEC and related committees, in undertaking a feasibility study into the establishment of an operational IALA MCP instance. Australia sees this work as foundational to enabling reliable, trusted digital maritime services globally.

Digitalisation and S-100 prototypes

Following the IHO's implementation plan for S-100, Australia has continued to develop and mature its prototype services for the delivery of digital navigational information, with a clear objective to trial the complete suite of S-100 products in Australia. Over the past year, Australia has established the Australian S-100 Testbed in the Torres Strait, providing valuable operational insight into the real-world implementation of digital services in a complex and safety-critical maritime environment. This work aligns closely with AMSA's strategic priorities by strengthening navigation safety, supporting the transition to digital maritime services, and positions Australia as a global leader in maritime digitalisation.

Navigational safety policy for Offshore Renewable Energy Infrastructure (OREI)

AMSA's public policy¹, designed to guide its navigational safety decisions related to OREI, was first released in March 2024, incorporating 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, 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.

Six areas within Commonwealth waters off the Australian coast have now been declared² for development of OREI. The areas are in the waters of:

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

¹ <https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters/offshore-renewable-energy-infrastructure-policy>

² <https://www.dcccew.gov.au/energy/renewable/offshore-wind/areas>