



# REPORT OF THE 2<sup>ND</sup> SESSION OF THE IALA COUNCIL

*9 – 13 June 2025, Nice, France*





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## OPENING

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The 2<sup>nd</sup> session of the council meeting was held from 9 to 13 June 2025 at the Sheraton Airport hotel in Nice, France and by videoconference.

### 1. PRESIDENT'S OPENING REMARKS

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The President, Marcos Almeida, welcomed councillors to the meeting and thanked the Secretary-General for hosting the meeting in Nice, in parallel to the United Nations Conference for the Ocean. The President welcomed two new councillors, E Hailiang for China and RAdm Koichi Kawagoe for Japan. He also welcomed all the other delegates and new participants, including the Member States attending as observers. The Vice President, Mukesh Mangal, also welcomed participants, reminded the council of India's long-standing support and wished everyone a fruitful meeting.

The President then added that following the 1<sup>st</sup> General Assembly and 1<sup>st</sup> Council Session, in Singapore, he would like to inform the Council that, acting as President of the Organization, in accordance with the General Regulations (6.7) and the Staff Rules (3.2), he had dealt with all formalities required for the employment of the Secretary-General elected by the 1<sup>st</sup> General Assembly. Doing so, it appeared that some changes would be needed in the General Regulations, regarding the election of the SG, in order to establish specific terms and conditions of employment with future candidates for the post of SG, before the election. In this regard, the President and the Secretariat will work on some text to be approved by the Council before the next General Assembly.

The Secretary General, Francis Zachariae also welcomed participants and then introduced the programme of the week. A day of the week was dedicated to attending UNOC.

The Technical Operations Manager, Tom Southall gave a presentation about UNOC to guide councillors and observers to make the best of IALA's presence in Nice in parallel to this important event.

### 2. APOLOGIES FOR ABSENCE

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There were no apologies received for this session.

A list of participants is at Annex B.

### 3. APPROVAL OF THE AGENDA

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Input paper C02-3.1 refers.

The agenda was presented with a change for item 12.3 where there was a mistake in the title of the item.

**The agenda was approved with this change and can be found at Annex A.**

### 4. VACANT POSITION WITHIN COUNCIL

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There was no vacant position within the Council.

### 5. REPORT OF THE 1st SESSION

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#### 5.1 Matters arising from the session

Input paper C02-5.1 refers.

Communication Manager, Audrey Guinault reported that the action item noted at the previous session was still ongoing as the need to host committee meetings outside of the Headquarters remained to be determined. The Secretary-General was pleased to note that several countries expressed their willingness to host meetings. The circular letter to invite countries to host meetings will be sent in due course. The Secretary-General also reminded

that council meetings of the first half of the year are often hosted by a council member regardless of the availability of headquarters.

**The Council noted the report.**

**Action item 1**

*The secretariat to send a circular letter in due course inviting members to host the meetings.*

## **6. REPORT BY THE SECRETARY-GENERAL**

Input paper C02-6.1 refers.

The Secretary-General, Francis Zachariae, referred to the input paper with the detailed report. He mentioned that the organization currently comprises 346 members, including 39 Member States, 53 Associate members, 175 Affiliate Industrial members and 79 Affiliate members. All members have been transferred into the IGO's different categories.

The four Committees convened in March and April 2025 in a hybrid format, combining physical presence at IALA Headquarters with online participation. This ensured broad accessibility and sustained high levels of engagement, with participation figures comparable to previous sessions.

A workshop on VTS competent authorities, hosted by the Italian Coast Guard in January 2025, gathered 74 participants from 32 countries. It addressed legal and institutional responsibilities for VTS implementation and emphasized the need for harmonized frameworks, enforcement mechanisms, and recognition of training standards. The findings will support the development of future IALA guidance.

The IALA and WWA staff currently consist of 15 full-time employees and seven consultants—six in the Academy section and one in the Communications section.

Two new recruitments are planned, bringing the total workforce to 17 by the end of 2025: A Document Controller and Legal Advisor and an Executive Assistant to support the administrative team.

Effective communication has been prioritized during the transition and for the General Assembly in February. The web site has been up dated and priority has been given to Social Media.

Most of the formalities related to the transfer of assets and liabilities, including those concerning staff, have been completed. The final remaining asset, the building at 10 rue des Gaudines, is scheduled for transfer to the IGO in the second half of 2025.

The Headquarters Agreement that was adopted by the General Assembly on 18 February 2025 was signed by the French Government on 4 March 2025. Its provisions, including those relating to privileges and immunities, entered into force through Decree No. 2025-196 on 28 February 2025.

As reported at previous Council meetings, the French Government has offered its assistance in acquiring a suitable locations for the new IGO headquarters. This process is urgent, as the current headquarters is too small to accommodate the growing number of new members joining the Organization and attending the Council, where all member States are now welcome. During the March/April Committee meetings, attendance exceeded the capacity limits of the plenary room, meeting facilities, and lounge areas.

Negotiations between the Secretariat, the French Government and the city of Saint-Germain-en-Laye are completed and the final decision remains with the Government. If a decision is reached before the summer break, the new facilities will be ready for the Committee season in the second half of 2026.

The Council member for France, Jean-Pascal Devis, reassured the Council that the final decision should be taken before the summer break and that the proposed timeline is realistic. It is noted, in any case, that the deadline for signing is set for September 2025.

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The World-Wide Academy continues to flourish under the leadership of the Dean and the newly appointed Academy Board, chaired by Tsuguo Awai of the Japan Aids to Navigation Association.

The Academy has been a successful, with an increasing level of activity and growing recognition from Coastal States and partner organizations. Last year, the Academy achieved record figures, notably training a total of 281 individuals through close collaboration with Accredited Training Organizations in various countries. In addition, it conducted several significant technical missions in Indonesia. Already this year, two major highlights have been the technical needs assessment mission carried out in Iraq in April, and the successful S-100/S-200 data product specification training organized last February, made possible with the great support of the Republic of Korea.

**The Council noted the Secretary-General's report.**

## 7. NATIONAL MATTERS

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Input papers were received from India, Korea, China, Australia, Japan and Sweden (C02-7.1 to C0C-7.6) and can be found on the website for reference. Councillors also submitted the following statements at the session:

### Belgium

‘Together with our neighbouring country, The Netherlands, we are implementing VTS on a canal which lies on the territory of both countries. This waterway, currently undergoing significant upgrades — Including the commissioning of the new Terneuzen lock and the future Seine-Scheldt connection to Paris—is expected to see an increase in both vessel size and traffic volume. We are building radar posts and are training new VTS personnel. One VTS operator will be located at VTS center in Terneuzen (The Netherlands) and the other at the VTS center in Zelzate (Belgium). Both will work on the same VHF channel from a different location. We are reaching out to colleagues in the IALA network to gather insights from similar operational contexts. We want to ask IALA and IALA members if there is already operational and technological expertise available in other parts of the world for giving VTS on one VHF channel from two different locations, from two different countries. Concrete questions will be addressed towards IALA VTS Committee.’

### Brazil

‘Last April, Brazil officially included oceanic education in the national school curriculum. The country will adopt the so-called “blue curriculum”, which will be integrated into schools across the country and adapted to local realities. This curriculum will bring a complete vision of the ocean as a climate regulator, essential source of life and catalyst for sustainable solutions. Last week, the new National Maritime Policy was approved, result of an Interministerial Working Group, coordinated by the Brazilian Navy. The document marks a significant advance in the management of marine resources, with the participation of various sectors, such as the environment, economy and transportation. It defines clear guidelines to guarantee national sovereignty, promote sustainable economic development and conserve marine and coastal ecosystems, as well as boosting scientific and technological research. Regarding aids to navigation, at the initiative of the maritime authority, and with the support of the Ministry of Ports, we are encouraging port authorities to set up VTS centers in those ports where the volume of traffic justifies their implementation. Today we have two VTS centers in operation and we expect some VTS centers to be set up over the next years. We have started an effort to translate some IALA documents into Portuguese. The first document is the MBS, which is almost finished.’

### Canada

#### Collaborative work with IHO on 2025 S-100 Sea Trials

Canada has officially launched the S-100 sea trials in the St. Lawrence River, Québec in collaboration with the International Hydrographic Organization. The designated zone is in an area selected for its complex navigational environment and high vessel traffic, making it an ideal setting for real-world testing. These trials, which began this month and will extend to November 2025, aim to evaluate and validate the full suite of S-100 route monitoring layers in preparation for their global implementation in January 2026. Canada’s leadership in this initiative underscores its commitment to advancing international e-Navigation standards. Interested participants and





national fleet representatives are encouraged to visit the official trial website and join the LinkedIn group to stay informed and engaged.

#### INFORMATION AND LINKS

[www.canadas100.ca](http://www.canadas100.ca)

Linked-In group for the sea trials: "Canada S-100 Sea Trials HUB" (<https://www.linkedin.com/groups/10012018/>)

#### Denmark

'In 2024 the national regulation was in place making trials with Remote Piloting possible in Danish waters. A permission for trials can be granted if a risk analysis conducted by the pilotage company demonstrates that the trials can be conducted in a safe manner. This spring the Danish pilotage Company, Danpilot, has begun trials with Remote Piloting. The trials cover specific ships carrying some specialised equipment, specific bridge crews trained for remote piloting and specific parts of the routes where the navigation is not the most complex.'

#### Finland

'There is nowadays about 1800 remote controlled AtoN's in Finland. In recent years, we have experienced several problems related to the outsourcing of the AtoN remote monitoring system and its maintenance.

First problem, lack of standardisation has caused problems related to the tendering of systems:

- Proprietary device interfaces have made **separate tendering** of sensor equipment and monitoring system difficult. As a rule, each lantern manufacturer has its own remote monitoring software.
- The new Guideline on Harmonised IoT Protocol for Visual AtoN, which is submitted to this Council meeting for approval will help to solve this problem in the future.

Second problem, outsourcing the AtoN remote monitoring system and its maintenance has caused problems related to the information management:

- When the outsourcing contract period ends, the supplier of monitoring system may change. Transfer from one system to another requires lots of resources, during transition period occasional service abruptions may occur and there are challenges with securing the continuity of historical information.
- Only part of the AtoN monitoring data is currently transferred into FTIA's own databases. However, the full historical data would be beneficial for example for AI teaching purposes.
- To solve the problem, decision has been made to take to our own control the currently outsourced AtoN remote monitoring system. Outsourcing of this function has caused us more problems than benefits.'

#### France

France will substantially participate in financing the new IALA headquarters in Saint-Germain-en-Laye, which contribute to the strategic development of the Organization. In preparation for this project, an interministerial meeting was held on March 19 to finalize the financial package for the operation and approve the allocation of the corresponding public funds. During this meeting, the Prime Minister's office noted the following points:

1. Confirmation of France's commitment to contribute substantially to the financing of the acquisition of the new IALA headquarters.

2. Need to adjust the financing plan: IALA was called upon to request a contribution from the Ile-de-France region and to increase its own participation (since it will be the sole owner, in full ownership, of the building at the end of the operation). The municipality of Saint-Germain-en-Laye has had numerous discussions with the Île-de-France region regarding the latter's participation, and IALA contacted the region by letter dated April 29, 2025, with a view to obtaining a grant. This letter has not yet received a formal response, but the region responded to the municipality on May 12th stating that it had not been able to identify any mechanism that could be used to support this investment. On May 22nd, IALA indicated that it would be able to increase a little bit its contribution, thus responding to the request from the Prime Minister's office.

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3. Need to review the distribution of the State share between the Ministry of Foreign Affairs and the General Directorate of Maritime Affairs (the Ministry of Foreign Affairs bearing the costs of setting up the new headquarters). This point concerns the State services among themselves. Depending on the solution adopted, IALA could be required to advance in 2026 the credits corresponding to the Foreign Affairs's contribution to the installation costs (simple accounting mechanism). A new interministerial meeting must take place very quickly (probably after the UNOC) to take note of these additional elements and ratify the decisions. In this context, a contract signing with the real estate operator (Novaxia) should be possible before the summer holidays (at the latest in September 2025).

**AtoN service fleet :** As it had been told at the last Council meeting in Paris, France is about to complete the modernization of the french fleet dedicated to aids to maritime navigation.

A 54 m long reduced environmental footprint buoy tender “Augustin Fresnel” was delivered to the General Directorate of Maritime Affairs on April 2025

Particularly innovative in environmental matters, it has electric propulsion powered either by diesel alternators compliant with IMO TIER III standards, or by batteries whose autonomy will be extended by the production of a fuel cell powered by green hydrogen. This design allows a 33% reduction in CO2 emissions and a 75% reduction in nitrogen oxide emissions during the work phase, and a “zero emission” mode for transits at reduced speed without any gas emissions.

Armed with 2 crews of 12 sailors, it will ensure the maintenance of the floating beaconing on the Atlantic Ocean french coast, i.e. the management of more than 340 maritime signaling establishments.

**VTS :** A large reflexion has been initiated on VTS organization in the Channel and a national center for maritime surveillance. The work is in progress and further details will be available to the Council for the next december meeting. A project to modernize and professionalize the training of port officers as VTS operators is underway between the École du Service Public de la Mer (Public services for Sea school) and the École Nationale Supérieure Maritime (Maritime national high school), as well as with other higher education institutions. The aim is to review the training paths of port officers and their assistants to improve their skills.

Germany

Germany invites all to the IALA Workshop on IMT from 1<sup>st</sup> Sept – 5<sup>th</sup> Sept 2025 in Karlsruhe, Germany. Details and registration are available on the IALA website.

Ireland

Ireland has completed a comprehensive review of AtoN requirements for the next 5 years in accordance with SOLAS criteria and has formally launched its new AToN strategy Safe Seas – Connected Coasts 2025-2030. Ireland (Irish Lights) has completed Climate Risk Assessment of all AToN assets, and we are finalizing the development of climate adaptation plan.

A key focus of our activities is on reducing environmental impact, increasing resilience and reliability and reducing costs. These are topics that will be addressed by the AtoN Sustainability Workshop which will be hosted in Dublin, Ireland in October 2025.

The Department of Transport in Ireland has published Guidance on Safety of Navigation & Emergency Response for Offshore Renewable Energy sector and there are 5 projects going through the planning / permitting process for offshore wind development.

At national level, Irish Lights is working with Irish Meteorological Office to use our AtoN infrastructure for the development of a national flood forecasting system.

Ireland is looking forward to hosting three events in October 2025 for IALA colleagues.

**ATON Sustainability Workshop 6<sup>th</sup> – 10<sup>th</sup> October 2025**

Ireland would like to thank Alwyn Williams the ENG Committee Chair for the development of an excellent and diverse workshop programme which will be available on the IALA website. There will be a wide range of expert speakers from amongst the IALA technical community. In addition there are two keynote speakers joining:

- Prof. John Sweeney, Climate specialist and member of the 4<sup>th</sup> Intergovernmental Panel on Climate Change which won the Nobel peace prize in 2008

- Dr Hans Martin Fussel, Climate Change Adaptation expert from the European Environmental Agency.

International Conference on Lighthouse Tourism and Maritime Heritage 7<sup>th</sup> and 8<sup>th</sup> October 2025 ... economic, heritage, and maritime cultural opportunities associated with lighthouses (IALA members attending the AtoN Sustainability Workshop above will also attend the conference on the 8<sup>th</sup> October). Finally, Ireland is hosting ENG Technical Committee from 13<sup>th</sup> – 17<sup>th</sup> October 2025

## Singapore

‘Firstly, Singapore would like to express our appreciation to the IALA Secretary-General and Secretariat, as well as the IALA Council, for your support and contribution in making the 1st IALA General Assembly that was held in Singapore a success. Alongside the General Assembly, we also co-organised the VDES Seminar with Japan Coast Guard and the Academy, as well as the Seminar on Safety of Navigation with the Academy. Both programmes were well-attended and we received positive feedback. We would like to thank all participants who came to these seminars as well.

Secondly, we would also like to update that Singapore took over the chairmanship of the Aids to Navigation Fund (ANF) Committee from Indonesia earlier this year and held the 32nd Meeting of the ANF Committee in May. The Aids to Navigation Fund (ANF), one of three components of the Co-operative Mechanism, is vital for the maintenance and renewal of the 51 critical aids to navigation in the SOMS.

We would like to thank all contributors of the ANF, as well as stakeholders who have participated in the discussions and projects under the Co-operative Mechanism. Singapore looks forward to the continued support and contributions of Member States and partners to the Co-operative Mechanism. Thank you.’

## United Kingdom

‘As you know this year the main event for World Aids to Navigation Day will be hosted at Trinity House in London on behalf of the UK Department for Transport by the Northern Lighthouse Board & Trinity House. The event will begin with an ice breaker reception on the Thames on the evening of Monday 30 June. The following day there will be a Conference in Trinity House followed by a dinner. On the 2<sup>nd</sup> July there will be a tour of the Harwich Operational HQ and Bouy Yard. The theme for the event is ‘The role of physical Aids to Navigation in a Digital Future’. Senior representatives of Government, the wider maritime industry and international organisations will be at the main event which will include interactive discussions and networking opportunities. We can now proudly announce that Her Royal Highness The Princess Royal, Master of Trinity House and Patron of the Northern Lighthouse Board will attend the event on 1 July, stay for the first panel discussion and have the opportunity to meet Councillors and sponsors during the networking session. Attendance by the Princess is particularly poignant given she was the VIP speaker at the 2014 General Assembly and Conference in A Coruña when IALA’s journey to IGO status formally started. Mike Kane the UK Minister for Aviation, Maritime and Security will deliver the keynote address. There will be two panel discussions. The first panel will explore a vision for the future seascape, the need for maritime resilience and how it can be achieved. The second panel will look at future maritime digital services and the role of physical aids to navigation in those services. At the dinner in the House on the evening on 1 July, Sturla Henriksson will deliver the after-dinner speech. Sturla is Special Advisor to the United Nations Global Compact and co-chair of the Ocean Group under the G20 Presidency of South Africa. Sturla recently authored and launched worldwide a new book, *The Ocean: How It Has Formed Our World – And Will Shape Our Destiny*. In order to make travelling easier, it has been decided the dinner will be in business attire rather than black tie. Places are now filling up quickly – only a few places remain. If you wish to register please contact: Sophie Harvey on [sophie.harvey@trinityhouse.co.uk](mailto:sophie.harvey@trinityhouse.co.uk)

**The national matter reports were noted.**

## 8. STRATEGY AND POLICY

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## 8.1 Policy Advisory Panel

### 8.1.1 Report of PAP56

Input paper C02-8.1.1 refers.

The Secretary-General briefed about the “new” PAP established at the General Assembly and congratulated Phil Day and Serhat Aytugel on their appointment as Chair and Vice Chair. The Secretary-General suggested that the PAP take over the tasks from the Council Strategy Group with regard to the Strategic Vision. He also thanked Omar for having excellently chaired the PAP for many years.

Omar Frits Eriksson, Deputy Secretary-General reported that the 56th session of the Policy Advisory Panel (PAP) was held in person in February 2025. The panel discussed amongst other things the involvement of IALA in ‘Green Corridors’. The panel believed there is a role for IALA when it comes to the green agenda. It was agreed to allocate some time to this topic at the upcoming IALA sustainability workshop in Ireland later in the year.

A discussion took place on committee processes and inter-committee communication. The challenge is the timeline, which means that there can be up to 6 months response time. This is not effective and does not support our core value of being dynamic and result oriented. The panel agreed to discuss this matter further at upcoming meetings.

Belgium intervened and asked for better coordination between the different IALA committees, not only concerning timeline, but also concerning content. The aim is to avoid double work and to achieve better alignment between the work of the different committees and working groups.

IALA’s involvement in Maritime Autonomous Surface Ships – MASS was discussed. The MASS Taskforce, which was established some years ago now, has successfully delivered all the deliverables specified in their terms of reference. At PAP55, the panel agreed not to terminate the task force for the time being, but to keep it running until the new cross-committee guideline on Maritime Autonomous Surface Ships has been published.

There is ongoing work on the IALA S-200 series of product specifications as well as work being done on the Maritime Connectivity Platform (MCP). Both industry and national authorities are initiating development of digital products based on these product specifications, and S-201, the product specification for Marine Aids to Navigation, is expected to be published in version 2.0.0 after this Council meeting. Version 2.0.0 is meant for operational production.

The specifications for the MCP are being developed within the DTEC committee, and the MCP is now generally being regarded as an IALA branded concept and there is now a need for test facilities for interoperability testing between the different systems. To this end, two MCP instances have been established, one in the UK operated by GRAD and one in south Korea, operated by KRISO. At PAP56 the panel agreed to endorse these two instances suitable for interoperability testing. The Secretariat has dedicated some space on our website to support this initiative.

The Deputy Secretary-General then went on and explained that at NCSR12, which is an IMO MSC Subcommittee, the MCP and the associated cybersecurity standard, SECOM were discussed, and a correspondence group aimed at finalising a draft guideline in IP-based connectivity for delivering S-101 products, was established. The subcommittee discussed the possibility of establishing one or more intergovernmental instances of the MCP to ensure stability and trustworthiness. It was mentioned that IHO and IALA could establish such instances. This would require 24/7 operations and there might be liability issues to be considered, so this must be studied further before making any commitments, the Deputy Secretary-General said.

He then went back to the PAP56 report and said that the panel discussed developments in mobile technologies such as 6G. Although practical applications for 6G are not yet available, its development promises unprecedented connectivity, linking sensors and devices in ways not previously possible.

The Deputy Secretary-General went on and encouraged Councillors to consider participating in the IALA workshop on mobile communication technologies in Karlsruhe in September this year, kindly hosted by the German Administration. The aim of this workshop is to discuss how the membership can benefit from these new technologies.

Chair of PAP Phil Day thanked the Council for electing him and Serhat Aytugel as Vice Chair. He set out the aspirations to ensure PAP continued to support the technical work of the organization as well as enhance the support to Council on policy matters. He invited Council to provide requests for such advice as necessary recognising there was a short time until Conference and much to do in that short period.

**The Council noted the report.**

## 8.2 Change of status

Input paper C02-8.2.1 refers.

### 8.2.1 Status on ratifications and the transition arrangements

The Secretary-General said that the transition from the establishment of the new organization to the eventual dissolution of the current association is nearly completed.

The final remaining asset to be transferred is the Headquarters at 10 rue des Gaudines. The papers from the Notary are ready to be signed, but waiting for the Ministry of Finances final acceptance. The transfer is scheduled in the second half of 2025.

Once all formalities required by French law for the dissolution of the Association are completed, the Association Council will be convened for a final meeting.

**The Council noted the information.**

### 8.2.2 Update on the Staff Rules

Input papers C02-8.2.2 and C02-8.2.2.1 refer.

The Staff Rules for IALA as an IGO was approved by the Transition Council on 19 September 2024 and has been used to transfer the Staff from the Association to the Organization. During this process, some rules have been amended as follows:

- In the Definition 1.4 (c) reference to the Decree no 2025-196 of 27 February 2025 has been added.
- In Rule 14.5 the requirement for a medical certificate for the nomination of candidates for the position of Secretary-General has been added.
- In Rules 27.12 and 27.13 some clarifications on the Housing Allowance have been added.
- In Rule 29.7 it has been added that the Secretary-General, who is elected, is not covered by the termination indemnity.
- An ANNEX E - PROTECTION OF PERSONAL DATA has been moved from the individual contracts to the Staff Rules.

**The Council approved the revised Staff Rules.**

## 8.3 Submission to other organizations

### 8.3.1 Policy on submission and co-sponsoring of documents

Input paper C02-8.3.1 refers.

At the 3rd meeting of the Transition Council in December 2024 the Council members from Ireland and Sweden requested that the IALA Council, in collaboration with the IALA Secretariat, undertake an analysis of the co-sponsoring procedures and their potential future implications for IALA Member States. The objective is to develop a policy for IALA, as an IGO, regarding the submission and co-sponsorship of documents to other organizations.

Johan Winell, the Councillor for Sweden, gave the background for the request as detailed in the input paper. By having an IALA policy about submissions and co-sponsorship of documents in place situations can be avoided where a MS in a meeting of another IGO is strictly bound by an earlier decided IALA position. With an IALA policy situations for an IALA EU MS can also be avoided that may emerge during EU-coordination meetings prior to a

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meeting of another IGO - if an IALA EU MS may need to change its/their position in relation to a co-sponsoring previously worked out by IALA.

It was proposed to establish a Council drafting group consisting of interested Council members, with Sweden as the Chair, to draft a policy. The draft policy would then be presented to the Policy Advisory Panel at their meeting in September, with the aim of securing Council approval at C03 in December 2025.

The Councillor for Chile, Carlos Cerda Espejo, proposed to draft Terms of Reference (TOR) for the group. The TORs were discussed and the final version is attached to the report as annex F.

**The Council agreed to establish a drafting group to draft a Policy on co-sponsoring of documents to other Intergovernmental organizations and its Terms of Reference.**

## 9. FINANCE AND AUDIT GROUP REPORT

As the Acting Chair of the Finance and Audit Group (FAG), the Councillor for UK, Mike Bullock, provided a brief overview of the FAG's meeting the previous day. He noted that the FAG had gone through the papers in detail to provide the necessary level of assurance on behalf of the Council and confirmed that the FAG members fully endorsed all items that the Council would be asked to either approve or note.

He brought the Council's attention to the fact that the 2024 audit had been 'clean' and highlighted that on behalf of the Council the FAG had expressed their sincere thanks to the Finance and Administration Manager, Christine Philip and the Secretariat as a whole for this achievement. He also noted that although the Accountancy company completing the audit remained unchanged, the individual auditors were new and had completed a thorough review.

The Finance and Administration Director, Christine Philip then took the Council through the documents in more detail as follows:

### 9.1 2024 Audited Financial Statements

Input paper C02-9.1 and Annex C02-9.1.1 refer.

The consolidated overall result reported in the Income statement is €510,815.48.

80% of the total expenditure budget was used (partly due to the resignation of a staff member during the year, the termination of contracts with certain suppliers and the postponement of a workshop to 2025).

€2.6 million were collected in membership contributions and financial investments at very attractive interest rates in 2024, generated K€176 in income.

The annual surplus will be allocated to the capital as a financial reserve to finance part of the relocation project scheduled for 2026.

Concerning the mandate of the external auditor, and in accordance with Article 10 of the Financial Regulations of the IGO, it was proposed to the newly elected Council to reappoint the existing auditor, RSM France, 26 rue Cambacérès, 75008 Paris, for a three-year period (2025/2026/2027).

On the re-appointment of the statutory auditor, Singapore asked if there was an existing process to appoint of the statutory auditor, and suggested for the committee to invite more proposals from other audit firms, so as to allow fresh perspectives and to strengthen the independence of the audit process.

UK replied that this question was discussed at the FAG meeting on Monday, at it is the intention to include this proces and invite more proposals from other audit firms for the next period.

**The Council noted the 2024 Audited Financial Statements, approved the proposed appropriation of the 2024 result and approved the reappointment of RSM France as Statutory Auditors for the period (2025 to 2027). The Council also expressed its wish to consider a new call for tenders with a view to potentially changing auditors in 2027.**



## Action item 2

The Secretariat to prepare a call for tender before 2027.

### 9.2 Budget monitoring statement as of 31 May 2025

Input paper C02-9.2 and Annex C02-9.2.1 refer.

The Organization is still in a transition period where both structures co-exist (Association and IGO). The transfer of personnel, contracts, etc. took place on 1 April 2025. The budget presented in annex 9.2.1 comprises figures related to the Association (from January to March) and figures related to the IGO (from April to December). The overall budget remains within the limits of the budget approved by the General Assembly in February 2025 in Singapore.

Total operating income amounted to €2.3 million out of the budgeted €3.2 million.

From 1<sup>st</sup> April and in accordance with the HQ Agreement, a new source of income for the Organization consists of the collection of an internal tax (5%) levied from the salaries.

Total operating expenditure amounts to €1.3 million, representing 40% of the total budget. The Personnel costs includes the recruitment of two new staff members for mid-2025.

For internationally recruited staff, grants and allowances provided for in the Staff Rules are now presented separately in the budget. Social security charges have decreased since the Organization is no longer subject to certain taxes provided by French law.

The VAT exemption provided for by the HQ Agreement is effective from 1<sup>st</sup> April 2025.

**The Council noted the budget monitoring statement as of 31 May 2025.**

### 9.3 Revised Budget for 2025

Input papers C02-9.3 and Annex C02-9.3.1 Annex refer.

The amendments to the budget remain within the limits of the budget approved by the General Assembly in February 2025.

Operating income amounts to €3.4 million, compared with the €3.2 million initially forecasted (+5%):

- The budget for revenue from outstanding contributions has increased from €190,000 to €270,000.
- A new calculation of the internal tax was made after the renegotiation of salaries during the transfer of staff. The new budget of K€134 also includes the internal tax levied on the salaries of new staff members who will be recruited soon.

The revised budget of operating expenses amounts to €3.5 million instead of €3.3 million (+5%):

- The personnel budget was increased because some staff indemnities had to be paid to staff during the transfer. This unexpected payment is fully offset by provisions. The budget allocated to consultants is increased for a project to be developed within the technical department. And a 50% increase is proposed for the home leave budget.
- Concerning operation costs, some provisions have been recalculated such as housing, legal assistance, design costs and General Assembly.

**The Council approved the revised 2025 budget.**

### 9.4 Membership contribution status

Input paper C02-9.4 and C02-9.4.1 refer.

The 1<sup>st</sup> General Assembly, held in Singapore in February 2025, approved the following membership rates for 2026:

- Members States contributions: €25,000
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- Associate Members fees: €20,860
- Affiliate Industrial Members fees: €6,870
- Affiliate Members fees: €3,320

The list containing outstanding balances as of 5 June 2025, presented in Annex 9.4.1, shows a remaining €1.5 million to be collected for all categories of members.

**The Council noted the Membership contribution status.**

## 10. TECHNICAL ACTIVITIES

All input papers under this Agenda item were introduced by the Technical Operation Director, Minsu Jeon.

### 10.1 Committee work organisation

#### 10.1.1 Committee work programme 2025-2027

Input paper C02-10.1.1 and C02-10.1.1.1 refer.

The four technical committees have updated their Work Programmes for 2025–2027 in alignment with strategic vision, address emerging technologies like autonomous vessels and strengthen inter-committee coordination. Each committee conducted a comprehensive review of its task register to incorporate evolving operational needs.

Key highlights from the committees include:

- ARM: Advanced harmonization between S-201 and S-125; initiated revisions to R0126 and G1084; and began early planning for the 2027–2030 work programme.
- ENG: Introduced tasks on SBAS retransmission via VDES and new PNT-related S-200 Product Specifications; formed a task group on Racons and PNT station data management.
- VTS: Refined guidance on VTS area delineation, progressed digital service specifications (e.g., traffic clearance, route exchange), and updated training approaches incorporating MASS.
- DTEC: Updated G1128, finalised new draft guidelines for the Maritime Service Registry (MSR) and VDES authentication, and addressed digitalization for inland waterways and emergency response.

**The Council noted the information provided and approved the committee work programme 2025-2027 outlined in document C02-10.1.1.1.**

#### 10.1.2 Committee meetings and events plan

Input paper C02-10.1.2 and C02-10.1.2.1 refer.

The Council reviewed the draft schedule of committee meetings and workshops for 2025–2026. The plan maintains the pace of technical work while incorporating offers from host countries.

The Council took note of the following upcoming workshops, introduced by the respective host countries:

- Workshop on IMT for Marine Aids to Navigation, 1-5 September 2025 in Karlsruhe, Germany.
- Workshop on Sustainability in AtoN Provision, 6 - 10 October 2025 in Dublin, Ireland.
- Workshop on the Future of Radionavigation and Radiocommunication Systems, to be held in 2026 in Edinburgh, United Kingdom.

The proposal from VTS committee (C02-10.1.2.1) on the seminar on experiences and challenges of daily VTS operations planned for 2026 in Gijón, Spain was introduced. This seminar will support practical dialogue among VTS operators, authorities, and stakeholders to share operational experiences and identify areas for further technical work. It will feature case studies, open discussions, and a concluding summary session. Participation will be free and managed by a Steering Committee including representatives from IALA, the host country, and the VTS Committee. The Council approved the proposal.

**The Council noted the committee meetings and events plan outlined in C02-10.1.2.**



**The Council approved the seminar proposal, C02-10.1.2.1, on the experience and challenges of daily VTS operations.**

## **10.2 ARM**

### **10.2.1 ARM20 summary report**

Input paper C02-10.2.1 refer.

The ARM Committee's 20th session was held in hybrid format over March and April 2025, chaired by Guttorm Tomren, Norway, with Natasha McMahon, Canada, as Vice-Chair. Key developments included draft guidance on AtoN deployment using drones and IoT, updates to the Risk Management Toolbox, and finalization of S-201 Ed. 2.0.0. A liaison note on S-125 to IHO NIPWG was prepared for Council approval to support ongoing harmonization.

**The Council noted the ARM20 summary report.**

### **10.2.2 Revised G1052 Quality management systems for Marine Aids to Navigation service delivery**

Input paper C02-10.2.2 refers.

The document provides a structured framework for the development, implementation, and maintenance of Quality Management Systems (QMS) in the delivery of Marine AtoN services. This edition features several notable enhancements, including improved integration of stakeholder communication with practical examples from Member States, and a reinforced application of the PDCA (Plan-Do-Check-Act) model as the core mechanism for continuous improvement. The structure and layout have been modernized, with clearer section numbering and updated formatting, while outdated elements such as front-page contact details and old typographic styles have been removed.

The scope and purpose of the guideline have been refined to place stronger emphasis on service delivery and user requirements using a risk-based approach. The guideline now also provides new guidance on digital integration, including electronic documentation and data exchange, as well as updated annexes, references, and example templates. Overall, Edition 3.2 delivers practical, modern, and internationally aligned guidance to support competent authorities in delivering high-quality AtoN services.

**The Council approved revised G1052, Ed3.2, Quality management systems for Marine Aids to Navigation service delivery.**

### **10.2.3 Revised G1106 on producing an IALA S-200 series Product Specification**

The revised G1106 has been updated to align with IHO S-100 Edition 5.2.0 and incorporates new principles related to interoperability and agile service development. The revised edition offers expanded guidance on the use of S-100 components within the IALA domain, covering portrayal, metadata, encoding formats, and data quality. The product specification process has been clarified and restructured, drawing on concepts from IHO S-97 and the ISO 19100 series to support a more systematic approach.

A refined versioning system has been introduced to distinguish clearly between new editions, revisions, and clarifications, enhancing transparency and traceability. The guideline also places greater emphasis on interoperability and agile development practices to reflect the dynamic nature of modern maritime services. It includes practical modelling steps and examples to support consistency in the development of S-200 product specifications, as well as strengthened guidance on the use of registries and coordination across domains to ensure continued alignment with international standards. Overall, Edition 3.0 provides practical and forward-looking guidance to support the effective and harmonized development of S-200 specifications.

**The Council approved revised G1106, Ed3.0, Producing an IALA S-200 series Product Specification.**

## **10.3 ENG**

### **10.3.1 ENG20 summary report**

Input paper C02-10.3.1 refers.

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The 20th meeting of the ENG Committee was held from 7 to 17 April 2025, beginning with a physical session at IALA Headquarters and concluding with a virtual plenary. Chaired by Alwyn Williams, UK, with Michel Cousquer, France, as Vice Chair.

The committee reviewed its 2025–2027 Work Programme and achieved significant progress across its three working groups. Working Group 1, focused on visual and physical AtoN, produced draft guidelines on marine light performance and IoT protocols, and revised G1093 on surplus lighthouse property. Working Group 2, dealing with radionavigation services, developed draft guidelines on MF/VDES R-Mode and GNSS Precise Point Positioning, and revised recommendations on Racons and radar positioning. Working Group 3, focused on heritage matters, updated Recommendation R1005 on lighthouse protection, provided guidance on integrating modern equipment into heritage lighthouses, and continued improvements to the IALA Heritage webpage.

Several draft documents, including R1005, G1093, and two new guidelines, have been prepared and submitted for Council approval.

**The Council noted the summary report of ENG20.**

### **10.3.2 Revised R1005 on Conserving and promoting heritage Marine Aids to Navigation**

Input paper C02-10.3.2 refers.

The updated Edition 2.0 of Recommendation R1005 expands its scope to emphasize not only the conservation but also the active promotion of Heritage Marine Aids to Navigation, particularly lighthouses and other culturally significant structures. Reflecting this broader focus, the title has been updated from “Conserving the Built Heritage of Lighthouses and other Aids to Navigation” to “Conserving and Promoting Heritage Marine Aids to Navigation.” This revision introduces a wider conceptual scope that includes public engagement, and modernizes the terminology by adopting “Heritage Marine AtoN,” aligning with internationally recognized language. The document’s structure and tone have been revised to reflect global best practices in heritage management. While it continues to encourage conservation efforts by competent authorities, it now also emphasizes the importance of promoting the relevance, visibility, and cultural value of heritage AtoN to the broader public.

**The Council approved the revised R1005, Ed2.0, Conserving and promoting heritage Marine Aids to Navigation.**

### **10.3.3 Revised G1093 on Management of transfer of surplus lighthouse property**

Input paper C02-10.3.3 refers.

Guideline G1093, Ed1.2, marks an update from its previous edition. With a revised title emphasizing the transfer process, the new edition adopts a more strategic and policy-focused perspective. The content has been restructured to move beyond case-based disposal options and instead organize guidance around essential themes such as legal instruments, environmental safety, and heritage preservation.

Notably, four new thematic sections have been added, offering clearer direction on institutional responsibilities and safeguards. The guideline also highlights the value of early planning and formalized transfer processes to ensure transparency and long-term stewardship.

**The Council approved Revised G1093, Ed1.2, Management of transfer of surplus lighthouse property.**

### **10.3.4 New draft Guidelines on the Measurement of marine lights performance**

Input paper C02-10.3.4 refers.

The new Guideline sets out a comprehensive approach for measuring the performance of AtoN lighting systems. Building on the foundation of IALA Recommendation R0203, this first edition provides detailed procedures for evaluating light characteristics in both laboratory and operational contexts.

The guideline is designed to help ensure that marine lights consistently fulfil safety and operational requirements, with emphasis on visibility, reliability, and conformity to IALA standards. It outlines performance assessment in four areas: photometric output (e.g., luminous intensity and beam spread), colour accuracy based on chromaticity coordinates, flash properties such as timing and duration, and operational stability, including failure monitoring.

By implementing this guideline, authorities and manufacturers can systematically verify that marine signal lights perform to required specifications throughout their operational life, contributing to the overall safety and effectiveness of AtoN services.

**The Council approved the new Guideline, Ed1.0, Measurement of marine lights performance.**

### **10.3.5 New draft Guideline on Harmonised IoT protocol for visual AtoN**

Input paper C02-10.3.5 refers.

This new draft guideline introduces a standardised IoT communication framework specifically designed for Visual AtoN, responding to the increasing deployment of connected devices for remote monitoring of marine lights. Developed to address the lack of consistency among existing systems, the guideline aims to support the digital transformation of AtoN infrastructure through an interoperable and future-proof protocol.

Historically, diverse communication technologies—from satellite links to AIS and proprietary short-range systems—have been adopted independently, resulting in fragmented systems and limited scalability. To overcome these challenges, the guideline proposes a harmonised approach centred on the MQTT protocol, known for its efficiency in low-bandwidth, low-power environments—conditions typical of AtoN operations.

The document offers detailed implementation guidance, including justification for protocol choice, comparisons with alternative IoT solutions, and technical specifications for payload formatting (using JSON), topic naming, and security measures such as TLS encryption and client certificates. It also outlines practical deployment models suitable for various operational settings.

By fostering interoperability, enhancing cybersecurity, and enabling scalable deployment, this guideline provides a solid foundation for modernising AtoN monitoring systems and improving long-term operational efficiency.

During the discussion, India requested that the report clarify that none of the technical specifications or standards included in the guideline should be interpreted as endorsing or being limited to the technology or standards of any specific country.

**The Council approved the new Guideline, Ed1.0, on Harmonised IoT protocol for visual AtoN.**

## **10.4 VTS**

### **10.4.1 VTS57 summary report**

Input paper C02-10.4.1 refers.

The VTS 57 session was held from 14 to 27 March 2025, Monica Sundklev, Sweden, as the Chair and Dirk Eckhoff, Germany, as the vice chair. Working Group 1 focused on operational issues, addressing VTS area delineation, the development of digital communication frameworks, and regulatory guidance, with additional attention to safety near offshore installations. Working Group 2 finalized service specifications and designs for traffic clearance and route exchange services within the S-100 environment. It also completed revisions to Guideline G1111 and its annex, and initiated updates to the IVEF framework and broader harmonization efforts. Working Group 3 advanced training-related work, drafting guidance on managing operator stress and trauma, defining core competencies, evaluating remote training approaches, and revising both Guideline G1027 and related model courses.

**The Council noted the summary report of VTS57.**

### **10.4.2 Revised G1111 Establishing functional and performance requirements for VTS systems and equipment**

Input paper C02-10.4.2 refers.

Edition 2.1 of Guideline G1111 provides a structured approach for competent authorities and VTS providers to define functional and performance requirements tailored to specific operational contexts. Organized around a project lifecycle, from planning through implementation and closure, the guideline helps ensure that technical solutions align with local risk factors, user needs, and strategic objectives.

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While this edition introduces only a few changes, they are targeted and relevant. The key update is the inclusion of new content in Chapter 2.3 on “Operational Requirements,” clarifying that VTS system architecture may support either centralised or decentralised models for data collection and use, depending on the intended operational setup.

**The Council approved the revised G1111, Ed2.1, Establishing functional and performance requirements for the VTS systems equipment.**

#### **10.4.3 Revised G1111-1 Producing requirements for the core VTS system**

Input paper C02-10.4.3 refers.

Edition 1.1 of Guideline G1111-1 offers updated, practical guidance for defining functional and performance requirements for core VTS systems, which form the technical backbone of Vessel Traffic Services. Aimed at supporting competent authorities and system developers, the guideline has been revised to reflect current technological trends and operational needs.

Notable updates include the addition of a new section on Management Information Systems (Section 2.3.2), which outlines definitions, data categories, analytical capabilities using AI and big data, and their role in supporting decision-making and operational efficiency. Functional details in Section 2 on user interface have also been expanded, with clearer guidance on features such as Replay, Internal Monitoring, and External Information Exchange.

Further refinements include improved definitions, editorial clarifications, and enhanced explanations related to sensor integration and UI design. The guideline also places greater emphasis on interoperability and the integration of external services, in line with ongoing developments in e-navigation and digitalisation.

**The Council approved the revised G1111-1, Ed1.1, Producing requirements for the core VTS system.**

#### **10.4.4 Revised G1027 Simulation in VTS training**

Input paper C02-10.4.4 refers.

Edition 2.0 of Guideline G1027 offers an updated framework to support simulation-based training in Vessel Traffic Services. It assists training providers in delivering safe, realistic scenarios that build competence in both routine and emergency operations. The guideline emphasizes the value of simulation for developing communication, decision-making, and situational awareness skills essential to VTS operations.

This revised edition expands on simulation types, including tabletop, full-mission, and cloud-based systems, and incorporates emerging tools such as AI, augmented/virtual reality, eye tracking, and speech analysis. The document follows a complete training lifecycle, planning, scenario creation, delivery, debriefing, and evaluation, with particular attention to instructor qualifications and the role of structured debriefing in learning outcomes.

Key updates include a new section outlining the purpose and benefits of simulation, clearer definitions of instructor roles, integrated guidance on AI applications, and a detailed annex on debriefing practices.

**The Council approved the revised G1027, Ed2.0, Simulations in VTS training.**

### **10.5 DTEC**

#### **10.5.1 DTEC4 summary report**

Input papers C02-10.5.1 refers.

The fourth session of the DTEC Committee was held from 24 March to 3 April 2025, Hideki Noguchi, Japan, as the chair, and Dennis Khoo, Singapore, as the vice chair, gathering 143 participants from 28 countries and two sister organizations. The committee worked through its three established Working Groups to progress key elements of the 2025–2027 Work Programme.

Working Group 1 focused on technical service specifications, preparing a new draft guideline on the Maritime Service Registry, revising Guideline G1128, and contributing to MRN standardization and disaster management specification work. Working Group 2 advanced efforts related to innovation, inland/coastal waterway digitalisation, Marine AtoN requirements for IMT-2030, and autonomous vessel guidance. Working Group 3 concentrated on VDES-related topics, producing draft guidelines on authentication and signal measurement, contributing to ongoing AIS/VDES standardization, and engaging with ITU and IEC.



**The Council noted the information on DTEC4 summary report.**

### **10.5.2 Revised G1128 Specification of e-Navigation Technical Services**

Input papers C02-10.5.2 refers.

The revised Guideline G1128 refines the standardized framework for defining machine-readable Technical Services, which form the backbone of automated, system-to-system communication in e-Navigation. The guideline continues to use a modular template covering key components such as service architecture, communication interfaces, cybersecurity, and governance.

This edition brings improved alignment with ISO 19115, IHO S-100, and the Maritime Connectivity Platform, enhancing interoperability, digital identity management, and service discovery. It also reinforces the distinction between abstract service specifications and their real-world implementations, and strengthens guidance on the service development lifecycle.

A notable addition in Edition 1.7 is the inclusion of the *statusEndpoint* in the metadata structure, enabling more effective monitoring of service availability. The core structure remains unchanged, but templates and schema have been updated to support more consistent and robust service specification and deployment.

**The Council approved the revised G1128, Ed1.7, Specification of e-Navigation Technical Services.**

### **10.5.3 New draft Guideline on Maritime Service Registry (MSR) Technical Specification**

Input papers C02-10.5.3 refers.

The new guideline defines the technical framework for implementing a Maritime Service Registry (MSR), a key component of digital maritime infrastructure. Designed to support service discovery, access, and management within the e-Navigation and Maritime Connectivity Platform (MCP) environment, the MSR provides a structured, secure repository for Maritime Services and their associated Technical Service components.

The specification adopts a modular architecture with RESTful APIs, enabling both centralized and distributed registry instances to function effectively. It supports real-time discovery, filtering, version management, and subscription capabilities, all based on standardized metadata aligned with IHO S-100 and ISO 19115. The MSR also incorporates identity and access management mechanisms as defined in IALA Guideline G1183, ensuring that only authenticated and authorized users can publish or update service entries.

Use cases range from competent authorities publishing authoritative data, to shipboard systems dynamically discovering services on route, and synchronized updates across registry instances. As such, this guideline lays the groundwork for secure, scalable, and interoperable digital services—positioning the MSR as a central pillar of the MCP and future e-Navigation solutions.

**The Council approved the new Guideline, Ed1.0, Maritime Service Registry (MSR) Technical Specification.**

### **10.5.4 New draft Guideline on VDES authentication techniques**

Input papers C02-10.5.4 refers.

This draft guideline presents a foundational framework for securing communications within the VDES environment, a rapidly evolving element of maritime digital infrastructure. As VDES expands to support diverse maritime services, the need to authenticate entities, such as ships, shore stations, and service providers, has become increasingly critical.

Grounded in Public Key Infrastructure (PKI) principles and aligned with identity frameworks under the Maritime Connectivity Platform (MCP), the document outlines how authentication can be implemented through digital certificates issued by trusted Certificate Authorities (CAs). It defines the roles and responsibilities within the trust hierarchy and offers deployment options ranging from standalone configurations to federated models integrated with MCP registries.

The guideline further explores technical considerations such as message signing, key distribution, and certificate revocation processes, all tailored to the bandwidth and operational limitations of VDES. By doing so, it aims to

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enable a secure, interoperable, and scalable authentication architecture that supports the reliable delivery of VDES-based maritime services.

**The Council approved the new Guideline, Ed1.0, VDES authentication techniques.**

#### **10.5.5 New draft Guideline on VDES signal measurement**

Input paper C02-10.5.5 refers.

This draft guideline marks a critical step toward ensuring consistent and reliable implementation of VDES technology across the maritime sector. As VDES becomes increasingly central to safety messaging, traffic coordination, and Maritime Service delivery, the need for standardized signal quality assessment is essential.

The document provides technical guidance for both laboratory and field measurement of VDES signals, supporting a broad range of stakeholders—from manufacturers and testing facilities to competent authorities and service providers. It defines key performance indicators such as modulation fidelity, error vector magnitude (EVM), carrier frequency offset, spectrum occupancy, and transmit power levels, essential for detecting signal degradation and verifying compliance.

Additionally, the guideline includes practical direction on equipment configurations, antenna selection, test conditions, and reporting standards. It is applicable across development, certification, and operational monitoring scenarios.

**The Council approved the new Guideline, Ed1.0, VDES signal measurement.**

### **10.6 Product Specifications and Technical Services**

#### **10.6.1 Report on S-200 PS Development**

Input paper C02-10.6.1 and C02-10.6.1.1 refer.

The reporting period marks a significant milestone with the completion of S-201 Edition 2.0.0 for Aids to Navigation (AtoN) Information for Council approval. Harmonised with IHO's S-101 Edition 2.0.0, this is the first IALA Product Specification to reach Edition 2.0.0 and the first non-IHO PS to do so, reflecting IALA's leadership in digital maritime standards. Key updates include an enhanced feature catalogue, revised portrayal rules, and clearer data quality parameters.

Other developments include continued work on S-125 by the ARM Committee in collaboration with IHO's NIPWG, supported by updates to Guideline G1106. Testbed validation of S-201 is ongoing, ensuring operational viability through FCD verification.

In the VTS domain, progress continues on S-210 (Inter-VTS Exchange Format) and S-212 (digital maritime services such as traffic clearance and reporting), with supporting service designs now ready for testing.

In the ENG domain, outdated specifications S-240 and S-245 have been withdrawn and replaced with S-241 (static PNT almanac data) and S-242 (dynamic grid-based PNT integrity information).

Meanwhile, the DTEC Committee has advanced foundational work for future specifications by updating Guideline G1128 and initiating efforts on identity/MRN harmonization and a new Disaster Management Product Specification.

Capacity-building efforts also continued, notably with the delivery of an S-200 training course in Busan, involving 14 countries and live onboard demonstrations of S-201 data updating, supported by partners including UKHO, PRIMAR, and KRISO.

**The Council noted the report on S-200 PS development and approved the S-200 Ed.2.0.0 as presented in document C02-10.6.1.1.**

#### **10.6.2 Report on Technical Service Development**

Input paper C02-10.6.2 refers.

Document 10.6.2 provides a detailed update on the development of IALA Technical Services (TS) documents, a key component in operationalising digital maritime services under the S-100 and S-200 frameworks. These services aim



to deliver machine-readable, reliable, and standardised maritime functions essential for safety, efficiency, and interoperability.

During this reporting period, notable progress was made across several committees. The ARM Committee advanced work on Maritime Service 2 – AtoN, developing Service Specifications and Designs that define content, delivery, quality levels, and interaction protocols to support integration into both shore-based and shipboard environments.

The VTS Committee achieved key milestones for Maritime Service 1 – VTS Services. The Traffic Clearance Service reached Specification Edition 1.5 and Design Edition 1.2, enabling structured digital clearance between vessels and VTS centres. The Route Exchange Service was finalized as Edition 1.0, aligning with S-212 and S-421 standards to support efficient route communication and situational awareness.

The DTEC Committee provided architectural and coordination support, including the release of G1128 Edition 1.7 with improved templates, and drafting of the Maritime Service Registry Technical Specification. DTEC also worked to ensure compatibility with identity management systems and supported cross-domain testbed validation.

The ENG Committee has not yet undertaken Technical Services work.

**The Council noted the report on the Technical Service development as presented in C02-10.6.2.**

## **11. WORLD-WIDE ACADEMY**

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### **11.1 Progress report**

#### **11.1.1 WWA Progress report**

Input paper C02-11.1.1 refers.

The Dean of the World-Wide Academy gave a short presentation about the World-Wide Academy for the benefit of the new councillors.

Then he reported on the current activity of the Academy and stated that the Academy remains committed to helping coastal States implement IALA standards, recommendations, and guidelines through education, training, and capacity building closely aligned with SOLAS with Chapter V, ensuring safe navigation worldwide.

The Academy participated in several important international and regional events aimed at sharing knowledge and foster partnerships, including the meetings of several IHO Regional Hydrographic Commissions. The IHO Regional meetings are important for the Academy, since they provide opportunities to connect with coastal States in need of assistance from the Academy.

In 2024, the Academy lectured at the International Maritime Law Institute in Malta. These lectures were well received by the students and helped raising the profile of IALA in these domains.

Education remains at the core of the Academy mission with an unprecedented level of activity in 2024, 2025 being on the same path. The Academy delivers several Level 1.1 AtoN Manager course as well as the Risk Management course across various regions, and in various languages. AtoN Manager courses are held in the UK, Colombia, France, China, India and Indonesia, training more than a hundred AtoN managers in hybrid and in-person course formats. The Academy is to deliver targeted Risk Management courses in Cameroon, China, India, Italy and Portugal, equipping participants with tools like PAWSA, SIRA and IWRAP for safer waterway management.

The Level 1.2 Master of AtoN Management Course is to be delivered in Chile and China with participation from several countries.

Through technical visits and tailored assistance, the Academy has continued building capacity worldwide and building long term relationships with coastal States in need. Several Technical Needs Assessment missions to coastal states in need of assistance are conducted, including a mission to Iraq, Dominican Republic, Honduras, Sri Lanka, and possibly in Costa Rica and Gambia.

Under the biennial MoU signed late 2023 with Indonesia, the Academy, after a high rate of activity in 2024, continues the work through a technical mission in Java and the delivery of one further Level 1.1 Manager of AtoN

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training session. Further operation modalities are considered as for this ambitious campaign the Academy finds relevant to duplicate in comparable archipelago countries (Philippines tentatively).

**The Council noted the Academy progress report.**

#### **11.1.2 WWA Drivers and trends**

Input paper C02-11.1.2 refers.

The Dean continued by giving an overview of the main challenges faced by the World-Wide Academy, and discussed during the first meeting of the newly nominated (Council n° 1 last February in Singapore) Advisory Board on 9<sup>th</sup> of April 2025.

As the background, the benefits and responsibilities of the Academy under the IGO status of IALA are to be emphasized. This status confers greater legitimacy and enhances, inter alia, the Academy's capacity to conduct capacity-building missions. It also opens avenues for increased and more diverse voluntary contributions, including in-kind support, seconded officers, and the potential to secure additional sponsorship. Conversely, the IGO status necessitates heightened governance and transparency, which is being considered through the drafting of framework of new internal rules (i.e for the sponsorship of participants in WWA events, fees policy and logistic requirements for events) along with the adoption of a diplomatic and neutral stance in engagements with coastal states worldwide.

Under the leadership of successive deans, the Academy has been a great success with an ever-increasing level of activity and genuine recognition from coastal States and partner organizations. Meanwhile, the promising level of operations in 2026 could be hampered by insufficient finance resources. The 2025 budget status owes its stability (1 377 000 €) to the full expense of the combination of annual resources (1 102 000 €) and the reserve accumulated in previous years (224 000 €). As a result, the insufficient amount of running sponsorships may have an adverse effect on Academy operations if no further resources are gained.

Staff capacity is under pressure as well, particularly in terms of training which requires not only more and more session preparation and lecture delivery but also administrative duties, detracting permanent staff and consultants from the Academy's ability to focus on strategic planning and education engineering functions.

As regards operational perspectives, training on risk management remains a crucial and increasingly prioritized area, reflecting the need for coastal States to have robust safety and operational strategy.

There is a growing demand for training aligned with Level 1.2, Master of AtoN, which signifies a higher level of maturity and professionalism within the sector.

The Academy is faced with a twofold challenge that may expand significantly its range of services: firstly, to continue to meet the needs of governments in terms of capacity building which require ground knowledge; on the other hand, the push toward digitalization, including the adoption of S-100 and S-200 standards, underscores the Academy's commitment to staying at the forefront of technological innovation. The emergence of new and more diversified needs addresses the Academy's ability to "move upmarket", produce a slightly more bespoke catalogue and stay credible.

Emphasis is also placed on promoting a regional approach to enhance efficiency and foster dialogue among neighbouring countries. Strengthened cooperation with sister organizations—such as IMO, IHO, and IOC—as well as regional bodies, supports a "Deliver as One" approach, enhancing coherence and effectiveness in capacity-building for coastal states.

**The Council noted the WWA Drivers and trends.**

## **12. INTERNATIONAL**

Minsu Jeon, Technical Operations Director, introduced all of the documents under this point of the agenda.

### **12.1 IHO**

#### **12.1.1 Liaison note to NIPWG on Development of S-125 Marine AtoN PS**

Input paper C02-12.1.1 and C02-12.1.1.1 refer.



The Liaison Note informs the IHO NIPWG of the completion of the S-125 Product Specification for Marine Aids to Navigation, which has now reached Edition 1.0.0. Developed by the ARM Committee, the specification was formally approved during the ARM 20<sup>th</sup> session and is ready for test implementation.

S-125 plays a critical role within the S-100 framework, providing a standardized format for encoding AtoN features and related metadata for integration into systems such as ECDIS and VTS. Through this note, IALA is requesting NIPWG to review the specification, provide any technical feedback or proposed amendments, and consider initiating IHO's formal approval process to incorporate S-125 into the broader S-100 series.

**The Council approved the liaison note to IHO NIPWG on Development of S-125 Marine AtoN Product Specification.**

#### **Action item 3**

*The Secretariat to send the liaison note on Development of S-125 Product Specification (C02-12.1.1.1) to IHO NIPWG.*

## **12.2 RTCM**

### **12.2.1 Liaison note to RTCM regarding the 10402.n Standard**

Input paper C02-12.2.1 and C02-12.2.1.1 refer.

IALA has submitted a Liaison Note to RTCM addressing two critical issues related to the evolution of the RTCM 10402 standard, which underpins global DGNSS services.

First, IALA requests that RTCM consider either extending the current 10402.3 standard or developing a new version (10402.n) to incorporate support for MF R-Mode navigation messages. This addition would provide a GNSS-independent positioning capability in coastal waters, enhancing navigation resilience. MF R-Mode has already undergone field testing in the Republic of Korea and is being implemented in the Baltic Sea, with operational maturity expected by 2026. The proposed message structure is detailed in IALA Guideline G1187, which is attached to the Liaison Note, and IALA seeks RTCM's support in formalising it as part of the standard.

Second, the Liaison Note highlights the delayed publication of RTCM 10402 Edition 2.4, which was intended to support differential corrections for modern GNSS constellations such as Galileo, BDS, IRNSS, and QZSS. The lack of this update is causing certification challenges for receiver manufacturers and is hindering the global uptake of multi-constellation DGNSS. IALA urges RTCM to clarify its roadmap for addressing this gap to prevent further erosion of DGNSS reliability in the maritime domain.

**The Council approved the liaison note to RTCM regarding the 10402.n Standard.**

#### **Action item 4**

*The Secretariat to send the liaison note regarding the 10402.n Standard (C02-12.2.1) to RTCM.*

## **12.3 IEC**

### **12.3.1. Liaison note to IEC on redistribution of SECOM OpenAPI specification**

Input paper C02-12.3.1 refers.

The liaison note covers issues affecting the distribution and accessibility of the SECOM OpenAPI schema, as referenced in Annex A of IEC 63173-2. The schema, intended to support standardized machine-to-machine communication in maritime digital services, is currently unavailable through the originally referenced CIRM-hosted link.

This lack of access is hindering implementation efforts, limiting testing and prototyping in open-source environments, and creating legal uncertainty regarding redistribution and reuse, particularly in public repositories such as GitHub.

To address these challenges, IALA formally requests that IEC:

- Confirm that no legal restrictions apply to the redistribution of the SECOM OpenAPI schema, particularly in open-source contexts;
- Authorize its release under a permissive open-source license, such as Apache 2.0;
- Restore public access to the schema files via the originally referenced hosting site.

These actions are essential to remove implementation barriers, align with modern software development practices, and support broader adoption of IEC standards.

**The Council approved the liaison note on redistribution of SECOM OpenAPI specification.**

#### *Action item 5*

*The Secretariat to send the liaison note on redistribution of SECOM OpenAPI specification (C02-12.3.1) to IEC.*

#### **12.3.2 Liaison note to IEC on request regarding redistribution of the S-421 schema**

Input paper C02-12.3.2 refers.

The liaison note requests IEC for clarification on the availability and legal redistribution status of the S-421 schema, as defined in Annex D of IEC 63173-1. The schema plays a critical role in enabling structured, interoperable route exchange for VTS and e-Navigation services.

Access to the schema in machine-readable format is essential for implementing and testing digital maritime services, particularly in open-source or cross-border system environments. Its current status remains unclear following its earlier hosting on the CIRM website, resulting in obstacles for developers, limited international collaboration, and uncertainty for operational use.

In contrast to publicly accessible schemas from IHO (S-100) and IALA (S-200), the restricted availability of S-421 presents a barrier to adoption. IALA is therefore requesting IEC to either confirm that the schema may be freely redistributed or authorize its release under a permissive open-source license.

**The Council approved the liaison note to IEC on request regarding redistribution of the S-421 schema.**

#### *Action item 6*

*The Secretariat to send the liaison note on redistribution of the S-421 schema (C02-12.3.2) to IEC.*

### **12.4 IMO**

#### **12.4.1 Information paper to IMO MSC on VDES for shore infrastructure**

Input paper C02-12.4.1 refers.

The information paper to IMO MSC covers the topic of VDES shore infrastructure. This submission was prepared by the DTEC Committee in response to Council Decision C80-19.1, which tasked the development of an information paper aligned with the revised IALA Recommendation R1007.

The paper complements the recent completion of IMO's performance standards for shipborne VDES under NCSR and emphasizes that shore-based infrastructure is equally critical to the successful global implementation of VDES, paralleling the experience with AIS deployment.

To support this, IALA has published Recommendation R1007 on VDES for Shore Infrastructure, which offers comprehensive technical and policy guidance for national authorities to plan, implement, and manage VDES-ready shore systems.

The paper encourages IMO Member States to consult the updated recommendation, available on the IALA website, and to begin preparing or upgrading shore infrastructure in support of future VDES integration.

This information was approved by the Council through the online approval process (Ref. number: 25-084).

**The Council noted the information paper to IMO MSC on VDES for shore infrastructure.**

## **13. AFFILIATE INDUSTRIAL MEMBERS GROUP**

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The AIMG representative Lars Mansner updated the council on the work of the group. He mentioned the number of members and the significant financial contribution that this represented for IALA. He then presented the rights for the Affiliate Industrial Members, the code of conduct and the aim of the AIMG. He added that each region has now 2 representatives since the General Assembly in Brazil in 2023, and this was renewed at the General Assembly in Singapore in 2025.

The Deputy Secretary-General added that to complement of the code of conduct, the World-Wide Academy put in place a procurement course, to guide authorities in their choice of providers.

**The council noted the report from the AIMG.**

## 14. IALA CONFERENCES, SYMPOSIA AND OTHER EVENTS

### 14.1 2027 – 21<sup>st</sup> Conference – India

India shared information with councillors about the progress for the organisation of the 21<sup>st</sup> Conference. They presented the selected venue for the event, the Jio World Convention Centre in Mumbai and confirmed the dates of 1<sup>st</sup> to 5<sup>th</sup> November 2027. The presentation is available on the website for members to have all the information.

**The Council noted the update on the 21<sup>st</sup> Conference in India.**

### 14.2 World Marine Aids to Navigation Day

#### 14.2.1 WATON Day 2025

Input paper C02-14.3.1 refers.

The United Kingdom reminded Councillors to register for the event which will be held from 1 to 2 July in London and to note that the dinner dress code has changed from black tie to business attire. A provisional programme for the two days is available on the website.

**The Council noted the information provided.**

### 14.3 Heritage Lighthouse of the Year

#### 14.3.1 ENG proposal to change the selection process of the Heritage Lighthouse

Input C02-14.3.1 refers.

Since its establishment in 2019, the IALA Heritage Lighthouse of the Year award has recognized seven lighthouses worldwide for their historical, cultural, and educational significance. In light of an increasing number of nominations and to enhance transparency and alignment with IALA's heritage objectives, the ENG Committee has undertaken a comprehensive review of the selection process.

As outlined in Annex A, the revised process introduces several key changes:

- One nomination per IALA Member State per year will be accepted, with Member States responsible for prioritizing among multiple submissions.
- The eligibility period is now clearly defined as October 1 to September 30 of the following year.
- Nomination criteria have been restructured around four core elements: heritage significance, conservation efforts, public access and educational value, and promotion of global lighthouse heritage.
- A formal review procedure is introduced: nominations will be assessed by ENG Working Group 3, endorsed by the ENG Committee, and finalized by Council decision in December.
- Unsuccessful nominations will not carry over automatically, but may be resubmitted in future cycles.

The intent of this revision is not to promote competition, but to ensure meaningful and consistent recognition of lighthouses that exemplify IALA's heritage values.

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The Council reviewed and approved the proposal from ENG to change the selection process of the Heritage Lighthouse as presented in Annex E.

## 15. MEMBERSHIP

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Finance and Administration Director, Christine Philip introduced the input papers related to membership.

### 15.1 Applications for membership

Input papers C02-15.1 and C02-15.1.1 refer.

The Council approved Affiliate Industrial membership for:

- **Boyas Del Sur, Venezuela**
- **Carlier Chaines SA, France**
- **Baroda Polyform Private Limited, India**

The Council approved Affiliate membership for:

- **Dragados y Balizamientos S.A, Argentina**

### 15.2 Changes in membership and resignations

Input paper C02-15.2 refers.

The Council noted the following changes:

**Merger of Membership with effect from 1<sup>st</sup> January 2025:**

- **Trinity House and the Northern Lighthouse Board in the United Kingdom**, were integrated into the Member State, led by **the United Kingdom Department for Transport**. This has resulted in the loss of one member from 1<sup>st</sup> January 2025.

**Change of category from Associate membership to Member State for:**

- **Uruguay**
- **Russian Federation**

**Change of category to Associate Affiliate membership for:**

- **Plovput Split**: following on the ratification of the Convention by Croatia, this organization which used to be a second National member in Croatia as a specific agency, has requested to change its category to Affiliate membership.

The Council noted the resignations from Affiliate Industrial membership for:

- **Inca Philippines, Philippines**
- **Nanhua Electronic, People's Republic of China**
- **MarineLabs Data Systems Inc., Canada**
- **IBK Fibertec GmbH, Germany**
- **PT Jaya Admiral, Indonesia**

### 15.3 Membership update and Terminations

Input paper C02-15.3 refers.

It was recalled that to facilitate the transfer of the members into the IGO, the Secretary-General has exceptionally decided in November 2024 to waive the debts of contributions prior to 2024. Subsequently, all the members were invited to settle their contributions for the year 2024 as soon as possible to help the organization cope with the changes ahead. To those who would not meet this obligation, the Council had provisionally decided on the suspension of their rights to participate in the IALA Technical Committees in 2025, and this is being applied.

However, many positive reactions were observed. The Secretariat continues to actively remind the members of the importance of settling their dues.

**The Council noted the update on membership and decided to terminate National membership for:**

- **Direction Générale de la Marine Marchande**, Republic of Congo.
- **Sitronic CS**, Russia.

## 16. COMMUNICATION

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### 16.1 Update on communication matters

Communication Manager Audrey Guinault reported that the new communication policy was gradually being implemented. The Secretariat Communication Group now comprised of Gerardine Delanoye, Alisa Nechyporuk and Audrey Guinault.

The change of status brought a special focus on IALA from the media after the General Assembly. Social media was extremely successful following the momentum created by the General Assembly. Members were encouraged to follow and share the news published regularly.

The Annual Report was just released at the beginning of June. It was a slightly different layout for this edition as 2024 was a very special year in IALA's history with the transition to an IGO.

The website is continuously updated. IALA being very productive there was a need to update the website structure as well as online SharePoint folders as IALA members and IALA staff were experiencing difficulties and delays on both these platforms due to too heavy content. Solutions were found with the website host company and the IT company working for IALA.

The e-Bulletin choice of topics is aiming at finding a balance between technology developments and heritage stories. Councillors and member states were encouraged to share their news so it can be relayed to the maritime community.

In consultation with the AIMG and the LAP, a policy for the affiliate industrial members advertising in IALA publications and sponsoring events will be developed.

A project to develop an IALA podcast is under study. It would be a short programme with experts on specific technical issues.

**The Council noted the information provided.**

## 17. ANY OTHER BUSINESS

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### 17.1 Update on the IALA Disaster Recovery Fund

The Deputy Secretary-General reported on efforts to facilitate the communication between the State Hydrographic Service of Ukraine (SHSU) and potential sponsors of marine Aids to Navigation equipment. He thanked for the response received to the request for sponsorships put forward during the General Assembly in Singapore. He was happy to report that one initiative has already been successfully concluded. This was the donation of about 6000 AtoN alkaline batteries to the SHSU, and he thanked SABIK and SPX for their continued support to the SHSU. In conclusion, the Deputy Secretary-General encouraged all members to consider supporting the Disaster Recovery Fund.

The Councillor for Romania wished to share some proposals with the Council. He expressed ideas such as an IALA award, an innovation challenge, and a project to empower women in Marine Aids to Navigation. The Secretary-General welcomed the proposals and suggested that Romania considers submitting an input paper to the next

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meeting. Australia had already suggested the initiative of a coordinated project for empowering women in Marine Aids to Navigation at the General Assembly in Singapore and welcomed Romania's suggestion for a collaborative initiative. Based on National approval, Romania also suggested to host a hydrographic event at the end of February 2026 with the collaboration of IHO and IALA and would like to host a WWA seminar on this occasion as well.

**The Council noted the information provided.**

## **18. DATES AND PLACES FOR NEXT MEETINGS**

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**The Council approved the following tentative dates and venues for the following sessions:**

- Session 03: 8 to 12 December 2025, Mumbai, India.
- Session 04: 8 to 12 June 2026, HQ or invitation.
- Session 05: 7 to 11 December 2026, HQ or invitation.

At the closing of the meeting, councillors observed a minute of silence in commemoration of the passengers who died in the airplane crash accident in India.

## ANNEX A – AGENDA FOR THE MEETING

ITEM		ACTION REQUESTED
1.	<b>PRESIDENT’S OPENING REMARKS</b>	Note
2.	<b>APOLOGIES FOR ABSENCE</b>	Note
3.	<b>APPROVAL OF THE AGENDA</b>	
3.1	Draft Agenda	Approve
4.	<b>VACANT POSITIONS WITHIN THE COUNCIL</b>	Note
5.	<b>REPORT OF THE 1st SESSION</b>	
5.1	Matters arising from the session	Note
6.	<b>REPORT BY THE SECRETARY-GENERAL</b>	Note
6.1	Report from the Secretary-General	
7.	<b>NATIONAL MATTERS</b>	Note
8.	<b>STRATEGY AND POLICY</b>	
8.1	<b>Policy Advisory Panel</b>	
8.1.1	Report of PAP56	Note
8.2	<b>Change of status</b>	
8.2.1	Status on ratifications and the transition arrangements	Note
8.2.2	Update on the Staff Rules	Note
8.2.2.1	Revised Staff Rules	Decide
8.3	<b>Submission to other organizations</b>	
8.3.1	Policy on submission and co-sponsoring of documents	Decide
9.	<b>FINANCE AND AUDIT COMMITTEE REPORT</b>	
9.1	2024 Audited financial Statements	Note
9.2	Budget monitoring statement as of 31 May 2025	Note
9.3	Revised budget for 2025	Approve
9.4	Membership contribution status	Note
10.	<b>TECHNICAL ACTIVITIES</b>	

ITEM		ACTION REQUESTED
<b>10.1 Committee work organisation</b>		Approve
10.1.1 Committee work programme 2025-2027		Note
10.1.2 Committee meetings and events plan		Approval
10.1.2.1 Seminar proposal on VTS experience and challenges		
<b>10.2 ARM</b>		Note
10.2.1 ARM20 summary report		Approve
10.2.2 Revised G1052 Quality management system for AtoN service delivery		Approve
10.2.3 Revised G1106 on producing an IALA S-200 series Product Specifications		Approve
<b>10.3 ENG</b>		Note
10.3.1 ENG20 summary report		Approve
10.3.2 Revised R1005 on Conserving the built heritage of lighthouses and other AtoN		Approve
10.3.3 Revised G1093 on Management of surplus lighthouse property		Approve
10.3.4 New draft Guideline on the measurement of marine lights performance		Approve
10.3.5 New draft Guideline on Harmonised IoT protocol for visual AtoN		Approve
<b>10.4 VTS</b>		Note
10.4.1 VTS57 summary report		Approve
10.4.2 Revised G1111 Establishing functional and performance requirements for VTS systems and equipment		Approve
10.4.3 Revised G1111-1 Producing requirements for the core VTS system		Approve
10.4.4 Revised G1027 Simulations in VTS training		Approve
<b>10.5 DTEC</b>		Note
10.5.1 DTEC4 summary report		Approve
10.5.2 Revised G1128 Specification of e-Navigation Technical Services		Approve
10.5.3 New draft Guideline on Maritime Service Registry Technical Specification		Approve
10.5.4 New draft Guideline on VDES authentication		Approve
10.5.5 New draft Guideline on VDES signal measurement		Approve
<b>10.6 Product Specifications and Technical Services</b>		Note
10.6.1 Report on S-200 PS development		Approve
10.6.1.1 S-201 Edition 2.0.0		Note
10.6.2 Report on Technical service development		
<b>11. WORLD-WIDE ACADEMY</b>		
<b>11.1 Progress report and future actions</b>		Note
11.1.1 WWA Progress Report		Note
11.1.2 WWA Drivers and trends		
<b>12. INTERNATIONAL</b>		



ITEM		ACTION REQUESTED
<b>12.1 IHO</b>		
12.1.1	Liaison note to NIPWG on Development of S-125 Marine AtoN PS	
12.1.1.1	S-125 Marine AtoN Ed1.0	Approve
<b>12.2 RTCM</b>		
12.2.1	Liaison note to RTCM on the 10402.n Standard	
12.2.1.1	G1187 MF R-Mode signal structure and message	Approve
<b>12.3 IEC</b>		
12.3.1	Liaison note to IEC on redistribution of SECOM OpenAPI specification	Approve
12.3.2	Liaison note to IEC	Approve
12.3.3	Liaison note to IEC on IALA service design for route exchange	Note
<b>12.4 IMO</b>		
12.4.1	Information paper to IMO MSC on VDES for shore infrastructure	Note
<b>13. IMG</b>		
13.1	Report from the IMG representative	Note
<b>14. CONFERENCES, SYMPOSIA, AND OTHER EVENTS</b>		
14.1	2027 – 21st Conference – India	Note
14.2	World Marine Aids to Navigation Day	
14.2.1	WATON Day 2025	Note
14.3	Lighthouse of the Year	
14.3.1	ENG proposal to change the Selection Process of the Heritage Lighthouse	Approve
<b>15. MEMBERSHIP</b>		
15.1	Applications for Membership	Approve
15.2	Changes in Membership and resignations	Note
15.3	Suspensions and updates of Membership	Decide
<b>16. COMMUNICATION</b>		
16.1	Updated on communication matters	Note
<b>17. ANY OTHER BUSINESS</b>		
		Note
<b>18. DATES AND VENUES FOR NEXT MEETINGS</b>		
		Note

## ANNEX B – LIST OF PARTICIPANTS

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## ANNEX C – ACTION ITEMS

### *Action item 1*

*The secretariat to send a circular letter in due course inviting members to host the meetings.*

### *Action item 2*

*The Secretariat to prepare a call for tender before 2027.*

### *Action item 3*

*The Secretariat to send the liaison note on Development of S-125 PS (C02-12.1.1.1) to IHO.*

### *Action item 4*

*The Secretariat to send the liaison note regarding the 10402.n Standard (C02-12.2.1) to RTCM.*

### *Action item 5*

*The Secretariat to send the liaison note on redistribution of SECOM OpenAPI specification (C02-12.3.1) to IEC.*

### *Action item 6*

*The Secretariat to send the liaison note on redistribution of the S-421 schema (C02-12.3.2) to IEC.*

## ANNEX D – RECORD OF DECISIONS OF THE 2<sup>ND</sup> SESSION OF THE IALA COUNCIL

The Council approved the revised Staff Rules.

The Council noted the 2024 Audited Financial Statements, approved the proposed appropriation of the 2024 result and approved the reappointment of RSM France as Statutory Auditors for the period (2025 to 2027). The Council also expressed its wish to consider a new call for tenders with a view to eventually changing auditors in 2027.

The Council approved the revised 2025 budget.

The Council approved the committee work programme 2025-2027 outlined in document C02-10.1.1.1.

The Council noted the committee meetings and events plan and approved the seminar proposal (C02-10.1.2.1) on VTS experience and challenges.

The Council approved revised G1052, Ed3.2, Quality management system for Marine AtoN service delivery.

The Council approved revised G1106, Ed3.0, Producing an IALA S-200 series Product Specifications.

The Council approved the revised R1005, Ed3.0, Conserving and promoting heritage Marine Aids to Navigation.

The Council approved revised G1093, Ed1.2, Management of transfer of surplus lighthouse property.

The Council approved the new Guideline, Ed1.0, Measurement of marine light performance.

The Council approved the new Guideline, Ed1.0, on Harmonised IoT protocol for visual AtoN.

The Council approved the revised G1111, Ed2.1, Establishing functional and performance requirements for the VTS systems equipment.

The Council approved the revised G1111-1, Ed1.1, Producing requirements for the core VTS system.

The Council approved the revised G1027, Ed2.0, Simulations in VTS training.

The Council approved the revised G1128, Ed1.7, Specification of e-Navigation Technical Services.

The Council approved the new Guideline, Ed1.0, Maritime Service Registry (MSR) Technical Specification.

The Council approved the new Guideline, Ed1.0, VDES authentication.

The Council approved the new Guideline, Ed1.0, VDES signal measurement.

The Council noted the report on S-200 PS development and approved the S-200 Ed.2.0.0 as presented in document 10.6.1.1.

The Council approved the liaison note to NIPWG on Development of S-125 Marine AtoN PS.

The Council approved the liaison note to RTCM regarding the 10402.n Standard.

The Council approved the liaison note on redistribution of SECOM OpenAPI specification.

The Council approved the liaison note to IEC on request regarding redistribution of the S-421 schema.

The Council approved the proposal from ENG to change the selection process of the Heritage Lighthouse as presented in Annex A of document C02-14.3.1.

The Council approved Affiliate Industrial membership for:

- Boyas Del Sur, *Venezuela*
- Carlier Chaines SA, *France*
- Baroda Polyform Private Limited, *India*

The Council approved Affiliate membership for:

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- **Dragados y Balizamientos S.A, Argentina**

The Council noted the following changes:

**Merger of Membership with effect from 1<sup>st</sup> January 2025:**

- **Trinity House and the Northern Lighthouse Board in the United Kingdom**, were integrated into the Member State, led by **the United Kingdom Department for Transport**. This has resulted in the loss of one member from 1<sup>st</sup> January 2025.

**Change of category from Associate membership to Member State for:**

- **Uruguay**
- **Russian Federation**

**Change of category to Associate Affiliate membership for:**

- **Plovput Split**: following on the ratification of the Convention by Croatia, this organization which used to be a second National member in Croatia as a specific agency, has requested to change its category to Affiliate membership.

**The Council noted the resignations from Affiliate Industrial membership for:**

- **Inca Philippines, Philippines**
- **Nanhua Electronic, People's Republic of China**
- **MarineLabs Data Systems Inc., Canada**
- **IBK Fibertec GmbH, Germany**
- **PT Jaya Admiral, Indonesia**

**The Council noted the update on membership and decided to terminate National membership for:**

- **Direction Générale de la Marine Marchande, Republic of Congo.**
- **Sitronic CS, Russia.**



## ANNEX E – IALA HERITAGE LIGHTHOUSE OF THE YEAR- SELECTION RULES

### 1. Purpose

The IALA Heritage Lighthouse of the Year accolade recognizes lighthouses of significant cultural heritage value. It aims to highlight the architectural, historical, and societal importance of lighthouses worldwide and promote the preservation of lighthouse heritage.

### 2. Eligibility and Nomination

- Nominations are open to IALA Member States.
- Nominations may be made by any individual or organization; however, nominated lighthouses must be operational and located in a Member State.
- Each IALA Member State may submit only one nomination per year.
- If multiple nominations are received from same Member State in a given year, the designated national representative will be asked to determine which nomination will proceed.
- Only nominations submitted between 1 October of the previous year and 30 September of the current year will be considered.
- Nominations must be submitted using the official Nomination Form provided on the IALA website. Additional supporting materials, such as photos or presentations are encouraged.

### 3. Nomination Criteria

Nominated lighthouses should demonstrate excellence in one or more of the following criteria:

- Intrinsic Heritage Interest: Architectural features, historical significance, cultural associations, or influence on world lighthouse heritage. (Note: Heritage lighthouses do not necessarily need to be old.)
- Conservation: State of preservation and conservation efforts, including any adaptive reuse.
- Public Access and Education: Initiatives promoting public access and education regarding the lighthouse and the broader context of aids to navigation.
- Promotion of Global Lighthouse Heritage: Potential to enhance awareness of lighthouse heritage nationally, regionally, or globally through the accolade.

### 4. Selection Process

- Nominations should be submitted for endorsement at the second annual meeting of the ENG Committee.
- ENG Working Group 3 (Heritage & Culture) will review the nominations during its second annual session, normally held in October.
- The ENG will select and recommend three lighthouses for commendation for the Council selection.
- The Council will make the final selection of the IALA Heritage Lighthouse of the Year at its second annual session, usually held in December, based on the ENG Committee's commendation.
- Nominations not selected for the accolade will not automatically carry over into the next award cycle, but may be resubmitted in future years.

### 5. Celebration Period

- The selected lighthouse will be celebrated during the second half of the year.
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## 6. Notes

- The selection is not intended as a competition. The accolade does not imply that the selected lighthouse is "better" than others.
- Written reasons for the recommendation are provided each year.
- Additional supporting material submitted with nominations (e.g., photos, presentations) will be considered during deliberations.

## **ANNEX F - Terms of Reference for the Drafting Group on the policy for co-sponsoring documents**

# **Terms of Reference for the Drafting Group on a Policy on the Co-Sponsoring of Documents Out of Session**

### **1. BACKGROUND**

Subject to the approval of Council, as the executive organ of the Organization, IALA has co-sponsored input papers to intergovernmental organizations such as the IMO. In general, Sweden is supportive of the content of these input papers. However, during 2024 Sweden did not support that IALA would co-sponsor two input papers addressed to IMO. Not because Sweden, objected to the content in general of the input papers but because of the IALA co-sponsoring mechanism. Agreement by silent approval does not currently take into account the timings of the formal procedure Sweden, and perhaps other Member States, have in place for their preparations for intergovernmental meetings. It also lacks a formally adopted policy of how to reflect the position of one or more Member States that may disagree with the co-sponsoring, conducted out of session.

A Drafting Group (DG) was therefore established by the IALA Council at its 2nd session to draft a policy on co-sponsorship of documents by IALA to intergovernmental organizations.

### **2. OBJECTIVE**

The objective of the Group is to draft a policy for out of session approvals for co-sponsorship by IALA to other intergovernmental organizations related to the work of IALA. The policy should take into account the sovereignty and internal procedures, including timelines, of Member States, that enables those who have a dissenting voice from an approved document to be able to express their position at the receiving intergovernmental organization.

The policy should also reflect IALAs Core Values as per the Declaration of the International Organization For Marine Aids To Navigation, in particular, to respond quickly to the needs of the maritime community, adopt flexible working arrangements to stay agile and be efficient and timely, preventing against delays in submission.

### **3. SCOPE**

The process reflected in the policy should propose a clear framework for:

- The Council approval procedure out of session
- Allowing Member States to register reservations or non-alignment.
- Propose procedural safeguards (e.g. minimum timelines, opt-out mechanisms).

The Policy applies to input papers, expressing a position and/or requiring a decision from the receiver. Information papers are outside the scope of this policy.

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