



Media Release

7 June 2010

OMC wins AMSA's Torres Strait contract

Australian Maritime Safety Authority (AMSA) has signed-off for OMC International's under keel clearance management (UKCM) system to be installed in Torres Strait to enhance shipping safety. This signing also marks the launch of OMC's web-based product, OMC announced today.

This release of the Next Generation Dynamic Under Keel Clearance (DUKC[®]) product suite, DUKC[®] Series 5, will give authorised users easier access to this system and AMSA will be the first client.

OMC Founder and Executive Director Dr Terry O'Brien said this was an exciting development for his Melbourne-based family-owned specialist maritime engineering firm.

"Our technology is already in ports and river systems around the world, including most major Australian ports, but this is the first time that a UKCM system will be introduced in a complex coastal environment in Australia," Dr O'Brien said.

"The management of shipping through Torres Strait involves a very significant challenge for UKCM. There is hard rock and sand waves in some places, as well as complex tides and associated tidal streams with waves and swell in the monsoon season (from January to March) from cyclones.

"AMSA's decision reflects its safety first philosophy in these pristine environmentally sensitive waters which are so critical for the Australian and international maritime industry. The selection of DUKC[®] technology reflects OMC's status and proven record as the world leader in providing real-time UKC solutions for large vessels and in delivering on safety and efficiency."

The DUKC[®] system has undergone many releases over the past 17 years in response to constructive industry feedback and adaption to new software technologies. Dr O'Brien said OMC clients had become increasingly interested in installing DUKC[®] systems for safety and risk management purposes.

Authorised users worldwide can now execute under keel clearance related tasks via the web as well as the traditional desktop-based user interface.

The new module format also enables users to access only the self-contained modules relevant to their specific needs, whether it be long-term voyage planning, real-time onboard pilotage applications, or monitoring of numerous vessels in real-time within a vessel traffic service (VTS) environment.

This software technology provides port and waterway authorities with a consistent scientific and integrated method of determining safe vessel draughts (the distance



between the waterline and the bottom of the ship) to reduce the risk of ship groundings. It also saves billions of dollars for the shipping industry around the world by maximising the cargo-carrying capacity of large vessels while ensuring safe navigation through shallow waterways.

Dr O'Brien said that AMSA's objectives for introducing UKCM in the Torres Strait are to deliver enhanced safety and efficiency of navigation by:

- Validating the existing safety margin for deep draught vessels transiting the region by using the latest UKCM technology available; and
- Evaluating the appropriateness of the current draught regime.

This will further benefit the Australian community and industry and help protect the sensitive marine environment of the Torres Strait.

OMC won the contract for a UKCM system in Torres Strait after an open public tender. Following this signing of a long term contract, DUKC[®] is planned to be commissioned in stages. The first is concerned with verifying the safety of the existing operation by incorporating the new hydrographic and other data that is now available. Dr O'Brien said this first stage should be completed by March 2011.

"DUKC[®] will then provide significant safety benefits as an aid to navigation for transiting vessels," he said.

OMC's technology has already been in Torres Strait's "backyard" since 2008 when the company signed a contract with North Queensland Bulk Ports Corporation (formerly Ports Corporation Queensland) to supply its DUKC[®] system at the Rio Tinto Alcan bulk export Port of Weipa in North Queensland. The purpose of the Weipa system is to enhance the safety and improve the efficiency of Rio Tinto's large export ships transporting bauxite from the Weipa deposits through Torres Strait to the alumina refineries at the Port of Gladstone and to China, Japan and Korea via other routes that are not constrained by the 12.2m Torres Strait draught limit.

Media Inquiries: Louise Maher +61 3 9412 6500