



## **7 – NATIONAL MATTERS**

### **National Matters Update by Australia**

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

#### **Vessel Traffic Services (VTS)**

The Australian Maritime Safety Authority (AMSA) is the national competent authority for VTS in Australia. The establishment of VTS to contribute to the safety and efficiency of navigation and the protection of the environment by mitigating the development of unsafe situations is increasing, with 27 VTS now authorised under national law.

Australia is currently reviewing its regulatory framework for VTS, noting the expected adoption of the new IMO Resolution for VTS by the IMO Assembly in December and the suite of IALA revised recommendations and guidelines expected to be approved at this Council meeting.

#### **Australia / New Zealand Satellite Based Augmentation System (SBAS) Project**

The Governments of Australia and New Zealand have initiated a SBAS project for the Australia and New Zealand region. The project will augment multi-constellation Global Navigation Satellite System (GNSS) signals across all of mainland Australia, New Zealand and our maritime zones. It will also support the aviation, road transport and other sectors, who all have a requirement for high accuracy and integrity-assured positioning.

The project is now open for tender and is expected to be approved for aviation use by late 2023/24.

Australia is currently liaising with the European GNSS Agency (GSA) to support their submission to the International Electrotechnical Commission (IEC) for the development of a test standard for marine SBAS receivers.

GSA recently submitted a proposal for a new work item to the 80th session of the IEC's Technical Committee. The test standard will be based on existing IMO performance standards as IMO is yet to develop a performance standard for SBAS. Australia supports the proposal.

Australia and New Zealand also submitted a paper to the 8th session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) outlining reasons why IMO should develop a performance standard.

More information on the SBAS project can be found on the [Geoscience Australia](http://www.ga.gov.au) website ([www.ga.gov.au](http://www.ga.gov.au)).

#### **IALA's World-Wide Academy**

Two AMSA officers assisted IALA's World-Wide Academy to deliver its remote course on Conducting a Ports and Waterways Safety Assessment (PAWSA) Workshop, which was delivered in November 2021. The course aims to introduce IALA's PAWSA Mark II risk assessment tool to attendees.



## **AToN maintenance**

Australia's AtoN maintenance function has been outsourced for over 20 years. The current contract is approaching the end of its term, and Australia is working on a new approach to market that will incorporate the lessons identified so far. Australia plans to invite bids in 2022 to sustain the service.

A key challenge for any contractor will be the remote nature of many Australian AToN sites, and the inhospitable environment in which many are located. Once complete, Australia would be happy to share our specification for the maintenance service with any councillors who would find it useful.

## **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 inaugural strategy was published in 2018, and AMSA has recently reviewed and improved the document for publication in early 2022. The new version includes updated sections on the impact of climate change and a commitment to survey Australia's network of around 500 AtoN for heritage values. Once published, Australia will share the new strategy and a report on our progress over the last few years through the ENG committee.

## **Hazardous substances**

Australia continues with a programme of works to remove hazardous substances (lead and asbestos) from the classic lighthouses in our network. This has necessitated the full refurbishment of several iconic heritage lighthouses – in many cases the first time many have seen such attention since they were built around 100 years ago. We have continued with the programme despite restrictions introduced due to COVID-19 but have seen delays as contractors struggle to move labour between state borders, and a general increase in raw material costs caused by shipping delays and prices. Rottnest Island lighthouse in Western Australia is the latest property to undergo this treatment and will have cost AMSA around EURO 2 Million (\$3m AUD) when completed.

## **Mercury baths in heritage AToN sites**

In October 2021, an earthquake in Victoria, Australia highlighted the risks of maintaining mercury baths at AtoN sites. It took over 3 weeks to clean the resulting small leak and confirm the property was safe to access again. Finding an alternative to mercury remains a high priority, but the need to maintain the heritage fabric of the building rules out many of the simpler options (such as removing the lens and using LED alternatives).