

## IALA COUNCIL 80th session



**24-28 June 2024**  
**Istanbul,**  
**Türkiye**

### 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)**

Australia currently has 28 VTSs authorised under national law. These are operated by 8 VTS providers from 14 VTS centres around the country. Applications have recently been received for several new VTS areas. Further information is available at <https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters#455>.

Recent initiatives include:

VTS Provider Annual Report – Introduction of the concept of a VTS Provider Annual Report to complement the existing compliance audit regime for VTS providers to demonstrate they continue to meet their responsibilities in accordance with national law. That is:

- IMO Resolution A.1158(32) Guidelines for VTS.
- The normative provisions of IALA Standards 1010, 1040, 1050 and 1070.
- AMSA policies related to VTS.

The annual report provides a mechanism for:

- VTS providers to regularly report on key responsibilities for VTS providers through a self-assessment process; and
- AMSA to plan and prioritise onsite audit compliance activities.

It is anticipated the complementary regime will result in less onsite audits, reduce the time for undertaking on-site audits, and the associated costs.

Qualifications and Training – AMSA has updated its Qualifications and Training policy to assist providers to ensure the competence of holders of a VTS qualification is maintained through a training revalidation process that includes:

- Performance Assessment
- Recurrent Training
- Adaption Training
- Updating Training

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

The Australian and New Zealand Satellite-Based Augmentation System (SBAS), named SouthPAN, turned on its three Open Services on 26 September. This follows the signing of a contract between Geoscience Australia (GA) and Lockheed Martin Australia. There is detailed technical information on the service, including a fact sheet, at <https://www.ga.gov.au/scientific-topics/positioning-navigation/positioning-australia/services-and-tools>.



As the take up of SBAS-enabled GNSS receivers commences and gains momentum in our sector, we can expect to see many safety and efficiency benefits. The benefits include enhanced PNT at sea, improved hydrography, improved positioning of aids to navigation, oil and gas pipeline surveying and manoeuvring of large cruise ships in confined waters.

The service is fully funded by both the Australian and New Zealand governments. Australia and New Zealand are developing an IMO submission (along with the EU and Trinity House, UK) that requests IMO to develop a performance standard for SBAS enabled GNSS receivers.

Of note, at MSC 107 the IMO agreed to include in its post-biennial agenda:

1. an output on "Development of procedures and requirements for the recognition of augmentation systems in the World-wide radionavigation system", and
2. an output on "Development of performance standards for dual frequency multi-constellation satellite-based augmentation systems (DFMC SBAS) and advanced receiver autonomous integrity monitoring (ARAIM) in shipborne radionavigation receivers".

### **AtoN maintenance**

Australia's AtoN maintenance function has been outsourced for over 20 years. The current contract ends in June 2024 and Australia is transitioning from a national maintenance model to a regionalised model – eight maintenance contracts across the country and one central contract to provide technical support and logistics services. This is a significant change that will provide AMSA with more control over the timing and extent of maintenance delivery and support a focus on the management of the asset life cycles. In addition to AtoN maintenance we are also transitioning to a new contract for an emergency towage vessel to cover the Great Barrier Reef and Torres Strait areas, and that vessel will have the dual function of being the AtoN workboat.

A key challenge for AMSA is the remote nature of many Australian AtoN sites, and the harsh environment in which many are located. Australia would be happy to share our tender specifications for the maintenance service with any councillors who may find it useful.

### **AtoN Engineering Workshop – Sydney**

The 2024 IALA AtoN Engineering Workshop will be held in Sydney from 14-18 October 2024. Registrations are now open. Themed as *Delivering the service, designing the future*, the workshop will bring together AtoN engineering experts from around the globe to hear the latest AtoN engineering news and receive a glimpse into the future of emerging AtoN technology. Further details and registration are available on the IALA website. **ENG19** (Aids to Navigation Engineering and Sustainability committee) will also be held in Sydney the week following the workshop.

### **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. 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. AMSA is also publishing comprehensive [management plans](#) for the Commonwealth heritage listed sites that it is responsible for.

### **Digitalisation and S-100**

AMSA continues to trial the VHF Data Exchange System (VDES) for the implementation of maritime services in the context of e-Navigation. The Australian VDES testbed consists of two VDES equipped vessels and satellite infrastructure provided by the Danish company Sternula. The first outcomes of



the trial were used to contribute to the work of the IMO's VDES correspondence group, which was tasked to develop a performance standard for VDES and amendments to the SOLAS convention.

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>).

### **Offshore developments**

In 2022, the Commonwealth Government (led by the Department of Climate Change, Energy, the Environment and Water) announced six proposed areas for offshore renewable energy infrastructure (OREI). Since then, the areas were released for public consultation in a staggered manner. The areas are in the waters of:

1. Gippsland Basin, Victoria
2. The Hunter region (off the Port of Newcastle)
3. Southern Ocean region (off the Port of Portland, VIC)
4. The Illawarra region (off Port Kembla, NSW)
5. Off the coast of northern Tasmania
6. Off the Port of Bunbury, WA

Public consultation has been extensive. AMSA has been an active contributor, providing comprehensive, well-researched submissions. Our submissions have focussed on safety of navigation matters. As feasibility licences are issued and project plans mature, AMSA expects individual developers to conduct their own navigation risk assessments and collaborate with AMSA to implement the outcomes of those assessments (such as ships' routing measures and Vessel Traffic Services).

AMSA has also developed a policy that seeks to assist its staff and OREI developers understand AMSA's role and its expectations from the sector:

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

Many areas being considered around Australia are in relatively deep water, only suitable for floating turbines. This is relatively new technology and is untested at scale internationally. Further intergovernmental discussions will be required to settle how floating turbines will be regulated.