



RECOMMENDATION

R1016

MOBILE MARINE AIDS TO NAVIGATION (MAtoN)

Edition 1.0

December 2017



DOCUMENT HISTORY

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

Date	Details	Approval
December 2017	1 st issue	Council 65



THE COUNCIL

RECALLING:

- 1 The function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment.
- 2 Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council.

RECALLING also the Nairobi International Convention on the Removal of Wrecks and other special purposes on maritime events,

RECOGNISING the advancements in global technologies, there is a need to develop a recommendation for IALA members, including guidance, on the marking of Mobile Aids to Navigation (MAtoN), taking into account other existing IALA guidance,

CONSIDERING the proposals of the IALA Aids to Navigation Requirements and Management Committee,

ADOPTS Recommendation R1016 on Mobile Aids to Navigation (MAtoN),

RECOMMENDS IALA members and authorities to use MAtoN, in accordance with the appropriated risk assessment, when the occurrence/event to be marked/identified is drifting or in movement at sea,

RECOMMENDS ALSO IALA members and relevant authorities to liaise and cooperate with VTS Authorities before a MAtoN is deployed in a VTS area,

INVITES Members and Marine Aids to Navigation authorities worldwide to implement the provisions of the Recommendation,

REQUESTS the IALA Aids to Navigation Requirements and Management Committee or such other committee as the Council may direct to keep the Recommendation under review and to propose amendments as necessary.

1 DEFINITION

A **MAtON** shall be defined as a non-fixed or un-moored AtoN; but does not include a fixed or moored buoy that is adrift from station, temporary or otherwise.

NOTE: MAtON would not generally be used for unmanned vehicle applications.

2 TYPICAL USES

The use of MAtON should be strictly controlled, authorised by a competent authority and only used when risk assessment has determined the requirement and benefit.

Typical uses of MAtON may include:

- Mobile Ocean Data Acquisition System (ODAS) (e.g. currents, weather);
- Drifting wrecks (e.g. containers, debris);
- Water quality & pollution monitoring, containment and retrieval;
- Mobile guard zones & convoys;
- Underwater operations;
- Enhance navigational safety during military operations (e.g. no sail zones during minesweeping, target exercises);
- Identifying end of drifting lines (e.g. seismic survey lines);
- Towed and deployed applications (e.g. cable laying);
- Search & Rescue applications;
- Special maritime events (e.g. Swimming events and fluvial processions).

3 TYPE OF MOBILE AtoN

There are two types of MAtON that can be used depending on the task and the area involved.

Mobile AtoN:

- Physical
- Virtual

Competent Authorities should address or implement the best solution based on their own risk assessment.

4 MONITORING AND REPORTING

Authorities need to take special care with position monitoring and integrity, as it pertains to drifting hazards and obstructions.

The broadcast of Maritime Safety Information is essential in the use and reporting of MAtON.

An Authority or owner losing the ability to monitor the MAtON that it has deployed, nonetheless retains responsibility until either it is retrieved, sinks or the responsibility is assumed by another Authority.