



Republic of Chile



Chilean Navy

Directorate General of
the Maritime Territory
and Merchant Marine

NATIONAL MATTERS

Mr. Secretary General, Council members

The Commander Jaime Gatica has replaced Captain James Crawford as Head of the Maritime Aids to Navigation Service, this year.

I would like to acknowledge and appreciate the outstanding work of Captain Crawford, who made an important leap forward in continuous improvement and innovation in the context of aids to navigation in our country for the past 11 years. However, from his current position as Head of the International Affairs Department of our organization, he remains very much connected and giving support to all tasks related to IALA.

As we have pointed out in our previous reports, the Chilean Maritime Authority, through the Maritime AtoN Service, having noticed a slight decreasing trend in the availability of its AtoN network devices, four years ago it started the most ambitious project of its kind in the history of lighthouses in Chile. The project, called Fenix, seeks to replace 80% of the network devices that will have lost their useful life by 2022. The fourth year of the project is currently underway and it has not been easy since it has required the national authority to divert funds in order to face the difficult moment currently affecting us, due to Covid 19 pandemic. Nevertheless, we continue to make our logistics capabilities work for the acquisition, transfer and installation under the current global situation.

Regarding network capabilities, we continue the process of installing remote satellite monitoring systems on AtoN devices in the navigation aid network, which are located in critical areas, in order to increase security conditions for seafarers.

Likewise, with the purpose of providing standardized hydrological and meteorological information in real time, we have been increasing AtoN capabilities in critical waterways, with the installation of current meters and meteorological stations, which will allow dissemination of the data collected and traffic in the area via AIS and radially for small boats, as well as the installation of a modern PEL system leading light.

Our attention is also focused in the Chilean Antarctic territory, where the State of Chile has 67 aids to navigation whose structures differ in terms of shapes and components. The inclement weather conditions of the area, keeps us in constant search of structural and technological solutions in order to maintain AtoN availability in an area where the number of ships visiting it increases each year, mainly due to tourism.

Observed and analyzed the problems associated with the area, during the last summer (December 2019 - March 2020) we began the standardization and renewal process of our AtoN in the Antarctic territory. Regarding the structures, we are installing new marks, designed under a simple and modular concept that facilitates transport and assembly on site. This has allowed us to downsize the related reconstruction schedules, improve the safety of personnel and reduce the impact on the environment by using anchor bolts instead of concrete foundations. Likewise, we have increased AIS-type electronic aids in order to improve security in the area.

With regard to technical education of our Lighthouse specialists, we have managed to accredit the Maritime Instruction and Training Center under DIRECTEMAR, as a training center entitled to teach a VTS Operator course, and at the end of 2019 we were able to carry out the first training course with international certification aimed at national operators and we have a second VTS Operator course scheduled to be held remotely in September of this year.

Similarly, we are getting ready to teach a Level 1 AtoN Manager course, tentatively by videoconference in December 2020.

In the same sense, we believe that the relationship between Spanish-speaking maritime administrations could be improved by creating a Spanish speaking support group to coordinate and facilitate training tasks, which is why we are preparing, together with Mediterráneo Señales Marítimas from Spain and Hidrovías SA from Argentina, a multinational level 2 AIS AtoN Device Operator course aimed at Spanish-speaking technicians to be held in October 2020. Furthermore, we have joined the working group of document translation into the Spanish language, with the

purpose of supporting IALA in its decision to consider it as one of the six official languages once the Association begins to operate under the new status of Intergovernmental Organization.

With respect to MASS (Maritime Autonomous Surface Ships), a MASS ship model has been developing since May 2019, with a view to build a prototype. This work consisted of studying its operating logics and building a miniature with the capabilities of a larger ship. The project has been divided into two major phases, the first focused on the development of a remotely controlled prototype and a second phase, focused on developing autonomous movement capacity in a manner that the operator sends the arrival coordinates and the prototype is capable of reaching the place regardless of the obstacles it encounters. The project is currently in the testing and adjustment stage of the second phase.

Finally, it should be noted that despite the various drawbacks resulting from the COVID-19 pandemic, DIRECTEMAR has managed to maintain more than 95% of its national AtoN network available.