



Media release  
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### **OMC International to open new office in South America**

OMC International will open a new office in South America next month in a bid to help make the region's ports and waterways more efficient and safer by introducing UKC management technology to the shipping industry, particularly for the bulk carriers.

Executive Director Dr Terry O'Brien said Melbourne-based OMC's award-winning navigation technology could help boost South American trade because it allowed vessels to carry more cargo while ensuring safe navigation through shallow, draught restricted waterways.

"A challenge for many South American ports is the limited depths in the access channels as well as a coastline exposed to swell waves that can generate significant wave induced vessel motions," Dr O'Brien said.

"OMC is presently working closely with Austrade to strengthen the likelihood that the regulators will install our DUKC<sup>®</sup> technology for the clear benefits it offers the economies of South America.

"This new office demonstrates our confidence in, and long-term commitment, to developing this very appropriate market for Australia's DUKC<sup>®</sup> technology.

"OMC has already shown that there are significant opportunities for major cost savings in operation and reduced grounding risk at one major South American port."

This expansion plan follows the opening of a United Kingdom office in 2008 which has helped OMC promote its DUKC<sup>®</sup> systems and support its European installations, including Lisbon and four ports along the Weser River waterway in Germany. DUKC<sup>®</sup> is in 19 ports worldwide, including most major Australian ports.

Over 18 years the DUKC<sup>®</sup> system has provided more than US\$10 billion in economic benefits to ports and port users worldwide and helped prevent groundings and environmental disasters. OMC has been a pioneer in introducing science to aid Harbour Masters' decision making in relation to UKC management.

DUKC<sup>®</sup> is fully developed and updated in-house. It is the only system worldwide that has proven capacity to predict in real time the critical vertical component of navigation (what you can't see under the water) during the actual transit, where one centimetre of extra UKC could mean 130 tonnes of extra cargo or, if you get it wrong, a touch-bottom incident!

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Dr O'Brien added that if South America adopted DUKC<sup>®</sup> technology, it could also enjoy the significant economic benefits currently gained by its rivals, the Australian Pilbara ports, which compete with Brazil's iron ore ports in supplying iron ore to China.

"Utilising DUKC<sup>®</sup> to optimise their clearance depths, the Pilbara ports earn billions of additional export dollars. By applying the same technology, these benefits would be available in Brazil," he said.

Melbourne-based senior engineer Dr Matthew Turner will formally take up his position as OMC's new South American Manager in late March in Bogota, Colombia.

During the past three years, Dr Turner, who speaks fluent Spanish, has already met maritime authorities and key port industry contacts during his technical visits to Brazil, Peru and Argentina for OMC.

Dr Turner has a Doctorate from Melbourne University, as well as a Masters Degree in Hydroinformatics from IHE Delft in the Netherlands. OMC employs four graduates, including its Managing Director, from this leading maritime institution.

OMC also specializes in ship motion analysis, optimized channel design and mooring systems analysis and design.

Dr Terry O'Brien and his son, Peter, a maritime engineer and OMC's Managing Director, lead a Melbourne-based team of more than 30 highly trained engineers, naval architects and software engineering/IT personnel who develop and install new systems, as well as supporting existing systems 24/7.

Please refer to our website [www.omc-international.com](http://www.omc-international.com)

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