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| IALA Guideline |

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USE OF MOBILE ATON

Edition 1.0

Document date

Revisions to this IALA Document are to be noted in the table prior to the issue of a revised document.

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| Date | Page / Section Revised | Requirement for Revision |
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# INTRODUCTION

Following the advancements in global technologies IALA is to develop a guideline for its members, on the marking of Mobile AtoN (MAtoN), taking into account existing IALA guidance.

# Type of mobile aton

Types of MAtoN, which could be used are physical or virtual based on risk assessment and depending on the task and the area involved. National Authorities should address or implement the best solution on a case by case scenario.

It is important to notice that this mark is temporary.

Hydrographic offices should decide whether to include this mark on charts.

## Physical MAtoN

When using physical MAtoN, the following MBS Marks could be used:

* Special Marks
* New Danger Marks

Table 1- Light colour and Rhythm

|  |  |  |  |
| --- | --- | --- | --- |
| Light (when fitted) | Special Marks | New Danger Marks |  |
| Colour | Blue and yellow | Blue and yellow |  |
| Rhythm |  | |  |

(To be Included in Recommendation E-110 – Rhythm Characters of Lights on Aids to Navigation)

Other considerations:

* Radar reflectors could be considered;
* It may be marked by a Racon coded morse “T” = Keep clear of me;
* It may be marked by a real AIS or by other electronic means;
* Reflective markings (To be defined)
* The MAtoN position integrity is better achieved if is attached to the object it wishes to mark;
* The Availability target achieved

Category 1 – 99.8%

* Self-update position, or manually update position as required.
* The MAtoN should be capable of broadcasting its position to all ships in the vicinity.
* To reduce the risk of transporting or spreading invasive species which may be attached to the MAtoN, Internationally recognised anti-fouling coatings need to be applied.

## Virtual MATON

When using virtual marks, the following should be considered:

* To be used, when absolutely required – restricted use – Approved by a competent authority
* The time constrains for the deployment of a Virtual AtoN
* Limitation of VHF coverage (extended VHF coverage utilizing deployable devices can be considered);
* Suitability for the marking of oil slicks in conjunction with existing satellite monitoring systems;
* The integrity between the required position and that of the virtual mobile AtoN needs to be update as required.

# Deployment:

## Using Surface or air assets

Physical MAtoN could be deployed using surface ships or aircraft depending on the intended use (i.e., datum markers for search and rescue, icebergs, Oil slick orpollution, etc.).

## Promulgation

The affected Authorities shall promulgate the particulars of the MAtoN by use of all appropriate means, including use the appropriate methods of promulgating Maritime Ssafety Information (MSI) .

# Monitoring and reporting

## Maritime Safety Information

## The promulgation of MSI is considered fundamental in the use & reporting of MAtoN and is not superseded by the marking of the drifting wrecks. Monitoring

The MAtoN should be monitored by:

* Physical inspection;
* Radio reception (i.e., radar, AIS, etc.);
* ;
* Assets in the vicinity of the MAtoN, especially those equipped with AIS, thereby increasing the range Authorities are able to meet their responsibilities;
* ;
* Satellite communication systems;
* Radar.
* Authorities need to take special care with position monitoring and integrity, as it pertains to drifting hazards and obstructions, especially when marking them with a virtual MAtoN.

## Reporting

The MAtoN should be reported when it:

* Is deployed;
* Is amended;
* Leaves its promulgated coverage or drifts into the waters of an adjacent responsible Coastal State (Political consideration MOU);
* Is considered by the Coastal State that positional information requires updating;
* If able, should be self-reporting to all vessels in the vicinity (light/racon/AIS, etc.);
* Is removed / discontinued/damaged.

# Issues of responsibility

## Inability to monitor

An Authority or owner losing the ability to monitor the MAtoN it has deployed retains responsibility until either:

* The MAtoN is retrieved or sinks;
* The responsibility is assumed by another operator or -Authority.

## Costs of Wreck Marking

In accordance with article 10 of the Wreck Removal Convention (IMO document LEG/CONF.16/19 dated 23 May 2007), the registered owner of the ship responsible for the wreck shall be liable for the costs of marking it.