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| IALA RECOMMENDATION |

Document reference

MOBILE AIDS TO NAVIGATION (MATON)

Edition 1.0

Document October 2016

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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THE COUNCIL

**RECALLING** the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment

**RECALLING also** the Nairobi International Convention on the Removal of Wrecks and other special purposes on mobile 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 AtoN (MAtoN), taking into account existing IALA guidance.

**RECOMMENDS** IALA members and authorities to use Mobile AtoN, in accordance with the appropriated risk assessment, when the event to be mark/identify is drifting or in movement at sea.

# definition:

# A Mobile AtoN (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.

# Note: MAtoN would not generally be used for unmanned vehicle applications

# Typical Uses of mobile aton’s may include:

* Mobile Ocean Data Acquisition System (ODAS) (eg. currents, weather);
* Drifting wreckage (eg. containers, debris);
* Water quality & pollution monitoring;
* Mobile guard zones & convoys;
* Diving or underwater operations
* Military operations (e.g. minesweeping, target exercises);
* Identifying end of seismic survey & long fishing lines;
* Towed and deployed applications (e.g. cable laying, pollution recovery);
* Search & Rescue applications;
* Special events (eg. channel swimming).

# Type of mobile aton

There are two types of MAtoN that can be used depending on the task and the area involved. National Authorities should address or implement the best solution based on their own risk assessment

**Mobile AtoN;**

* Physical
* Virtual

# Monitoring and reporting

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

The broadcast of Maritime Safety Information is fundamental in the use & reporting of MAtoN

A Authorities 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 Authorities.