



REPORT OF THE 4TH SESSION OF THE IALA COUNCIL

8 – 11 June 2026, Headquarters, France

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OPENING

The 4th session of the council meeting was held from 8 to 11 June 2026 at the Organization's Headquarter, 12 rue des Gaudines, Saint-Germain-en-Laye, France and by videoconference.

1. PRESIDENT'S OPENING REMARKS

The President, Marcos Almeida, opened the meeting and welcomed all participants gathering in the beautiful city of Saint-Germain-en-Laye. He welcomed the new councillors Arsen Mullaj for Albania, Alex Barrell for Australia, and Felipe Tangari for Brazil. He also welcomed the representatives of the following Member States attending as observers: Azerbaijan, Brunei Darussalam, Estonia, Italy, Portugal, Qatar, Russia and Tunisia. The President commended the new Member States of IALA - Azerbaijan, Estonia, Ecuador, Brunei Darussalam, Libya, Cameroon, Vanuatu and Kuwait - which represents a good achievement to IALA, and wished a fruitful meeting with the same cooperation, cooperative work, harmony and respect that became the footprint of the IALA family.

2. APOLOGIES FOR ABSENCE

There were no apologies received for this session.

A list of participants is at Annex B.

3. APPROVAL OF THE AGENDA

Input paper C04-3.1 refers.

The agenda was approved.

The Council approved the agenda.

4. VACANT POSITION WITHIN COUNCIL

There was no vacant position within the Council.

5. REPORT OF THE 3rd SESSION

5.1 Matters arising from the session

Input paper C04-5.1 refers.

Communication Manager, Audrey Guinault, reported that all action items from the previous session have been completed. Three input papers were submitted to this meeting as a result of the action carried out by the Secretariat and for consideration by the Council. Three liaison notes have been sent to the appropriate bodies. One item regarding the tender for auditors in 2027 has been noted as complete as the necessary arrangements have been made for the tender to be issued after the General Assembly of 2027.

The Council noted the report.

6. REPORT BY THE SECRETARY-GENERAL

Input paper C04-6.1 refers.

The Secretary-General, Francis Zacharia, provided a general overview of developments concerning the governance, operations and strategic activities of IALA, while indicating that several matters will be addressed in greater detail under the relevant agenda items. During the reporting period, the four Technical Committees—VTS, DTEC, ENG and ARM—met in hybrid format between February and April 2026 and made substantial progress in implementing the 2025–2027 Work Programme. Their work also demonstrated strengthened coordination on cross-cutting issues of common interest, including cyber resilience, S-100/S-200 product specifications, digitalisation, and resilient PNT.

The period was also marked by the successful delivery of several key events, notably the workshop on Future Radionavigation and Radiocommunication Systems in Edinburgh, the Digital@Sea International Seminar at IALA Headquarters, and the VTS Seminar in Gijón, Spain. At institutional level, the Convention on the International Organization for Marine Aids to Navigation has now reached 50 ratifications, approvals, acceptances or accessions, representing a significant milestone in the consolidation of IALA's status as an intergovernmental organization. The transfer of assets and liabilities from the former Association to the Organization has been completed, and the Association was formally terminated on 8 January 2026.

Progress was also achieved in formalizing IALA's external relations framework, notably through the approval and signature of cooperation agreements with IMO and IHO. In parallel, the project for the future Headquarters in Saint-Germain-en-Laye continued to advance, supported by the confirmed commitment of the French authorities, albeit with some delay in implementation. Membership growth remained positive, with the accession of three new Member States in 2026 and total membership reaching 346 entities across 103 countries and territories.

From an operational perspective, the Organization continued to strengthen its human resources and communications activities, including through recent recruitment within the Academy and ongoing efforts in the areas of communication policy, annual reporting and outreach. Preparations have also commenced for the commemoration of IALA's 70th anniversary in 2027. The World-Wide Academy remained particularly active, pursuing training and capacity-building initiatives, expanding partnerships with beneficiary countries, and benefitting from increased support that has enabled further reinforcement of its team and programme delivery.

Australia made the following comment:

'Australia thanks the Secretary-General for this strong report on IALA's progress as an intergovernmental organisation. We welcome continued growth in membership and ratifications, and commend strong committee outputs on digitalisation, cyber resilience and resilient PNT (Positioning Navigation and Timing) - each critical to safe and efficient navigation. Australia recognises the important contribution of the World Wide Academy in delivering capacity building and training, including through strengthened partnerships, and we support its continued expansion. We also note the progress on the new Headquarters and the need to ensure the Organisation is appropriately resourced to meet growing participation and demand. Overall, this report reflects a dynamic and evolving Organisation. Australia remains committed to supporting IALA's work in delivering practical, high quality outcomes for members and the wider maritime community.'

The Council noted the Secretary-General's report.

7. NATIONAL MATTERS

Input papers were received from India, Ireland, Belgium, China, Australia, Finland, Chile, Sweden, Germany (C04-7.1 to C04-7.9) and can be found on the website for reference. A summary of the papers can be found in the order they were received as follows:

India

The document presents three national matters submitted by India for consideration at the 4th IALA Council meeting: the designation of DGLL as the competent authority for Vessel Traffic Services in India, the development of four river lighthouses on the Brahmaputra River to enhance inland navigation, and the planned delivery of the first Level 1.2 Master AtoN Manager course in Kolkata in November 2026.

Ireland

Ireland reported strong progress across national maritime priorities, including full compliance in 2025 with IALA availability requirements for general aids to navigation, significant oversight of local aids through inspections and audits, and the successful rollout of an innovative GIS-enabled reporting portal. Ireland is also advancing strategic work on S-100/S-200 data exchange, offshore environmental research through the new LiGHthouse project, and major national policy initiatives covering offshore renewable energy, marine protected areas, and maritime security. Together, these developments reflect a clear commitment to safe navigation, environmental protection, digital modernization, and long-term maritime resilience.

Belgium

This note informs Council of a Belgian–Dutch benchmark study on future VTS operations on the Ghent–Terneuzen Canal, where major infrastructure developments are expected to increase traffic and vessel size. The study examines whether two VTS centres could safely operate two sectors using a single shared VHF channel, and is gathering international experience and best practice from the IALA community. Initial work has included contextual analysis, validation of research questions and launch of an international survey, with several countries already contributing. Further data collection, interviews and analysis will lead to recommendations and a final report in autumn 2026. Council members are invited to note progress, encourage survey participation and share relevant experience.

China

China reported continued progress in maritime safety and aids to navigation, marked by its re-election to the IMO and IHO Councils, the commissioning of the advanced buoy tender *Haixun 176*, implementation of the S-100 framework, completion of three smart navigation demonstration zones, release of the first fishery thematic ENC, and the adoption of new AtoN technical standards. The report also notes upcoming international training courses and China's hosting of the 5th IALA Council meeting in Guangzhou.

Australia

Australia reported continued progress in maritime digitalisation, navigational safety, and AtoN asset management. Updates covered leadership at IMO on augmentation systems and IP-based connectivity for S-100, advancement of S-100 prototype services, evolution towards risk- and condition-based maintenance, review of AMSA's Heritage Strategy, and ongoing policy development for offshore renewable energy infrastructure. The update demonstrated Australia's sustained commitment to safe, efficient and future-oriented maritime navigation services.

Finland

Finland reported two maritime safety initiatives to the 4th session of the IALA Council: the development of fairway area videos to help professional mariners prepare for transit by illustrating waterway features and seabed conditions, and the deployment of a shared web-based system to report and monitor GNSS interference in the Gulf of Finland. Both measures are intended to strengthen situational awareness and support safer navigation.

Chile

Chile reported progress in aids to navigation training and maritime heritage. DIRECTEMAR, with the IALA World-Wide Academy, delivered the first IALA L.1.2 course in the Americas in Spanish and is preparing delivery of the IALA L.1.1 course. Chile also updated its Navy curriculum in line with IALA competencies and will receive recognition for Evangelistas Lighthouse as the IALA Heritage Lighthouse of the Year 2026.

Sweden

Sweden reported significant progress in the modernisation of its maritime service capacity, including the launch of a new icebreaker project, planned funding for additional icebreakers, and the initiation of designs for two replacement fairway vessels. Further developments included the successful use of drones for the positioning of floating aids to navigation and inspection of light sectors, as well as the continued renewal of AIS base stations to improve coverage and ensure future VDES readiness. These initiatives demonstrate Sweden's ongoing commitment to sustainability, innovation and operational resilience.

Germany

Germany reported on the commissioning of a new generation of multi-purpose vessels by the Federal Waterways and Shipping Administration to replace the existing fleet. The first vessel, *MPV Scharhörn*, has recently entered service, with two further vessels under construction. The new fleet will support AtoN management, open-sea towing and marine pollution response, and is equipped with enhanced towing capacity, oil spill recovery, firefighting and medical response capabilities, together with advanced manoeuvrability systems. Council noted that the vessels are LNG-powered, reflecting both strengthened operational capability and improved environmental performance. A video was presented <https://www.youtube.com/watch?v=NUk6b1vCiDg>

Korea

The Republic of Korea reported on several national initiatives to strengthen maritime safety, environmental sustainability and international cooperation in aids to navigation. Key developments include the construction of the country's first eco-friendly hybrid buoy tender, the operation of the hybrid aids to navigation vessel *Donghae Nuri*, and continued safety inspections and reinforcement of ageing facilities. Korea also highlighted progress in professional training through the certification of IALA courses, its contribution to GNSS satellite-based PPP maritime service guidelines, and planned activities for World Marine Aids to Navigation Day, including Lighthouse Week and a technical tour at Yeongdo Lighthouse.

Denmark

Denmark reported developments in ship reporting, pollution prevention and aids to navigation. It operates BELTREP and SOUNDREP, the latter jointly with Sweden, and welcomed the IMO MSC 111 approval requiring CLC certificates when reporting to these systems as a contribution to pollution prevention. Denmark also plans to increase RACON coverage in response to rising jamming incidents, particularly in the Baltic Sea. In Greenland, lights will be installed on 75 beacons during the summer under a new concept to be evaluated next year.

France

France reported on the modernisation of the Créac'h lighthouse on Ouessant, whose 17-ton lens, the largest in France, currently rotates on a mercury bath. In line with efforts to phase out mercury due to health and environmental risks, a call for expressions of interest was launched to identify innovative solutions that preserve maritime safety, the lighthouse's eight light beams, the building and its historical elements. Nine proposals were received and are under review, all aiming to maintain lens rotation through alternatives such as ball bearings, bearing tracks or mercury replacement fluids. The outcomes will be shared with the Council and relevant committees, as they may be of interest to other IALA members.

Singapore

Singapore reported on its cooperation with IALA in preparing the AtoN Level 1 Review Workshop, to be held in Singapore from 23 to 26 June 2026, and invited Council Members and relevant experts to participate. Singapore also highlighted progress on the development of the S-201 common structure for AtoN information exchange, as well as a trial with a Japan-registered autonomous-capable car carrier to test the digital exchange of ship route plans from vessel to prototypes of Next Generation VTS.

Japan

Japan introduced the implementation of a web-based pre-entry reporting service to improve the management of large vessel transit through narrow domestic traffic routes. The service will be used in conjunction with conventional methods such as telephone and e-mail reporting to streamline VTS operations and user processes. It received positive feedback from approximately 60% of surveyed users during the trial period.

Canada

Canada strengthened maritime digitalisation, security and Arctic awareness through the launch of the Collaborative Voyage Management System and new investments in maritime monitoring. The Canadian Coast Guard also expanded its operational capacity by welcoming CCGS *Naalak Nappaaluk* and launching CCGS *Donjek*, supporting research, patrol, icebreaking and Arctic missions.

Malaysia

Malaysia is conducting a six-month trial of the STRAITREP automated electronic ship reporting system to modernise maritime communication in the Strait of Malacca. The system uses real-time AIS data to identify vessels entering the reporting area and enables mandatory reports to be submitted through a secure web portal or standardised e-mail. The initiative is intended to improve traceability, support VTS operators in monitoring vessel movements more efficiently, and allow officers on watch to focus on safe navigation. The automated system is expected to gradually replace the current verbal reporting process and is in line with IMO recommendations on mandatory ship reporting in straits.

Türkiye

Türkiye reported progress in strengthening maritime infrastructure, advancing VTS digitalisation, supporting environmental sustainability, and contributing to capacity building. Key developments included new operational vessels, AI- and sensor-based monitoring for narrow channels, GNSS spoofing detection, the Bio-hut biodiversity initiative, ongoing S-100/S-200 implementation, and the hosting of an IALA World-Wide Academy course in Istanbul.

Brazil

On 2 February 2026, the 150th anniversary of the Brazilian Navy Directorate of Hydrography and Navigation was marked by the inauguration of the Commander Ferraz Beacon by the IALA Secretary-General, the Commandant of the Brazilian Navy and the IHO Director. Located at the Brazilian Antarctic Station, the beacon underscores the importance of aids to navigation in supporting maritime safety in remote and sensitive areas.

United Kingdom

Following the briefing to Council 03 on the Vessel Replacement Project to deliver a new generation hybrid powered buoy tender to support the work of the Northern Lighthouse Board, a video was presented at the meeting which marked NLV POLE STAR's official naming by Her Royal Highness The Princess Royal on 21 January 2026 https://youtu.be/haq_uX_afq0?si=-YrtyFI0rPSV7RRR

An update was also provided on Trinity House's project to procure two helicopter capable vessels, the contract for which should be awarded shortly.

Romania

On the 23 of February 2026 Maritime Hydrographic Directorate of Romania celebrated its Centenary. IALA Secretary General and IHO Secretary General honored the event in Constanta, Romania. An anniversary movie was presented <https://www.facebook.com/share/v/17c8ts6oRj/> . Romania will start building a new lighthouse on the Romanian coast. In September this year, L 1.4 GNSS & e-navigation course will be hosted in Constanta, Romania in close coordination with WWA.

The national matter reports were noted.

8. STRATEGY AND POLICY

8.1 Policy Advisory Panel

8.1.1 Report of PAP60

Input paper C04-8.1.1 refers.

The Chair of the Policy Advisory Panel, Phil Day, reported on the two most recent PAP meetings, highlighting PAP's role as a link between Council, committee chairs and the Secretariat. The Panel confirmed its support for the revised "Centres of Support" and underlined its coordination role in reviewing the work programme, avoiding duplication, transferring tasks between committees and prioritising work effectively. PAP also noted the continued importance of MASS within committee work, while recognising the need to balance it with other priorities.

The Chair further explained that the 2027–2030 forward-looking work programme will be developed for approval by the new Council and is becoming a more continuous programme. PAP endorsed the continuation of the Maritime Connectivity Platform feasibility study, including policy and legal considerations. A workshop on the strategic vision was also held, with the Secretariat developing the vision for presentation at the next Conference. Finally, PAP reviewed the Secretariat's quality assurance process, which aims to ensure documents meet IGO standards, although this may temporarily slow approvals and reduce the number of guidelines and recommendations submitted to Council.

The Council noted the report.

8.1.2 Report of PAP61

Input paper C04-8.1.2 refers.

PAP61 met on 11 May for a short two-hour session at the end of the committee season. The Chair highlighted two main points: the need for a clear IALA policy on the use of AI transcription tools, particularly regarding transparency and propriety, and the growing concern over GNSS vulnerabilities, reinforcing the importance of physical aids to navigation and alternative electronic position-fixing methods.

The Council noted the report.

8.2 Change of status

The Secretary-General reported on this agenda point.

Input paper C04-8.2.1 refers.

8.2.1 Status on ratifications

The Secretary-General reminded the Council that 50 States signed the Convention by the close of the signature period on 26 January 2022 and that the Convention entered into force on 22 August 2024. He then reported that, as of the date of reporting, 50 States had ratified, accepted, approved or acceded to the Convention, including Kuwait, Vanuatu, Cameroon, Libya, Brunei Darussalam, Ecuador, Estonia and Azerbaijan since the last Council meeting. The full list was provided in the input papers and on the website.

The Council noted the information.

8.2.2 Status on the new HQ

The Secretary-General reported that an agreement was signed between the French Republic and IALA following the December meeting, providing a €2 million contribution towards the establishment of the new headquarters. He then explained that a reservation agreement for the building was signed with Novaxia on 18 December 2025, and that the conclusion of the final acquisition agreement remained subject to outstanding conditions and approvals. According to the developer's projections, the final agreement should be concluded and the project formally launched before September 2026. Also, IALA has appointed a project management assistance consultant and an interior architect in preparation for the works.

The Council noted the status of the new HQ.

8.3 IALA's presence worldwide

8.3.1 IALA Centres of support

Input paper C04-8.3.1, C04-8.3.1.1, C04-8.3.1.2, C04-8.3.1.3, C04-8.3.1.4 refer.

The Secretary-General introduced the paper on the proposal to establish IALA Centres of Support as nationally or multi-nationally funded entities that would have provided additional expertise and capacity to the Organization without increasing its budget or member contributions. The concept had been developed following earlier Council discussions, Member State contributions and advice from the Policy Advisory Panel.

It was noted that several Member States had expressed interest in hosting such centres and had supported further development of the proposal. Feedback had clarified that the centres should provide complementary support to the Committees, subsidiary bodies, the Secretariat and the World-Wide Academy.

The Centres of Support would be self-funded entities approved by IALA and hosted by Member States or relevant entities. They would have contributed recognised expertise in defined areas, including S-200 product specifications, data modelling, validation tools, technological research, maritime connectivity, artificial intelligence, heritage and culture, and support to education and capacity-building activities.

The proposal made clear that all costs and liabilities would have been borne by the host, with no financial burden placed on IALA or its membership. Outputs produced by the centres would remain advisory until considered and, where appropriate, adopted through IALA's established decision-making processes.

In governance terms, the paper proposed that the General Assembly endorse the overall framework and empower the Council to establish Centres of Support where necessary. A catalogue of needs will guide

expressions of interest, while the Council will have assess proposals against agreed criteria before approving any designation for a fixed term of up to three years.

The Secretariat would retain responsibility for coordination, oversight, liaison with the Committees and the Policy Advisory Panel, and reporting to Council. As a next step, it proposed the establishment of a small drafting group with participation of China, Denmark, Finland, Japan, the Republic of Korea and Spain to finalise the concept, the draft agreement with Member States and a draft General Assembly resolution for consideration at Council 05 in December 2026.

Comments were received in writing from Spain, Chile, Japan, Singapore and Canada during the meeting as follows:

Spain

‘Spain welcomes the proposal to establish IALA Centers of Support (ICoS) and fully supports the objective of providing the Organization with complementary capabilities that strengthen the work of the Committees, the Secretariat and the World-Wide Academy. However, it is considered advisable that the document explicitly states that the areas of support identified are illustrative rather than exhaustive, allowing different centers to undertake additional activities that contribute to the aims and objectives of the Organization, depending on the capabilities, expertise and resources provided by the host Member States.

In this regard, Spain proposes that the following areas of activity be included among the potential functions of the ICoS:

- Coordination of human and material resources contributed by different Member States for the implementation of projects, technical assistance programs and other activities promoted by IALA.
- Promotion of the conservation, protection and dissemination of the historical heritage associated with Marine Aids to Navigation, including lighthouses, historical optics, equipment, installations and related technical and documentary archives.
- Translation of IALA standards, recommendations, guidelines and technical publications into additional official languages beyond English and French, thereby improving the dissemination and accessibility of the Organization’s outputs.
- Delivery of training courses, particularly at Levels 1 and 2, as well as the progressive development of training activities in English and French in order to broaden the potential audience and beneficiaries.
- Organization and logistical support for Working Group meetings, technical workshops and international cooperation activities.
- Facilitation of joint procurement mechanisms or cooperative arrangements for the acquisition of equipment and supplies related to Marine Aids to Navigation, where such arrangements are of interest to several Member States.
- Promotion and dissemination of IALA standards, recommendations and guidance documents, supporting their implementation by Member States.
- Provision of specialized technical assistance in relation to regulatory queries, interpretation of standards and other technical matters associated with Marine Aids to Navigation.
- Exchange of information, experience and technical documentation among Member States in order to promote continuous improvement in the management of Marine Aids to Navigation.
- Support for the development of Marine Aids to Navigation projects and other technical initiatives of interest to the Organization.
- Any other activities that may contribute to the achievement of IALA’s objectives and that are approved within the established governance framework.

These functions are fully compatible with the areas of support already identified in the Secretariat’s proposal and would contribute to strengthening IALA’s capacity to fulfil its international mandate, particularly in the fields of technical cooperation, training, heritage preservation, knowledge transfer, regulatory dissemination and institutional capacity building among Member States. Accordingly, Spain proposes that the catalogue of potential ICoS functions remain open and flexible, allowing the incorporation of activities that, without replacing the responsibilities of the Committees or the Secretariat, provide added value to the Organization as a whole. Furthermore, while the current proposal understandably places particular emphasis on the S-200 domain and other technological developments, it should be recognised that IALA’s mission extends well beyond these areas. Training, technical cooperation, dissemination of standards, heritage preservation and capacity building are

equally important pillars of the Organization's work. Limiting the scope of the ICoS primarily to technological functions could unnecessarily restrict the potential of the initiative and overlook valuable contributions that Member States are able and willing to provide in these other strategic areas. In particular, Spain wishes to promote and advance the aforementioned objectives among Spanish-speaking countries, with the participation of all interested countries in the decision-making process for the initiatives undertaken by the center. In the case of Spain, we have government support for both the physical location of the offices and part of the budget and personnel. Therefore, the initial plan would be to locate it in Madrid, but, as I mentioned before, it would be open to the participation of all countries interested in the decision-making process, such as Spanish-speaking countries in the Americas, Africa, and Asia, (like Equatorial Guinea and the Philippines), as well as Portugal and Brazil, should they wish to join.'

Japan

'Following the Secretariat's proposal at the last Council Meeting in Mumbai, we examined the proposed concept from various perspectives. The results of that examination are set out in our input paper, and several of our suggestions have already been reflected in the Secretariat's latest proposal. We understand that this matter will be considered further by the drafting group. Therefore, we do not intend to comment on the details at this meeting. However, there is one point I would like to emphasize. It concerns on-going needs for the Centres and their continuing suitability, rather than a one-off justification for its establishment. In this regard, we understand that the question of on-going needs will be discussed through the Catalogue of Needs, while the question of continuing suitability will be assessed against the Criteria that will be developed and refined through further discussion. We intend to participate in the drafting group.'

Singapore

'Singapore supports the concept of IALA Centres of Support in principle. We welcome the Secretariat's response to concerns raised at previous Council, such as renaming to 'Centres of Support', and the clear provisions on self-funding and liability. Singapore shares the views of Denmark, Finland and Japan that the primacy and inclusiveness of the technical committees must be preserved. Any Centres of Support must operate in a complementary role to IALA's technical work. Singapore would welcome the opportunity to contribute to the drafting group. We look forward to working with the Secretariat and fellow Member States.'

Chile

'Chile would like to thank the Secretariat, as well as Denmark, Finland and Japan, for the clear and comprehensive information provided regarding the establishment of IALA Support Centres. Chile fully supports this initiative and believes that these centres will significantly strengthen IALA's capacity to promote harmonization, capacity-building and the implementation of international standards, particularly in regions where the development of aids to navigation systems and practices continues to face challenges. Chile also recognizes that language remains an important factor in knowledge transfer and professional training. In this regard, regardless of the country selected to host a Centre of Excellence, Chile stands ready to contribute its experience and capabilities to support the dissemination of IALA standards, guidance and best practices throughout the Spanish-speaking maritime community.'

Canada

'Canada would like to thank the secretariat for the document and the member states for the work on the proposal. Canada would like to support the points raised by Finland, Denmark, Japan and others that the role of the ICOEs should be further defined and activities should complement rather than parallel or replace the work of the technical committees. Canada supports the proposal in the paper to establish a small working group to finalize the concept and draft amendment and Resolution for consideration at Council 5.'

Sweden

Sweden welcomed progress on ICoS and thanked contributing members and the Secretariat. It supported the centres' role in advancing IALA's work, while stressing the need for integration with committee activities, transparency, and clear criteria to avoid duplication and competition for expert resources.

The Council agreed on tasking the Secretariat with organizing the work of a small drafting group for the resolution on the establishment of IALA Centres of Support.

Action item 1

The Secretariat to coordinate a drafting group of a resolution for the establishment of IALA Centres of Support to be presented to the 2nd General Assembly in Mumbai. The group will report on the progress of the draft at Council session 05.

9. FINANCE AND AUDIT GROUP REPORT

The Chair of the Finance and Audit Group, Iain Lower, introduced the paper under this agenda point.

9.1 Audited financial statements

Input paper C04-9.1 and Annex C04-9.1.1 refer.

The Income Statement in the annex only relate to the IGO's accounts; the Association's accounts having already been closed as of July 31, 2025 and the Association's balance sheet transferred into the IGO's accounts.

The net results reported in the Income Statement for both entities (the association and the IGO) in 2025 reflects the Organization's usual cash flow cycle:

- A surplus of €1,709,187 for the Association, primarily due to the receipt of a significant portion of membership contributions and fees during the first quarter of the year;
- A deficit of €1,027,265 for the IGO, mainly attributable to expenditures incurred throughout the year.

Consequently, as of 31 December 2025, the consolidated net result amounts to €681,922. The budget surplus is allocated to the capital within the financial reserves for the relocation project.

The total cost of the project amounts to 4.4 million euros, of which 2 million euros will be funded by the French Ministry of the Sea. An initial instalment of €600,000 was already paid to IALA in December 2025 and is recorded as a liability on the balance sheet.

Regarding the IALA budget, excluding the Academy's items, 82% of the total expenditure budget was used and the revenues amounted to 3.4 million euros.

€2.7 million was received for membership contributions and fees. The remainder consists of revenue from the sale of advertising space in the e-Bulletin, Secretariat support from the Academy, workshop registration fees and internal tax. A reversal of staff provisions, no longer applicable to the IGO, is accounted for K€477 due to the transfer of staff in April 2025. This one-off surplus is a consequence from the change of status and largely explains the surplus recorded in 2025.

The Council noted the audited 2025 financial statements.

9.2 Budget monitoring as of 30 April 2026

Input paper C04-9.2 and Annex C04-9.2.1 refer.

The main source of revenues for the Organization consists of the collection of membership contributions and fees. The collection rate is satisfactory, although there are still outstanding arrears awaiting settlement. A total of €2.3 million was received for membership contributions in April which represent 67% of the budget.

In total, IALA received €2.5 million as of 30 April 2026 out of €3.7 million budgeted.

With regard to operating expenditure, it amounts to €969,091, representing 26% of the total budget. The low level of expenditure can be explained by two main reasons:

First, the 2026 budget was built on the assumption that the relocation project would start in April. Moving expenses and contingencies costs were anticipated. The project has, for the time being, been postponed for a few months and shall start shortly.

The budget had also provided for the recruitment of an administrative officer, but it was finally decided to postpone this recruitment so that it would coincide with the move to the new headquarters.

In total, taking into account financial and exceptional items, 68% of the revenue budget was collected and 26% of the budget was spent on expenses.

The Council noted the Budget monitoring as of 30 April 2026.

9.3 Revised budget for 2026

Input papers C04-9.3 and Annex C04-9.3.1 Annex refer.

Total operating income amounts to €3.6 million. No budget variances are proposed for membership.

It can be noted that subventions are no longer considered exceptional items and are now reported in operating revenue, according to the new French financial Regulations. A new budget line has therefore been created for “Public subsidies and operating grants”.

In total, it is proposed to increase the revenue budget by 1%.

As regard to expenditure, the grants and allowances budget was increased to take into consideration the arrival of a new internationally recruited staff member in June in the Academy section with no impact on the IALA salary budget.

The budget for salaries has been reduced as it was decided to postpone the appointment of an administrative staff member until next year, when IALA will move to new offices.

Some provisions are kept for the relocation project, in particular K€245 in contingencies.

In total, it is proposed to increase the budget of operating expenses by 1%. This budget remains at 3.7 million.

The Council approved the revised budget for 2026.

9.4 Membership contribution status

Input papers C04-9.4 and Annex C04-9.4.1 refer.

The 1st General Assembly held in Singapore in February 2025 approved the following membership rates for 2027:

- Member States contributions: €25,000
- Associate Member fees: €22,200
- Affiliate Industrial Members fees: €7,000
- Affiliate Members fees: €3,380

Concerning the membership situation status, as of 3 June 2026, the Organization had received:

- 78% of the budgeted amount for contributions and fees for the year 2026.
- 31% of the budgeted amount for outstanding contributions and fees. A total of K€647 is still due by the different categories of members for the year 2024 and 2025.

The process of accession to the Convention is progressing smoothly. Since the beginning of the year, the Organization has welcomed 15 new members from different categories. Despite a few resignations and terminations, the total number of members remains unchanged at 347 as of 3 June 2026.

The Council noted the membership situation 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

Input paper C04-10.1.1 and C04-10.1.1.1, C04-10.1.1.2 refer.

10.1.1.1 Committee work programme 2025-2027

Technical Operations Director, Minsu Jeon, introduced documents C04-10.1.1 and C04-10.1.1.1, submitted for Council consideration. Document 10.1.1 outlined the revisions made by the four Committees to their work programmes since Council 03 and was presented for noting. Document 10.1.1.1, the Committee Work Programme for 2025–2027, set out the full task register and was presented for approval. The former provided the explanatory context for the latter.

He then explained that the Work Programme was maintained as a live online register and reflected the consolidated outcome of the four Committee sessions held since Council 03. The revised version recorded completed tasks, activated previously inactive tasks, introduced two new ENG tasks, and adjusted certain timelines were dependent on external organisations. It remained aligned with the IALA Strategic Vision 2025–2027 and key emerging priorities.

The Council noted the information provided and approved the committee work programme 2025-2027 outlined in document C04-10.1.1.1.

10.1.1.2 IALA's role in the development of eLoran

The Deputy Secretary-General introduced input paper 10.1.1.2, informing the Council on of recent developments relating to eLoran as a resilient terrestrial Positioning, Navigation and Timing (PNT) system, operating independently of GNSS and intended to complement satellite-based navigation, particularly in the context of increasing GNSS disruption, including jamming and spoofing.

It was noted that, earlier this year, 14 coastal States of the Baltic Sea and North Sea — namely Belgium, Denmark, Estonia, Finland, France, Germany, Latvia, Lithuania, the Netherlands, Norway, Poland, Sweden, Iceland and the United Kingdom — issued an open letter to the international maritime community and national authorities, calling for recognition of GNSS interference and AIS manipulation as threats to maritime safety and security; and encouraged cooperation in the development of alternative terrestrial radionavigation systems capable of supporting operations in the event of GNSS disruption.

The Council was further informed that the United Kingdom's Maritime and Coastguard Agency (MCA) recently expressed its intention to submit a new work output proposal to the IMO Maritime Safety Committee (MSC), including the development of performance standards for eLoran; and a proposed amendment to SOLAS Chapter V, Regulation 19, with a view to making eLoran carriage mandatory. In this context, the MCA has sought the support of relevant international maritime organizations, including IALA, emphasizing the need to strengthen resilience against GNSS denial and disruption.

The Council also noted national developments, including concerns expressed by Denmark regarding GNSS spoofing and jamming, and the associated decision to increase the deployment of RACON's to mitigate risks to the safety of navigation.

Against this background, the Council recognized that resilient PNT has evolved from a technical consideration into a strategic priority for many coastal States. eLoran has consequently re-emerged as a credible solution for providing GNSS-independent PNT services, supporting maritime, aviation and timing applications.

The Council was informed that several States, including France, the Republic of Korea, the United Kingdom and China, are actively progressing eLoran initiatives and planning the deployment of eLoran stations. Reference was also made to the International eLoran Standardisation and Implementation Conference held in March 2026 in the Netherlands, hosted by the European Space Agency, where stakeholders identified fragmentation in the existing eLoran documentation landscape and a lack of global coordination and harmonization.

The Council noted that IALA, as a technical organization with a strong maritime focus, is well positioned to contribute to the harmonization and coordination of eLoran, particularly within the maritime domain and in cooperation with other sectors such as aviation and timing services.

It was emphasized that any future role of IALA would not necessarily involve taking ownership of all eLoran standards but rather supporting global coordination and facilitating harmonization efforts within its mandate.

The Council further noted that engagement in this area would align with the needs expressed in the open letter from coastal States, the majority of which are IALA Members.

The Republic of Korea made an intervention, supporting IALA's engagement in the development of eLoran and emphasizing the urgency of establishing resilient terrestrial PNT systems to address GNSS vulnerabilities.

The Republic of Korea highlighted the importance of continued Member State collaboration and encouraged broad participation in the standardization of eLoran technologies. It also underlined the need for close cooperation with relevant international organizations, including IMO, ITU, and RTCM.

Germany intervened by recalling the long-standing existence of two relevant IMO documents, namely the "Performance Standards for Multi-System Shipborne Radionavigation Receivers" (IMO Res. MSC.401(95); 2015) and the "Guidelines for Shipborne Position, Navigation Timing (PNT) Data Processing" (IMO MSC.1/Circ. 1575; 2017).

The first document describes Performance Standards for a shipborne radionavigation receiver that takes in available radionavigation sources. The latter document describes a shipborne PNT receiver concept explicitly taking in contributions from all relevant PNT data sources available on a vessel at any given time, i.e. shipboard position sensors, space-based radio navigation systems, as well as terrestrial systems such as expressively eLORAN and R-Mode. Figure 4 of that document contains a comprehensive depiction of those potential sources.

There is, until today, no mandatory carriage requirement for a shipborne Resilient PNT device; thus, both documents are likely not being used widely in maritime shipping.

Germany continued by stating that both documents result from an initiative at IMO by Finland, France, IALA, and CIRM taken in 2012 (IMO MSC90/25/8 refers). It was the aspiration of that initiative at that time to eventually arrive at having IMO Performance Standards (PS) in place for a shipborne Resilient-PNT device taking into account the principles described in the present IMO guidelines as given above; this envisaged shipborne Resilient-PNT device was desired to be made a mandatory carriage requirement in due course. Over a period of around five years the above two documents resulted from that process, and the original aspirations were not reached (Documents NCSR2/7 (Australia, Finland, the Republic of Korea, the United States, IALA, CIRM), MSC95/111 (Norway), NSCR3/8 (Finland, Germany), and NSCR4/6 (Germany), amongst others refer).

It appears that the time is now ripe for a shipborne Resilient-PNT device to fulfil the appropriate SOLAS V carriage requirements. The substance contained in the existing IMO guidelines referenced above are considered relevant and current.

Would the above two documents be revisited and the content of the above guidelines be incorporated in the above existing Performance Standards, the original aspirations may potentially be reached in a relatively short period of time.

Hence, Germany suggested to re-visit the substantial results achieved at IMO by the initiative mentioned and transform these results into Performance Standards of IMO for a shipborne Resilient-PNT device, to be made a mandatory carriage under SOLAS V in due course.

Germany concluded its intervention by saying that IALA can have a relevant and even critical role in this process, since it participated from the beginning in the bespoke initiative. As a first and urgent task, it would be required to draft a new work item proposal to be submitted to the next IMO MSC meeting for urgent uptake by IMO.

The Council noted the information provided in document C04-10.1.1.2 on eLoran developments as well as comments made by the Republic of Korea and Germany, and endorsed that the Organization engages further in the coordination and harmonization of technical aspects of eLoran and other GNSS independent PNT systems.

10.1.2 Committee meetings and events plan

Input paper C04-10.1.2, C04-10.1.2.1 and C04-10.1.2.2 refer.

10.1.2.1 Proposals to host committee meetings in 2027

Technical Operations Director, Minsu Jeon, introduced the committee meeting and events plan. In light of the unavailability of meeting facilities at IALA Headquarters during the first half of 2027 due to the new HQ building project, Members were invited by Circular Letter 2026/01 to express interest in hosting the affected committee meetings. Following the deadline and subsequent consultations, the proposed hosting arrangements were as follows:

- **VTS 61** – China
- **DTEC 08** – Republic of Korea
- **ENG 24** – Portugal
- **ARM 24** – Norway

The Council noted the committee meetings and events plan as outlined in documents C04-10.1.2 and approved the committees hosts for the first half of 2027 as set out in document C04-10.1.2.1.

10.1.2.2 Workshop on VHF Data Exchange System (VDES) satellite

Minsu Jeon then introduced the proposal of a Workshop on VDES Satellite, to be held in Tokyo, Japan, from 10 to 13 November 2026, hosted by the Japan Coast Guard, the Ocean Policy Research Institute, and the Sasakawa Peace Foundation. The workshop would aim to support the practical implementation and future use of VDES satellite services, including the development of guidance for IALA members, a possible user manual, and IALA's position for consideration by IMO and ITU. It responds to recent progress at IMO on draft SOLAS amendments and performance standards for VDES, expected to enter into force in January 2028. The proposed event would include an open public forum, technical discussions, and a technical excursion, bringing together maritime authorities, service providers, international organisations, satellite operators, industry representatives, shipowners, and seafarers' associations.

The Council approved the proposal of a Workshop on VHF Data Exchange System (VDES) Satellite as set out in document C04-10.1.2.2.

10.1.3 Quality Assurance Process for documents

The Document Controller and Legal Advisor, Christina Schneider, provided a brief introduction to the slightly revised quality assurance process for technical documents, particularly recommendations and guidelines.

Following a thorough analysis by the Secretariat, it was considered necessary to allow additional time to ensure the preparation of accurate and consistent documents. Particular consideration was given to the number of recommendations and guidelines submitted to Council for approval at each session, the extension of the Council input paper deadline to 40 days under Regulation 07.14 of the General Regulations, and the constraints imposed by the scheduling of meetings in other international organizations.

As a result, drafts completed by a working group will no longer be submitted directly for approval by the closing plenary of the same Committee meeting. Instead, they will be submitted as input papers for approval at the subsequent Committee meeting. This approach provides the intersessional period for comments, observations, and editorial review by both Committee participants and the Secretariat.

Urgent draft recommendations and guidelines for which immediate approval by the Council is considered necessary, for example to support submissions to other relevant international organizations or to address specific technical developments, will continue to be processed under the existing procedure and will not be subject to the revised process. The Committee management team will determine which documents should be treated as urgent and will plan the work program accordingly.

The revised quality assurance process was presented to the opening plenaries of all four Committees during the spring meeting cycle and will take effect for Committee meetings held in the autumn.

The Council noted the information provided.

10.1.4 Proposal for future work of IALA on MASS

Input paper C04-10.1.4 refers.

Japan, Singapore and Türkiye submitted a paper to address the need for IALA to continue addressing Maritime Autonomous Surface Ships (MASS) in a timely and appropriate manner, in light of the expected finalisation and adoption of the non-mandatory MASS Code by IMO at MSC 111 in May 2026 and the subsequent launch of the experience-building phase. The paper noted that IALA had already considered MASS through its committees and the MASS Task Force, whose work had concluded in 2025, and that the Policy Advisory Panel would lead the development of an IALA MASS guideline for shore-based stakeholders. The document further highlighted that MASS-related technologies, including autonomous and remote operations, had progressed to demonstration and commercial use in several countries, while domestic legislation and research activities were expected to increase. In this context, the Secretariat was invited to monitor technological and practical developments, share IMO discussions from an IALA perspective, and provide an overview of the timing and conditions for further MASS discussions within IALA.

Japan's intervention:

'We submitted this paper jointly with Singapore and Türkiye, reflecting our shared concerns regarding MASS. We would like to explain the rationale behind the submission. International discussion on MASS has reached an important phase. Non-mandatory MASS Code has been adopted by MSC and work under the Experience-Building Phase (EBP) will now begin. One point that should not be overlooked is that discussions on MASS have not yet come to an end. On the contrary, there remains a need for further discussion and continued work with regard to MASS.

I have consulted a number of officers engaged in AtoN services regarding MASS. I came away with the impression that many of us, myself included, do not yet fully understand

- i) the current state of MASS technology
- ii) the challenges associated with its development and implementation, or
- iii) the implications it may have for the future provision of AtoN services.

Although there are no urgent issues requiring immediate discussion or conclusion, it will be important to ensure that discussions on MASS continue to be followed closely and systematically within IALA. Therefore, I would like to encourage the Secretariat to continue creating an environment that enables meaningful and well-informed discussions at IALA. More specifically, the actions we are requesting are set out in our input paper. Having said that let me illustrate this point with a practical example. One issue that requires further consideration is the relationship between VTS and the Remote Operations Centre (ROC). What kind of relationship should be established between them? It is our understanding that further discussions on the ROC concept will take place during the EBP. If that is the case, it will be important to closely monitor the discussions taking place within the EBP. At the same time, it will also be necessary to keep abreast of technological developments relating to ROC.

Without a clearer understanding of these developments and discussions, it will be difficult to determine the appropriate approach to the issue I have just mentioned. Of course, as one of the Member States of both IMO and IALA, we have a responsibility to engage actively in these discussions. At the same time, I believe that IALA itself also needs to consider these issues carefully from the perspectives I have outlined. To facilitate such discussions, it will be important for the Secretariat to take a leading role in fostering an environment that supports informed and meaningful exchanges among members.'

Singapore's intervention:

'Singapore as the co-sponsor of the document supports the continued work on MASS and recognises its potential to enhance the safety and efficiency of maritime operations which will increase in complexity in a mixed environment of MASS and conventional vessels. IMO at the last MSC 111 session approved the non-mandatory MASS Code and working towards experience building phase and finally the development of a mandatory code, Singapore believes that it is important that the work of IALA remains aligned with and complementary to the direction established by the IMO, towards ensuring a coherent and globally harmonised approach to MASS

implementation. With that, Singapore would like to take the opportunity to share our experience with MASS operations. In April 2026, Singapore received the Japan-registered autonomous-capable car carrier, ELDER LEADER of NYK Line in the Port of Singapore. In preparation for the ship's call, we had discussions with NYK Line and its research arm, MTI, on MASS interactions with shore-based systems i.e. VTS. We agreed to conduct data exchange trial through sharing of ship route plan from the vessel, Elder Leader via API to Singapore's Next Generation Vessel Traffic Management System prototypes.

While the trial was successful, it highlighted challenges that needed to be addressed. First, the methodology during the trial is effectively a 1-to-1 data exchange via a 1-to-1 API connection. With more MASS in operations in future, VTS will need to exchange data and information with multiple MASS simultaneously and may need different method or approach for such exchanges. Secondly, there were concerns on security of data exchange. For shipowners, links to shore-based system may increase vulnerability to the MASS systems onboard. Hence, communication links between MASS and shore-based systems must consider and address cybersecurity. Council, our trial only considered one aspect of MASS-VTS communications or just one point in Chapter 7 Considerations for the Provision of VTS in a MASS environment in IALA's guideline "Developments and Implications of MASS for Coastal Authorities". As you can see, there is much more work, research and testing to be done. We urge for Council to continue to support discussions on MASS and development of detailed guidelines so that coastal states can effectively prepare for MASS operations. We need to expedite the IALA's comprehensive guideline to complement IMO's non-mandatory code for ships. President, I don't think we want to be left behind.'

Türkiye's intervention:

'Türkiye would like to emphasize that studies regarding MASS are already actively ongoing within the IALA Committees' current working programmes. Furthermore, the latest developments and progress on this subject are being continuously monitored and coordinated during the Policy Advisory Panel (PAP) meetings. From Türkiye's perspective, we specifically wish to emphasize the critical importance of MASS within the context of Vessel Traffic Services (VTS). Therefore, we believe that these future frameworks and implementations should be further supported and validated through practical testbeds and technical workshops. We encourage IALA to continue focusing on the intersection of MASS and VTS in its future discussions.'

The Secretary-General reminded that this topic was very much a cross-committee work and that IALA had a workshop on the timeline for MASS a couple of years ago which concluded that with regard to Aids to Navigation IALA still have some time to prepare. He suggested that the PAP would consider the paper and advise how best to conduct the future work on MASS.

The Council noted the information provided.

Action item 2

The secretariat to send the paper from Japan, Singapore and Türkiye on the future work of IALA on MASS to the PAP for consideration.

10.2 ARM

10.2.1 ARM22 summary report

Input paper C04-10.2.1 refers.

The Technical Operations Director reported on the 22nd session of the ARM Committee, held from 20 to 30 April 2026, which brought together 97 participants from 27 countries and considered 59 input papers, resulting in 16 outputs across three Working Groups. The session reflected the continued shift towards digital AtoN and the S-200 framework. Progress was made in the areas of navigational requirements, information services and portrayal, and risk management, including work on IMO audit preparation, buoy tender operations, AtoN in fairway design, AIS in AtoN, cyber resilience, S-201 harmonisation, PAWSA tools, and AIS data management. The Committee also advanced several draft Recommendations, Guidelines and technical service documents, contributing to the ongoing modernisation of IALA's technical framework.

The Council noted the ARM22 summary report as outlined in document C04-10.2.1.

10.3 DTEC

10.3.1 DTEC6 summary report

Input paper C04-10.3.1 refers.

Technical Operations Director reported on the 6th session of the Digital Technologies Committee, held from 23 March to 2 April 2026, chaired by Hideki Noguchi with Dennis Khoo as Vice-Chair. The session brought together 146 participants from 24 countries, as well as Sister Organisations and observers, and considered 60 input papers, resulting in 17 outputs across three Working Groups. Progress was made in the areas of digital information systems, emerging digital technologies and digital communication systems, including work on the Maritime Service Registry, the operational MCP concept, AI and machine learning, IMT-2030/6G, innovation guidance, and VDES-related standards. The Committee also addressed a security risk related to Lua scripting for S-100 portrayal and advanced several outputs subject to external publication deadlines, thereby supporting the continued development of IALA's digital and technical framework.

The Council noted the summary report of DTEC6 as outlined in document C04-10.3.1.

10.3.2 New draft recommendation on VDE Payload Format Identifiers (VPFI)

Input paper C04-10.3.2 refers.

Document C04-10.3.2 presented a new normative Recommendation on the VDE Payload Format Identifier (VPFI). VDES carries many kinds of digital content, and for an application to use that content it must first know how to interpret it at the application level. The VPFI is a unique number, in the range from zero to approximately 268 million, that globally and unambiguously identifies the data format of the payload, whether the message travels over ASM, VDE terrestrial or VDE satellite. To guarantee interoperability worldwide, IALA maintains the harmonised registry of these identifiers as the definitive reference for developers and integrators.

VDES sits at the meeting point of several organisations. ITU defines the technical characteristics and frequency allocations of VDES through Recommendation ITU-R M.2092 and the maritime VHF bands of the Radio Regulations. At IMO, MSC 111 adopted amendments to SOLAS Chapter V recognising VDES as an alternative to AIS, entering into force on 1 January 2028 on a voluntary basis, together with new performance standards and operational guidelines covering the human-machine interface, cyber security and authentication. IEC, through TC80, is developing the corresponding test standard IEC 63514, currently circulating as a committee draft, and RTCM has incorporated VDES messaging in its Standard 13900.

DTEC therefore decided to lift the VPFI out of Guideline G1117 and give it standalone normative Recommendation status. Both IEC 63514 and RTCM 13900 have already adopted the VPFI concept; because IEC 63514 will reference this Recommendation normatively, it should be published, together with the revised G1117, before 1 July 2026.

The Council approved the new Recommendation on the VDE Payload Format Identifier (VPFI) for publication.

10.3.3 New draft guideline on demonstration of innovation

Input paper C04-10.3.3 refers.

Document C04-10.3.3 presented a new Guideline on the Demonstration of Innovation. The challenge it addresses is how to move an innovation from concept to operational implementation in a safe, structured and inclusive way: new technology in the sector is arriving quickly, and the difficulty is rarely the idea itself, but evaluating, validating and integrating it so that interoperability, regulatory compliance and operational effectiveness are preserved. The Guideline sets out a structured approach to bridge that gap by means of a feasibility demonstrator, deliberately focusing on process and methodology rather than on any specific technology and promoting a vendor-neutral, standards-based approach. It is aligned with Recommendation R1019 on the provision of maritime services in the context of e-Navigation and references Guideline G1107 on testbeds. Key considerations include goal-based specification, standards identification, cyber security, and environmental, social and governance factors, with the journey from innovation to feasibility demonstrator illustrated through the “W model”.

The Councillor from Romania recalled the innovation-related input paper submitted by Romania to the 3rd session of the Council. It was agreed that the content of that input would be taken into account in the next revision of the Guideline.

The Council approved the new Guideline on Demonstration of Innovation for publication, Ed.1.0, for publication.

Romania mentioned that they will submit an input paper ‘Innovation and Emerging Technologies Challenge in IALA’ for the Council session in China.

10.3.4 Revised G1191 MSR Technical Specifications

Input paper C04-10.3.4 refers.

Document C04-10.3.4 presented the revised Guideline G1191, the technical specification for the Maritime Service Registry (MSR), which allows a provider to register a service and a user to discover it. It is part of the Maritime Connectivity Platform and rests on IMO Resolution MSC.467(101), Guideline G1128 and SECOM. Edition 1.2 is a maintenance and alignment revision, not a re-design: the core concept is unchanged and all use cases, from local and global search through to registering, updating and removing a service, remain as before. The revision updates the registry’s interfaces to comply precisely with SECOM, which is about to be published as IEC standard 63173-2, and clarifies which interfaces must follow SECOM and which are specific to G1191, ensuring that the registry integrates with SECOM systems and IEC type-approved equipment without friction. The remaining changes are editorial.

The Council approved the revised Guideline G1191 on MSR Technical Specification, Ed.1.2, for publication.

10.3.5 Revised G1153 Review of emerging technologies

Input paper C04-10.3.5 refers.

Document C04-10.3.5 presented the revised Guideline G1153, the template that allows Members to screen an emerging technology in a consistent way: the technology is described in a table, and IALA reviews each element and marks it red, amber or green to indicate whether it merits more detailed examination. This is a light revision whose purpose is adaptation to IALA’s new status as an intergovernmental organisation, together with editorial improvement; the method itself is unchanged. The terminology has been updated (the title now refers simply to “Members” and the review column has changed from “Working Group Response” to “Response of reviewing entity”), and the questions in the template have been re-worded into clearer question form. The two-stage method and the red-amber-green rating with its definitions remain as before. Separately, the Committee added six new technologies to the companion Candidate Technology Tracker, which is a living register distinct from the template.

The Council approved the revised Guideline G1153 on the Review of Emerging Technologies, Ed.2.0, for publication.

10.3.6 Revised G1117 VDES Overview

Input paper C04-10.3.6 refers.

Document C04-10.3.6 presented the revised Guideline G1117 on the VDES Overview, the document describing the VDES system concept, operational characteristics, security options and role in e-Navigation. Edition 4.0 is a substantive refresh. Its principal change connects to item 10.3.2: the VPFI has been removed from the Guideline and lifted into the new standalone Recommendation, which G1117 now references. Beyond that, the edition adds several new technical sections, including VDES’s contribution to e-Navigation, maximum payload sizes and payload compression, interfacing with bridge equipment through IEC 61162-450, and security and authentication under IEC 63514. It adds an architecture example using the MCP and re-organises the use cases into two tiers, bringing the IALA-relevant cases (authentication of VDES and AIS messages, AtoN, VDES R-Mode, safety information, VTS and maritime domain awareness) to the front, with other potential uses listed separately. The prominence given to message authentication is timely, given IMO’s recent recognition of VDES and its authentication requirement.

The Council approved the revised Guideline G1117 on VDES Overview, Ed.4.0, for publication.

10.3.7 Feasibility Study for the establishment and operation of an IALA MCP Instance

Input paper C04-10.3.7 refers.

Document C04-10.3.7 set out the roadmap for the feasibility study on establishing and operating an IALA MCP instance. By way of background, the Technical Operations Director recalled the long-standing question in e-Navigation of how data is actually exchanged between ship and shore. Several communication channels are available, from legacy low-bandwidth systems such as AIS and NAVTEX to broadband links including LEO satellite, VDES and coastal 4G/5G, each with trade-offs in bandwidth, cost and coverage. The S-100 and S-200 datasets are far richer and larger than what was exchanged before, and the harder question is not only which channel carries the data, but how it is exchanged securely and reliably over any of them: how the ship knows the data is authentic, how it discovers the right service, and how ship and shore trust one another. SECOM and the MCP provide precisely this: they are channel-agnostic, operating on top of whichever communication channel is available, while standardising and securing identity (the Maritime Identity Registry, G1183), service discovery (the Maritime Service Registry, G1191) and trusted delivery (SECOM). This combination represents the most pragmatic solution available today.

The feasibility study examines three areas: first, liability – the legal responsibilities for IALA as an international organisation and for its members, to be reviewed with the Legal Advisory Panel and supported by a technical risk analysis; second, the operational model – where and how the registries would be hosted (local servers, cloud or outsourced), how they would be governed, who would be covered, and how an IALA instance would interoperate with others, such as the IHO's; and third, the financial and business model – the running and personnel costs and how they might sustainably be met.

The roadmap is phased so that a thorough evaluation precedes any commitment: the study outcomes will be reviewed at DTEC7 in the second half of 2026; the Council would then consider, at its December 2026 session, whether to forward a proposal to the General Assembly; and, if forwarded, the General Assembly would take the final decision on implementation and operation in 2027.

Australia's intervention:

‘Australia fully supports the progress of this important work by DTEC on the feasibility of an IALA Maritime Connectivity Platform instance. We recognise that a reliable and standardised connectivity framework is essential to enable the operational delivery of technical services developed through the IALA committees. Australia supports the continued development of the feasibility study, including its consideration of governance, liability, and sustainable funding arrangements. We also acknowledge and thank the Republic of Korea for its generous financial support to progress this work. Australia sees strong value in an IALA-operated MCP instance complementing developments underway in IHO, particularly to support services beyond the hydrographic domain and to enable broader participation from VTS authorities, AtoN providers, and industry stakeholders. We encourage continued coordination across IALA, IHO, and IMO to ensure interoperability and alignment as this work progresses.’

Ireland commented as follows:

Ireland supports the feasibility study and requests that consideration is given as to how best to brief Council members in advance on the details of the outcome of the study, in order to allow sufficient understanding and consideration of the governance, liability and sustainable funding issues to inform the decision to be made at the next Council Meeting.

The Council noted the feasibility study for the establishment and operation of an IALA MCP Instance.

10.4 ENG

10.4.1 ENG22 summary report

Input paper C04-10.4.1 refers.

Technical Operations Director reported on the 22nd session of the ENG Committee, held from 13 to 23 April 2026, which brought together 119 participants from 29 countries and considered 55 input papers, resulting in 31 outputs

across three Working Groups. Progress was made in the areas of visual and physical AtoN, radionavigation services, and heritage and culture, including work on leading lines, floating AtoN moorings and maintenance, resilient PNT, GNSS satellite-based PPP, eLoran harmonisation, the S-241 PNT Station Almanac data model, and heritage-related guidance aligned with UNESCO and ICOM frameworks. In total, sixteen documents and one liaison note to RTCM were forwarded for approval.

The Council noted the summary report of ENG22 as outlined in document C04-10.4.1.

10.4.2 New draft guideline on GNSS satellite-based PPP maritime service

Input paper C04-10.4.2 refers.

Document C04-10.4.2 presented a new Guideline on the GNSS satellite-based Precise Point Positioning (PPP) Maritime Service. Ordinary GNSS gives a position accurate to a few metres; PPP adds precise correction data for satellite orbits, clocks and atmospheric effects to bring accuracy to decimetre and even centimetre level. In the satellite-based form addressed here, the corrections are broadcast from satellites, so a vessel obtains high-precision positioning anywhere at sea without a network of ground reference stations, with the trade-off of a short convergence time before full accuracy is reached.

The Guideline maps the service against the operational requirements of IMO Resolutions A.1046(27) and A.915(22); describes existing and planned PPP systems, correction parameters and coverage; sets out the performance parameters (accuracy, convergence time, availability, continuity and integrity); and defines a service-provision scheme covering the provider, the end users and the maritime safety information provider. This is a long-matured deliverable, developed since ENG17 and finalised at ENG22. Two points of context were noted: the Guideline covers the satellite-based form, with a separate Guideline on terrestrial-based PPP as a future task; and, because PPP is itself GNSS-based, it improves accuracy and integrity and therefore complements, rather than replaces, GNSS-independent resilient systems such as eLoran and R-Mode.

The Council approved the new Guideline on GNSS satellite-based PPP Maritime Service, Ed1.0, for publication.

10.4.3 Revised G1023 on Design of Leading Lines

Input paper C04-10.4.3 refers.

Document C04-10.4.3 presented the revised Guideline G1023 on the design of leading lines, one of the oldest and most reliable aids to navigation: two marks positioned so that, when seen vertically aligned, the vessel is exactly on the safe centre-line of a channel. Edition 2.0 is a substantive re-write whose central purpose is to bring the hidden mathematics into the open. In the previous edition, the design knowledge – the equations and constants – was effectively locked inside a spreadsheet tool, with much of the document reading as a manual for that software. This edition extracts the equations and constants and sets them out as visible mathematics, so that the engineering is transparent, can be followed and verified by any designer, and the knowledge is preserved rather than dependent on a single tool. The edition also adds a new section on the acquisition region, together with refreshed guidance on beam width, passing lights, lantern placement and daymarks, and clearer geometry; the old software-operation and troubleshooting sections have been removed. The Guideline is one half of a consolidated task: the related Recommendation R0112 on leading lights is being updated separately and will come forward toward ENG23.

The Council approved the revised Guideline G1023 on the Design of Leading Lines, Ed.2.0, for publication.

10.4.4 Revised G1063 Partnership agreement for complementary use of lighthouse property

Input paper C04-10.4.4 refers.

Document C04-10.4.4 presented the revised Guideline G1063 on partnership agreements for complementary use of lighthouse property. As lighthouses have become automated, their cottages, land and out-buildings often stand unused. The Guideline helps authorities frame agreements that let a partner – such as a museum, tourism operator, telecommunications provider or volunteer group – make complementary use of those assets, supporting the sites' sustainable upkeep while always protecting the lighthouse's operational role as an aid to navigation. Edition 2.0 makes three main improvements: it re-frames the model from leasing to partnership, reflected in the new title and throughout the text; it re-structures the front matter into clear purpose, scope and limitations, with careful legal-disclaimer wording; and it adds real worked agreement examples in its annexes, giving Members concrete

templates to draw on. The Guideline sits within IALA's heritage documents, complementing Recommendation R1005 and the Complementary Lighthouse Use Manual.

The Council approved the revised Guideline G1063 on Lighthouse Partnership Agreements, Ed.2.0, for publication.

10.4.5 – 10.4.17 Revised Level 2 technician training overview

Input paper C04-10.4.5 to C04-10.4.17 refers.

Documents C04-10.4.5 to C04-10.4.17 were introduced together as a single suite of WWA Level-2 technician-training model courses. They give effect to Recommendation R0141 on the training and certification of AtoN personnel and were reviewed and updated by the World-Wide Academy and the ENG Committee at ENG22. The suite is framed by the C2000 Level-2 Training Overview, which sets out 11 subject modules and grades competence from level 1 to level 4, with a certificate on completion of each module. The C2001 series covers the technician's domain: C2001-1 and -2 introducing aids to navigation and buoyage; C2001-6 on factors affecting buoy positions; C2001-10 on fixed shore marks; and the practical courses C2001-3 on buoy handling and safe working, C2001-4 on buoy moorings, C2001-5 on buoy cleaning, C2001-7 and -8 on the maintenance of plastic and steel buoys, and C2001-9 on power sources on buoys. Completing the suite are C2005-1 on surface preparation before coating, which introduces the ISO 8501 standards, and C2006-1 on AtoN service craft and buoy tenders, which links to the STCW requirements for personnel working afloat.

The documents approved are:

10.4.5 Revised C2001 Level 2 technician training overview

10.4.6 Revised C2001-1 Introduction to AtoN

10.4.7 Revised C2001-2 Introduction to AtoN buoyage

10.4.8 Revised C2001-3 Buoy handling and safe working practices

10.4.9 Revised C2001-4 Buoy mooring

10.4.10 Revised C2001-5 Buoy cleaning

10.4.11 Revised C2001-6 Introduction to buoy positions

10.4.12 Revised C2001-7 Maintenance of plastic buoys

10.4.13 Revised C2001-8 Maintenance of steel buoys

10.4.14 Revised C2001-9 Power sources on buoys

10.4.15 Revised C2001-10 Introduction to shore marks

10.4.16 Revised C2005-1 Surface preparation before coating

10.4.17 Revised C2006-1 Service craft and buoy tender

The Council approved the WWA Level-2 Technician Training model courses presented in documents C04-10.4.5 to C04-10.4.17 for publication.

10.5 VTS

10.5.1 VTS59 summary report

Input papers C04-10.5.1 refers.

Document 10.5.1 reported on the 59th session of the VTS Committee, held from 27 February to 12 March 2026, which brought together 119 participants from 29 countries and considered 62 input papers, resulting in 38 outputs across three Working Groups. Progress was made in the areas of VTS operations, technology and training, including

work on the responsibilities of VTS competent authorities, alignment of G1089 with IMO Resolution A.1158, VTS digital communications, safety around offshore renewable energy installations, the Under-Keel-Clearance Digital Service, S-212 and S-210, operator recruitment attributes, remote training, and revisions to training guidance and accreditation. Six documents were forwarded for approval.

The Council noted the information on VTS59 summary report as outlined in document C04-10.5.1.

10.5.2 New draft guideline on Responsibilities of a VTS CA

Input papers C04-10.5.2 refers.

Document C04-10.5.2 presented a new Guideline on establishing a regulatory framework for VTS, focusing specifically on the responsibilities of the competent authority, and consolidating two former VTS tasks into a single coherent document. The international rules for VTS are set by IMO in Resolution A.1158(32), and each State gives them effect through national law; the body a government designates to set up and oversee VTS in that law is the competent authority, and the Guideline is in effect a practical manual for that authority. It is written on the assumption that the Contracting Government has already met its own duties, and takes in turn the four responsibilities the Resolution assigns to the competent authority: establishing the regulatory framework; authorising VTS providers to operate within a delineated area; approving VTS training and certifying personnel, including the accreditation of training organisations; and compliance and enforcement. It also addresses what the authority may require of participating ships. Until now there has been no single IALA guideline dedicated to the competent authority's responsibilities; the document fills a real gap and will be especially valuable to States establishing or maturing a VTS, supporting consistency worldwide.

India made the following comments:

India notes with appreciation the development of the guideline on the responsibilities of a VTS Competent Authority and thanks to IALA and the VTS Committee for this important work. As informed earlier, India has designated the Director General of the Directorate General of Lighthouses and Lightships as the Competent Authority for VTS. As we are in the process of developing our regulatory framework, this guideline will help as a valuable reference in ensuring alignment with international best practices.

The Council approved the new Guideline on the Responsibilities of a VTS Competent Authority, Ed1.0, for publication.

10.5.3 New draft guideline on VTS digital communications

Input papers C04-10.5.3 refers.

Document C04-10.5.3 presented a new Guideline on VTS Digital Communications. Traditionally, a VTS interacts with ships almost entirely by VHF voice; the Guideline sets out how to conduct that interaction digitally as well, through structured digital messages and automated data exchange, as one means alongside voice. Its purpose is harmonisation, so that digital VTS communication works the same way from one port and region to the next. The Guideline first sets out general principles – how a VTS manages the mix of voice, digital and automated communication, and how it handles information from outside the VTS, cyber security, technical failures and the human-machine interface – and then describes the VTS-specific operational functions (route, information, traffic and planning), with worked examples for a vessel arriving, at anchorage, transiting and departing. One principle was emphasised: a vessel must be capable of receiving these services and must subscribe to them, managing its own subscriptions; but where a vessel has not received information digitally, the VTS remains responsible for providing it by VHF voice in the conventional way. Digital communication supplements the voice service; it does not replace the duty to inform.

The Netherlands made the following comments:

‘The purpose of the document is to provide an overview and roadmap on the digitalization of VTS communication. A very important aspect in that is the availability and integrity of the digital systems. Cyber risks are a big thread to availability and integrity, especially because many VTS systems are not (currently) built and maintained to withstand the threads resulting from exposing the systems to public communication channels (e.g., the internet). Paragraph 3.1.2 states “From the VTS point of view the digital data exchange is secure unless ...”. This only addresses the integrity of the data exchanged (SECOM) but does not say anything about a cyber resilient design and architecture

of the connected (VTS/Ship) systems as well as maintenance procedures and security monitoring. I estimate that the described “fall back” of reverting back to voice communication may be needed in 90% of the time if system hardening, monitoring and procedures are not sufficiently addressed as it will probably result in unacceptable safety risks. As the guideline provides a high-level overview, guidance on cyber resilience in all aspects should be a significant part of this guideline as it may be the biggest obstacle for establishing external communication with/from VTS systems today.

Furthermore, guideline G1182 is referenced, but that guideline is meant to address legacy systems and guidelines where cyber resilience is currently non-existent. It explicitly states that new guidance should address cyber security as relevant for the topic of the new guidance. I propose to approve the document, but to ask the VTS committee starting immediately with edition 1.1. taking into account the things I said. Of course we will be available in the VTS committee to work on this subject.’

The Council approved the new draft guideline on VTS digital communications, Ed1.0 for publication, and tasked the Secretariat to bring the comments from the Netherlands to the attention of the Committee.

Action item 3

The Secretariat to bring the comments from the Netherlands to the attention of the VTS Committee.

10.5.4 New draft guideline on Aptitudes for VTS Operator recruitment

Input papers C04-10.5.4 refers.

Document C04-10.5.4 presented a new Guideline on the attributes to look for when recruiting VTS operators. Both IMO Resolution A.1158(32) and Guideline G1156 make clear that a major factor in the operation of a VTS is the competence of its people, and in a high-pressure, safety-critical role a candidate’s personal attributes – how they maintain situational awareness, handle several tasks at once and work under time pressure – are as important as their technical qualifications. The Guideline helps competent authorities, providers and recruiters identify and select for those attributes. It sets out the key aptitudes and behaviours sought in a VTS operator and the practical methods to assess them: psychometric aptitude and personality tests; practical exercises such as a VTS simulation, an accuracy-under-time-pressure test and a working-memory test; and a structured interview. It also covers how to use the results and how to keep the assessment methods under review. The Guideline was developed with input from a wide range of respondents – operators, supervisors, managers, competent authorities, training organisations and recruiters – and the highest-ranked attributes were consistent across all groups, signalling broad agreement on the core competencies. It complements, and does not replace, national legislation and established hiring practice, and is associated with Recommendation R0103.

The Council approved the new Guideline on Aptitudes for VTS Operator Recruitment, Ed1.0, for publication.

10.5.5 New guideline on Remote training in VTS

Input paper C04-10.5.5 refers.

Document C04-10.5.5 presented a new Guideline on Remote Training in VTS. The effective delivery of a VTS depends on the competence of its people, which in turn depends on continual training, traditionally delivered in person. Remote training – online, recorded and blended – now offers accessible, flexible learning that helps personnel maintain competency while reducing cost and the environmental impact of travel, but it brings real challenges: keeping learners engaged, preserving peer interaction and maintaining the integrity of assessments. The Guideline gives training organisations and VTS providers a practical framework: it defines the four delivery modes (synchronous, asynchronous, blended and hybrid) and weighs the benefits and challenges of each; sets out the instructor skill-sets that remote delivery requires, which differ from the classroom; covers preparation for both instructor and student, security, health and safety, and the creation of a psychologically safe learning environment; and gives guidance on designing recorded, asynchronous content.

The Council approved the new Guideline on Remote Training in VTS, Ed1.0, for publication.

10.5.6 Revised G1089 Provision of a VTS

Input paper C04-10.5.6 refers.

Document C04-10.5.6 presented the revised Guideline G1089 on the provision of a VTS, one of the foundational VTS guidelines, describing how a VTS delivers its services to participating ships. Edition 3.0 is a clarification and alignment revision, prompted above all by the increasing use of digital communications; its core structure – timely information, monitoring and management of traffic, and responding to unsafe situations – is unchanged. The revision strengthens alignment with IMO Resolution A.1158(32); introduces a clear consideration of situational awareness, the concept at the heart of VTS; and clarifies a distinction that has long caused confusion, between “interaction” and “communication”. The IMO definition of VTS uses the term interaction, and the Guideline now makes clear that interaction is the broader concept, of which communication is only a part, and that in a digital environment interaction may be system-to-system, person-to-system or system-to-person. From that follows a new consideration on the systems, processes and procedures needed to manage these various means.

The Council approved the revised Guideline G1089 on the Provision of a VTS, Ed.3.0, for publication.

10.5.7 Revised G1185 Considerations for enhancing the safety and efficiency of navigation around OREI10.5.7

Input paper C04-10.5.7 refers.

Document C04-10.5.7 presented the revised Guideline G1185 on enhancing the safety and efficiency of navigation around offshore renewable energy installations. With offshore wind farms in particular expanding rapidly, this guidance is increasingly relevant. Edition 1.0 was approved only two years ago, so this is a deliberately quick follow-up, and a genuinely cross-committee one: a whole-document revision by ARM and VTS together, prompted by ARM Committee feedback. The most substantial addition is the traffic-management dimension: where the first edition concentrated on physical and technical effects (lighting and marking, radar, communications, weather), this edition adds, under navigational safety, new sections on ship reporting systems, on VTS, and on the limited-access areas around installations – safety zones, areas to be avoided, and precautionary areas. The Guideline is now associated with Recommendation R1010, giving it a clearer normative anchor, and MASS considerations have been elevated.

The Council approved the revised Guideline G1185 on Safety around Offshore Renewable Energy Installations, Ed.2.0, for publication.

10.6 Product Specifications and Technical Services

10.6.1 Report on S-200 PS Development

Input paper C04-10.6.1 refers.

Document C04-10.6.1 consolidated the S-200 work across all four committees, against the context of the mandatory introduction of S-100-compliant ECDIS in January 2029, the deadline driving the whole programme. ARM took five decisions on the S-201 data model, re-established the joint task group with IHO, and submitted S-125 Edition 1 for IHO HSSC approval, which was granted at HSSC-18 in May 2026; it also introduced a new IALA validation framework, S-258. ENG reached common agreement on the data model for S-241, the PNT Station Almanac, with China MSA drafting and the Republic of Korea validating through the testbed, and began initial work on S-242. VTS advanced S-212, the VTS Digital Information Service, to a working draft, and made significant progress on S-210 for Inter-VTS Exchange. DTEC did not progress a specification at this session, but raised the S-100 scripting security risk, and the S-230 development task was transferred from DTEC to VTS.

The Council’s attention was drawn to one recurring point: although S-201 Edition 2 has been developed and approved, Member States and Associate Members continue to face genuine practical difficulties in producing S-201 datasets. The consistent message from the committees is that S-200 training remains insufficient in scope, and that the number and geographic coverage of training events should be increased.

The Councillor from Romania made a statement emphasising the importance of this work.

The Council noted the report on S-200 Product Specification development as presented in document C04-10.6.1.

10.6.2 Report on Technical Service Development

Input paper C04-10.6.2 refers.

Document C04-10.6.2 reported on the development of standardised Technical Services – the Service Specifications, Service Designs and Service Instances. ARM approved, as test versions, the Service Specification SS-0003 for providing AtoN information to end users and the Service Design SD-0003 implementing it over SECOM, prepared G1155-1 describing the AtoN Maritime Service, and began a specification for exchanging enhanced AtoN information between authorities. VTS published the Under-Keel Clearance Service Specification and progressed those for route exchange, VTS information and traffic clearance, all building blocks of the forthcoming S-212. DTEC finalised G1191, the registry that underpins service discovery across every domain, while deferring further work on G1128 until the SECOM standard stabilises. Continued close coordination among the committees will be essential to complete validation and to align with the SECOM and IEC type-approval timelines.

The Council noted the report on Technical Service development as presented in document C04-10.6.2.

11. WORLD-WIDE ACADEMY

11.1 Progress report and future actions

11.1.1 WWA Progress report

Input paper C04-11.1.1 refers.

The Dean, Vincent Denamur, reported that the World-Wide Academy continued to strengthen its role as IALA's principal capacity-building mechanism, with the Organization's IGO status providing enhanced legitimacy, visibility and opportunities for broader voluntary contributions, in-kind support and secondments. The Academy maintained a high level of activity in 2026, supported by increased sponsorship, an expanded budget and additional human resources, including the planned recruitment of an Education Planner and a part-time secondment from MPA Singapore. Its work remained structured around the "Enlighten, Educate and Engage" methodology, with emphasis on awareness raising, education and training, and long-term technical cooperation with coastal States.

Operationally, the Academy delivered or contributed to a broad programme of activities across four continents, including courses on AtoN management, AtoN Master training, risk management, GNSS and e-navigation, procurement and S-200 data production. Risk management remained a key priority, alongside digitalisation, resilient positioning, navigation and timing, and the review of the Level 1.1 AtoN Manager model course. The Academy also pursued technical needs assessment and follow-up missions, with confirmed or planned activities in countries including The Gambia, Iraq, the Philippines and Indonesia, and further discussions with several other coastal States.

Overall, the Dean demonstrated that the Academy was responding to increasing demand from coastal States and partner organizations, while adapting its offer to emerging needs such as digitalisation, governance, offshore activity, IMO audit preparation and support to island and archipelagic States. Council was invited to note the progress achieved and the continued importance of sustained financial, technical and in-kind support to enable the Academy to meet its expanding mandate.

Australia's intervention:

'Australia would like to commend the IALA World-Wide Academy and the work of Vincent and the team for its strong performance and continued expansion of its global education, training and technical assistance programme. Australia notes the growth in the Academy's financial resources, and supports the Academy's continued focus on risk management, and would welcome further information on planned or upcoming activities within the Pacific region, to support alignment and opportunities for regional cooperation.'

The Council noted the Academy progress report.

12. INTERNATIONAL

The Technical Operations Director, Minsu Jeon, introduced all documents under this agenda item: the information papers and liaison notes that the committees propose to send to other international bodies. The four documents listed under item 12.1 had already been approved by the Council, by correspondence and at a previous session, and had been submitted to IMO NCSR 13; they were presented for the Council's recollection. Of the remaining five documents, two pairs shared substantially identical content addressed to different organisations.

12.1 IMO

12.1.1 Information paper to NCSR13 on MCP Instance feasibility study

Input paper C04-12.1.1 refers.

Following NCSR's work on a framework for global IP-based connectivity for S-100 products, this paper updates the Sub-Committee on IALA's feasibility study for an MCP instance supporting SECOM-based e-Navigation services.

12.1.2 Information paper to NCSR13 on the results of IALA Workshop on RNAV and RCOM

Input paper C04-12.1.2 refers.

The paper conveys the results of the Edinburgh workshop on future radionavigation and radiocommunication, relevant to NCSR's work on an R-Mode receiver performance standard. Its headline message is that resilient positioning is needed now, and that today's 4G and 5G are already usable at sea.

12.1.3 Information paper to NCSR13 on the results of IALA Workshop on IMT-2030

Input paper C04-12.1.3 refers.

The paper contains the results of the Karlsruhe IMT-2030 workshop. Its message is that 4G and 5G are ready for maritime use today, and that the maritime community need not wait for 6G.

12.1.4 Information paper to NCSR13 on harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP

Input paper C04-12.1.4 refers.

The paper sets out IALA's proposed approach to connecting S-100 services, using SECOM, the secure ship-to-shore exchange standard, together with the MCP, and calls for cooperation among IMO, IHO, IEC, WMO and IALA.

The Council noted that the four information papers under item 12.1, previously approved by the Council, had been submitted to IMO NCSR 13.

12.2 IEC

12.2.1 Liaison note to IEC TC80 regarding S-100 vulnerability

Input paper C04-12.2.1 refers.

Document C04-12.2.1 is a liaison note to IEC TC80, which develops the testing standards for shipborne navigation and radiocommunication equipment, on the S-100 portrayal vulnerability. The issue is serious and concrete: S-100 specifies the Lua scripting language, version 5.1, to render its symbols on screen. A peer-reviewed analysis published in February 2026 identified an unrestricted Lua interpreter flaw in a reference ECDIS implementation: a malicious portrayal catalogue could execute its own code on the system, verified with a working proof of concept. The root cause lies in the S-100 specification itself, which neither restricts what a script may do nor requires it to be isolated safely. Moreover, Lua 5.1 has been unmaintained since 2012, with known flaws that will never be fixed. The threat therefore applies to all S-100-based products, including future S-200 series products, not only ECDIS, and the analysis recommends that security controls be added before the 2029 mandatory adoption date. The Technical Operations Director also reported that he attended IHO HSSC-18 in Gdańsk, Poland, in May 2026, where the matter is already under consideration; IALA will follow the IHO's work through the established liaison and reflect the outcome in its relevant documents.

The Councillor from Norway requested minor textual amendments to the liaison note. The Secretariat will revise the note accordingly and send the amended version to IEC TC80.

The Council approved the liaison note to IEC TC80 on the S-100 portrayal vulnerability, as amended, for submission.

Action item 4

The Secretariat to send the liaison note on S-100 portrayal vulnerability to IEC TC80.

12.2.2 Liaison note to IEC TC80 on IALA Rec on VPFI and revised G1117

Input paper C04-12.2.2 refers.

Document C04-12.2.2 is a second, shorter note to IEC TC80. Since IEC has itself adopted the VPFI in its draft standard IEC 63514, the note informs IEC that IALA has now made the VPFI a standalone Recommendation and updated Guideline G1117 on the VDES Overview to Edition 4.0, and invites IEC to refer to both.

The Council approved the liaison note to IEC TC80 on the VPFI Recommendation and revised G1117 for submission.

Action item 5

The Secretariat to send the liaison note on VPFI Recommendation and revised G1117 to IEC TC80.

12.3 IHO

12.3.1 Liaison note to IHO regarding S-100 vulnerability

Input paper C04-12.3.1 refers.

Document C04-12.3.1 conveys the same S-100 scripting vulnerability to IHO, as the custodian of the S-100 framework, with the identical analysis and recommended remedies as the note to IEC TC80 under item 12.2.1.

As the content is identical to the note under item 12.2.1, the minor textual amendments requested by the Councillor from Norway apply equally to this note. The Secretariat will revise the note accordingly and send the amended version to IHO.

The Council approved the liaison note to IHO on the S-100 portrayal vulnerability, as amended, for submission.

Action item 6

The Secretariat to send the liaison note on S-100 portrayal vulnerability to IHO.

12.4 RTCM

12.4.1 Liaison note on IALA Recommendation on VPFI

Input paper C04-12.4.1 refers.

Document C04-12.4.1 is the equivalent VPFI note to RTCM, which has adopted the VPFI concept in its Standard 13900. It informs RTCM of the new IALA Recommendation and invites it to refer both to that Recommendation and to Guideline G1117 Edition 4.0.

The Council approved the liaison note to RTCM on the VPFI Recommendation and revised G1117 for submission.

Action item 7

The Secretariat to send the liaison note on the VPFI Recommendation and revised G1117 to RTCM.

12.4.2 Liaison note on RTCM 10402.3 amendment

Input paper C04-12.4.2 refers.

Document C04-12.4.2 is a liaison note to RTCM on its 10402.3 standard, in reply to a liaison note received from RTCM. In the note, IALA thanks RTCM for its continued support and welcomes the rapid implementation of the proposed R-Mode extension through Amendment 2. IALA confirms that the test beds in Korean waters and the Baltic Sea will share their results: the Baltic implementation is planned for summer 2026, with first results in the autumn, while the Korean tests are already complete. IALA also notes RTCM's decision not to pursue the generic multi-constellation messages, and its plan for a future 10402.4 standard that would remove unused messages and consider a new integrity-support message.

The Council approved the liaison note to RTCM on the 10402.3 amendment for submission.

Action item 8

The Secretariat to send the liaison note on 10402.3 amendment to RTCM.

13. AFFILIATE INDUSTRIAL MEMBERS GROUP

Michael Walker reported that the AIMG met virtually during the winter, with discussions focused primarily on preparations for the 2027 IALA Conference and Exhibition in Mumbai. The Group agreed amendments to the conference guidelines, particularly in relation to the exhibition and the evening event, and noted that preparations in India were progressing steadily and productively. It was further noted that recent personnel changes within the AIMG reflected the continued renewal of the Group and its ongoing commitment to IALA. A virtual pre-meeting was scheduled for 7 July, ahead of the next in-person AIMG meeting to be held in Mumbai in September in conjunction with the Secretariat and Steering Committee.

The council noted the report from the AIMG.

14. IALA CONFERENCES, SYMPOSIA AND OTHER EVENTS

14.1 2027 – 2nd General Assembly- India

Input paper C04-14.1.1 refers.

The Council was informed that the second General Assembly of the International Organization for Marine Aids to Navigation had been scheduled for 10–11 November 2027 in Mumbai, with the morning of 12 November 2027 reserved if required. It was noted that the timetable for the submission of input papers and the declaration of candidacies for the positions of President, Vice President, Council Member and Secretary-General was established under the General Regulations. Member States were to be invited to submit proposals and declare candidacies in May 2027, with the relevant documentation and candidacies to be circulated in July and September 2027, and final deadlines falling in October 2027. It was further noted that most draft input papers and draft Resolutions would need to be approved by Council 05 in December 2026, while Council 06 in June 2027 would constitute the latest opportunity for approval of items requiring further discussion.

Key dates

- **December 2026 (Council 05)** – Approval of most draft input papers and draft Resolutions.
- **14 May 2027** – Invitation to Member States to submit proposals and declare candidacies for President, Vice President and Council membership.
- **13 July 2027** – Circulation of submitted proposals for comment and invitation to nominate candidates for Secretary-General.
- **11 September 2027** – Circulation of the provisional agenda, all papers, and collated candidacies for President, Vice President and Council membership.

- **11 October 2027** – Deadline for amending or alternative proposals and for nominations for Secretary-General.
- **June 2027 (Council 06)** – Final opportunity to approve outstanding draft input papers or draft Resolutions.
- **10–11 November 2027** – Dates of the second General Assembly in Mumbai.
- **12 November 2027 (morning)** – Additional time reserved, if required.

The Council noted the information provided on the preparation of the 2nd General Assembly.

14.2 2027 – 21st Conference – India

India reported steady progress in preparations for hosting the 21st IALA Conference and General Assembly in Mumbai from 8 to 12 November 2027. The Jio World Convention Centre booking had been confirmed following Council approval in December 2025, while budget estimates, accommodation arrangements and planning for digital engagement, delegate flow and the exhibition interface were being finalised in coordination with the IALA Steering Committee. India reaffirmed its commitment to ensuring a successful and seamless event.

The Deputy Secretary-General reported that preparation activities are progressing as planned. The conference venue has been confirmed as the Jio World Convention Centre, which was visited by councillors in December 2025 and assessed as fully meeting the requirements for the event. Ongoing work is focused on optimizing the use of available facilities, including meeting rooms, and refining the overall conference format with a view to enhancing interactivity and participant engagement.

With regard to conference content, a call for abstracts has been issued to all members, with a submission deadline of 31 August 2026. Submissions are being collected through a dedicated online platform, and all abstracts will undergo a structured peer review and evaluation process. Authors of selected abstracts will be invited to present at the conference. Members were encouraged to submit their contributions in a timely manner.

Preparations for the Affiliate Industrial Members Exhibition are also advancing. The Exhibition Steering Group has developed a draft Exhibition Manual, which will provide comprehensive guidance to exhibitors on procedures and requirements for participation.

In view of potentially time-consuming ground transportation in Mumbai, it is envisaged that the Affiliate Industrial Members Evening will be held in a green outdoor area in close proximity to the main conference venue.

Development of the conference website is ongoing, led by DGLL. A preliminary structure has been established and is being populated with relevant information. The initial version of the website is expected to be deployed in the near term.

Lessons learned from previous conferences are being incorporated, particularly with respect to payment processes. The organizers have provided assurance that appropriate measures are in place to ensure reliable and efficient handling of payments.

In conclusion, the Secretary-General expressed confidence that the host organization, in coordination with the Affiliate Industrial Members Group, will deliver a successful and high-quality conference.

The Council noted the update on the 21st Conference in India on 8 to 12 November 2027.

14.3 2029 – 15th Symposium

Input paper C04-14.3 refers.

The President introduced this point, reminding the Council that, in accordance with Convention Article 8.8(I) and General Regulations Article 15, symposia were organised to consider contributions on specific subjects related to Marine Aids to Navigation, with the venue and year determined by the Council. It was noted that, following the transition to a three-year cycle for conferences and General Assemblies, the interval between a conference and the subsequent symposium had been reduced to approximately one and a half years. The Council had decided at

its previous meeting to hold the 15th IALA Symposium in January 2029. The symposium was to be open to relevant international organizations, companies and individuals, with an accompanying exhibition of Marine Aids to Navigation equipment and services. Previous symposia had often focused on Vessel Traffic Services, while the most recent symposium, held in Rotterdam in 2021, had adopted the broader theme “Enhanced Maritime Safety and Efficiency through Connectivity.” It was also reminded that at the last meeting, it was decided that the theme of the 15th Symposium would centre on Artificial Intelligence, Cyber Security, and Resilient Infrastructure.

Then he gave the floor to Denmark who submitted a proposal to host the 15th Symposium.

The Council approved the proposal from Denmark to host the 15th IALA Symposium in Copenhagen in January 2029.

14.4 World Marine Aids to Navigation Day

14.4.1 WATON Day 2026

Input paper C04-14.4.1 refers.

The Republic of Korea reported that on 15 July, an event will be held in Busan and Pohang, comprising an official ceremony, an International AtoN Forum and the Pendeen Lighthouse Lens Exhibition Ceremony. The official ceremony will include the proclamation of core values related to lighthouse preservation and public value, the signing of an MOU between the Ministry of Oceans and Fisheries and IALA to strengthen maritime safety cooperation, and the presentation by the IALA Secretary-General of a commemorative plaque for the 2026 IALA Lighthouse of the Year to Chile’s representative. The International AtoN Forum will address lighthouse heritage and preservation, smart AtoN technology trends and the launch of the Asia-Pacific Lighthouse Network, while the exhibition ceremony will feature the unveiling and lighting of the Pendeen Lighthouse lens leased from UK Trinity House, with appreciation to be expressed to the public and private partners involved.

The Council noted the information provided and the request to consider sending representatives to Busan for the celebration. The Council was also invited to consider celebrating the WATON Day locally and on social media.

Action item 9

The Secretariat to prepare a circular letter with details of the event to be sent to all members as soon as possible.

14.5 Heritage Lighthouse of the Year

14.5.1 Heritage Lighthouse of the Year Celebration 2026

Input C04-14.5.1 refers.

The event will mark the official opening and public unveiling of the UK Pendeen Lighthouse heritage exhibition at the National Lighthouse Museum in the Republic of Korea in July 2026, as part of the World Lighthouse Day commemorations. Organised by the Ministry of Oceans and Fisheries, the exhibition will highlight the successful heritage loan and installation of the Pendeen Lighthouse lens, following completion of assembly, safety inspections and rotation tests. It will also underscore the strengthened maritime heritage cooperation between the United Kingdom and the Republic of Korea and provide a visible example of international exchange and collaboration among IALA Member States.

The Council noted the information provided.

15. MEMBERSHIP

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

15.1 Accessions to the Convention and Applications for Membership

Input papers C04-15.1 and C04-15.1.1 refer.

The Council noted the accession to the Convention for the following Members States:

- Azerbaijan

- Brunei Darussalam
- Vanuatu

The Council approved Affiliate Industrial membership for:

- Radio Holland, *Belgium*
- Cybernetica A/S, *Estonia*
- Sustentos Industriales y Maritimos, S.A de C.V, *Mexico*
- Ovun A/S, *Norway*
- Sparex Middle East, *Saudi Arabia*
- Advanced Electronic Co.; Ltd, *Saudi Arabia*
- Dais Intelligent Technology Co., Ltd, *People's Republic of China*

The Council approved Affiliate membership for:

- Pilbara Ports, *Australia*
- National Association of Radio Distress-Signalling, *Hungary*
- Hawkshill Consulting Ltd, *United Kingdom*

15.2 Changes in membership and resignations

Input paper C04-15.2 refers.

The Council noted the change of category from Associate membership to Member State for:

- Estonia
- Ecuador
- Libya
- Cameroon: the Convention has entered into force on 14 May, making Cameroon a Member State. As a result, the *Autorité Portuaire Nationale* was integrated into the Member State and the *Port Autonome de Douala* has become an Affiliate Member.
- Kuwait

The Council noted the resignations from Associate membership for:

- Latvian Maritime Administration

The Council noted the resignations from Affiliate Industrial membership for:

- Julius Marine GmbH, *Germany*
- Ocean King Marine Service Ltd, *Cyprus*

15.3 Membership Suspensions and Terminations

Input paper C04-15.3 refers.

The Council noted the following update on membership for:

- Shanghai Waterway Engineering Design & Consulting C. Ltd, *People's Rep of China*: this organization has settled its three years debt and was removed from the list of suspensions.

The Council decided to suspend Industrial membership for:

- UMI SAN Serviços de Apoio a Navegação e Engenharia Ltd, *Brazil*
 - Grupo Acquaplan, *Brazil*
 - W.A Maritimos Servicios Ltda, *Brazil*
 - Qingdao Geetsatcom Technology Co Ltd, *China (People's Rep of)*
 - Brasal Marine Services CY Ltd, *Cyprus*
 - Port Control Ltd, *Russia*
 - La Maquinista Valenciana Balizamientos, *Spain*
-

- **GS Marine Valve & Ship Supply, Türkiye**

The Council decided to suspend Affiliate membership for:

- **Korean Register of Shipping, Rep. of Korea**
- **Korea Maritime Institute, Rep. of Korea**
- **Duck Sung Ocean Development Co. Ltd, Rep of Korea**

16. COMMUNICATION

16.1 Update on communication matters

The Communication Manager, Audrey Guinault, reported that The Communications Policy had been revised to reflect the Organisation's transition to intergovernmental status. Work on the Annual Report 2025 had been efficient and following the accounts audit approval, the report had been published at the beginning of June. New memorabilia have been developed to support brand visibility. The 21st Conference and 2nd General Assembly have been announced by Circular Letter, with the call for abstracts issued and development of the conference website, mobile application, and further promotion were well underway. Members were encouraged to submit news items for the IALA e-Bulletin.

The Council noted the information provided.

17. ANY OTHER BUSINESS

17.1 Draft Award on Empowering Women in IALA

Input paper C04-17.1 refers.

Communication Manager Audrey Guinault introduced the draft paper which proposed the establishment of the IALA Award: Empowering Women in Marine Aids to Navigation. The proposal followed the Council's earlier agreement in principle, based on an input paper submitted by Romania and Australia at its 3rd session in Mumbai in December 2025. The Secretariat had reviewed similar awards in other intergovernmental organizations, particularly IMO, and prepared a draft framework covering the Award's purpose, eligibility, nomination, assessment and endorsement process. The Award would be assessed by a Panel appointed by the Secretary-General and presented every three years at IALA Conferences, with the first presentation proposed for Mumbai in 2027.

Romania suggested to look at the possibility to give more than one award every 3 years and Ireland suggested to ensure that the nominations procedure allows for member states to nominate women from organisations in other member states and not just their own country.

The Secretariat will make the necessary changes to the draft document to clarify as indicated by Ireland.

Australia's intervention:

'Australia would like to emphasise our support for this proposal. We support the comments of Romania. As IALA establishes itself as an IGO, it is essential that the organisation do so in a way that demonstrates its commitment to equity, inclusivity, and the future of the maritime safety and navigation sector.'

The Council approved the draft document on an IALA Award empowering Women in Marine Aids to Navigation and agreed for the process to start as soon as possible to follow the advised timeline.

18. DATES AND PLACES FOR NEXT MEETINGS

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

- Session 05: 30 November to 4 December 2026, Guangzhou, China.



- Session 06: 7 to 11 June 2027, Madrid, Spain.
- Session 07: 7 November 2027, Mumbai, India.
- Session 08: 12 November 2027, Mumbai, India.



ANNEX A – AGENDA FOR THE MEETING

ITEM		ACTION REQUESTED
1.	PRESIDENT’S OPENING REMARKS	Note
2.	APOLOGIES FOR ABSENCE	Note
3.	APPROVAL OF THE AGENDA	
3.1	Draft Agenda	Approve
4.	VACANT POSITIONS WITHIN THE COUNCIL	Note
5.	REPORT OF THE 3rd SESSION	
5.1	Matters arising from the session	Note
6.	REPORT BY THE SECRETARY-GENERAL	
6.1	Report from the Secretary-General	Note
7.	NATIONAL MATTERS	Note
8.	STRATEGY AND POLICY	
8.1	Policy Advisory Panel	
8.1.1	Report of PAP60	Note
8.1.2	Report of PAP61	Note
8.2	Change of status	
8.2.1	Status on ratifications	
8.2.2	Status on the new HQ	Note
8.3	IALA’s presence worldwide	
8.3.1	IALA Centres of Support	Decide
8.3.1.1	Comments from Denmark	Note
8.3.1.2	Comments from Finland	Note
8.3.1.3	Comments from Japan	Note
8.3.1.4	IHO Resolution Infrastructure Centre	Note
9.	FINANCE AND AUDIT GROUP REPORT	
9.1	2025 audited financial Statements	Note
9.2	Budget monitoring as of 30 April 2026	Note
9.3	Revised budget for 2026	Approve
9.4	Membership contribution status	Note
10.	TECHNICAL ACTIVITIES	
10.1	Committee work organisation	
10.1.1	Committee work programme	Note
10.1.1.1	Committee work programme 2025-2027	Approve
10.1.1.2	IALA’s role in the development of eLoran	Note
10.1.2	Committee meetings and events plan	Note
10.1.2.1	Proposals to host committee meetings 2027	Note
10.1.2.1.1	Norway	
10.1.2.1.2	Japan	
10.1.2.1.3	Argentina	
10.1.2.1.4	Portugal	

ITEM		ACTION REQUESTED
10.1.2.1.5	China	Approve Note Discuss
10.1.2.1.6	Korea	
10.1.2.2	Workshop on VHF Data Exchange System (VDES) Satellite	
10.1.3	Quality Assurance Process for documents	
10.1.4	Proposal for future work of IALA on MASS	
10.2	ARM	Note
10.2.1	ARM22 summary report	
10.3	DTEC	Note Approve Approve Approve Approve Approve Note
10.3.1	DTEC6 summary report	
10.3.2	New draft Recommendation on VDE Payload Format Identifiers (VPFI)	
10.3.3	New draft Guideline on demonstration of innovation	
10.3.4	Revised G1191 MSR Technical specifications	
10.3.5	Revised G1153 Review of emerging technologies	
10.3.6	Revised G1117 VDES overview	
10.3.7	Feasibility Study for the establishment and operation of an IALA MCP Instance	
10.4	ENG	Note Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve Approve
10.4.1	ENG22 summary report	
10.4.2	New draft Guideline on GNSS satellite-based PPP maritime service	
10.4.3	Revised G1023 on Design of Leading lines	
10.4.4	Revised G1063 Partnership agreement for complementary use of lighthouse property	
10.4.5	Revised C2001 Level 2 technician training overview	
10.4.6	Revised C2001-1 Introduction to AtoN	
10.4.7	Revised C2001-2 Introduction to AtoN buoyage	
10.4.8	Revised C2001-3 Buoy handling and safe working practices	
10.4.9	Revised C2001-4 Buoy moorings	
10.4.10	Revised C2001-5 Buoy cleaning	
10.4.11	Revised C2001-6 Introduction to buoy positions	
10.4.12	Revised C2001-7 Maintenance of plastic buoys	
10.4.13	Revised C2001-8 Maintenance of steel buoys	
10.4.14	Revised C2001-9 Power sources on buoys	
10.4.15	Revised C2001-10 Introduction to shore marks	
10.4.16	Revised C2005-1 Surface preparation before coating	
10.4.17	Revised C2006-1 Service craft and buoy tender	
10.5	VTS	Note Approve Approve Approve Approve Approve Approve
10.5.1	VTS59 summary report	
10.5.2	New draft Guideline on Responsibilities of a VTS CA	
10.5.3	New draft Guideline on VTS digital communications	
10.5.4	New draft Guideline on Aptitudes for VTS operator recruitment	
10.5.5	New draft Guideline on Remote training in VTS	
10.5.6	Revised G1089 Provision of a VTS	
10.5.7	Revised G1185 Considerations for enhancing the safety and efficiency of navigation around OREI	

ITEM		ACTION REQUESTED
10.6	Product Specifications and Technical Services	
10.6.1	Report on S-200 PS development	Note
10.6.2	Report on Technical service development	Note
11.	WORLD-WIDE ACADEMY	
11.1	Progress report and future actions	
11.1.1	Academy Progress Report	Note
12.	INTERNATIONAL	
12.1	IMO	
12.1.1	Information paper to NCSR 13 on MCP Instance feasibility study	Note
12.1.2	Information paper to NCSR13 on the Results of IALA Workshop on RNAV and RCOM	Note
12.1.3	Information paper to NCSR13 on the results of IALA workshop on IMT-2030	Note
12.1.4	Information paper to NCSR13 on harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP	Note
12.2	IEC	
12.2.1	Liaison note to IEC TC80 regarding S-100 vulnerability	Approve
12.2.2	Liaison note to IEC TC80 on IALA Rec on VPFI and revised G1117	Approve
12.3	IHO	
12.3.1	Liaison note to IHO regarding S-100 vulnerability	Approve
12.4	RTCM	
12.4.1	Liaison note on IALA Recommendation on VPFI	Approve
12.4.2	Liaison note on RTCM 10402.3 amendment	Approve
13.	AIMG	
13.1	Report from the AIMG representative	Note
14.	GENERAL ASSEMBLY, CONFERENCES, SYMPOSIA, AND OTHER EVENTS	
14.1	General Assembly – India	
14.1.1	Preparation for the General Assembly	Note
14.2	2027 – 21st Conference – India	
14.3	2029 – 15th Symposium	Note
14.3.1	Offer from Denmark to host the 15 th Symposium	
14.4	World Marine Aids to Navigation Day	Decide
14.4.1	WATON Day 2026 – Republic of Korea	Note
14.5	Lighthouse of the Year	
14.5.1	Heritage Lighthouse of the Year 2026 celebration	Note
15.	MEMBERSHIP	
15.1	Accessions to the Convention and Applications for Membership	Note/Approve
15.2	Changes in Membership and resignations	Note
15.3	Membership suspensions and terminations	Note/Decide



ITEM		ACTION REQUESTED
16.	COMMUNICATION 16.1 Updated on communication matters	Note
17.	ANY OTHER BUSINESS 17.1 Draft for the Award on Empowering women in IALA (based on input proposal from Romania and Australia)	Note/Decide
18.	DATES AND VENUES FOR NEXT MEETINGS	Note / Decide

ANNEX B – LIST OF PARTICIPANTS

Country	First Name	Last Name	Organization
Albania	Arsen	Mullaj	Albanian HQ Navy Force-Ministry of Defence
Albania	Kesjana	Huda	Albanian HQ Navy Force-Ministry of Defence
Australia	Alex	Barrell	Australian Maritime Safety Authority
Belgium	Nathalie	Balcaen	Ministry of Public Works and Transport
Brazil	Marcos	Lourenço de Almeida	Marinha do Brasil-Diretoria de Hidrografia e Navegação-Centro de Auxílios Navegação Almirante Moraes Rego
Brazil	Felipe	Tangari	Marinha do Brasil-Diretoria de Hidrografia e Navegação
Canada	Antonella	Ferro	Canadian Coast Guard
Chile	Juan Pablo	González	Minister of Foreign Affairs of Chile
Chile	Iván	Yoma	Minister of Foreign Affairs of Chile
Chile	Jaime	Gatica	Minister of Foreign Affairs of Chile
Chile	Henry	Arriagada	Minister of Foreign Affairs of Chile
China	Wenhua	Li	Maritime Safety Administration of the People's Republic of China
China	Liu	Jiangna	Maritime Safety Administration of the People's Republic of China
China	Yongqiang	Lu	Maritime Safety Administration of the People's Republic of China
China	Siming	Luo	Maritime Safety Administration of the People's Republic of China
China	Yingdian	Zhuang	Maritime Safety Administration of the People's Republic of China
Croatia	Toni	Maricevic	Ministry of the Sea, Transport and Infrastructure
Denmark	Jan	Thorn	DME-Ministry of Resilience and Preparedness
Finland	Elisa	Mikkolainen	Finnish Transport Infrastructure Agency
Finland	Heikonen	Kaisu	Finnish Transport Infrastructure Agency
France	Jean-Pascal	Devis	DGAMPA-Secrétariat d'Etat chargé de la mer
Germany	Thomas	Wagner	Federal Waterways and Shipping Agency
Germany	Jan-Hendrik	Oltmann	Federal Waterways and Shipping Agency
India	Natarajan	Muruganandam	Directorate General of Lighthouses and Lightships
India	Saravanan	Sundaravel	Directorate General of Lighthouses and Lightships
Ireland	Yvonne	Shields O'Connor	Department for Transport/Commissioners of Irish Lights
Japan	Koichi	Kawagoe	Japan Coast Guard
Japan	Masatora	Ono	Japan Coast Guard
Japan	Kinji	Takeuchi	Embassy of Japan in France

Japan	Mayumi	Arita	Japan Coast Guard
Rep of Korea	Yong Chan	Bae	Ministry of Oceans and Fisheries
Rep of Korea	Seung-Cheol	Lee	Ministry of Oceans and Fisheries
Malaysia	Siva Sangar	Krishnan	Ministry of Transport Malaysia
Malaysia	Abdul Samad	Shaik Othman	Ministry of Transport Malaysia
Netherlands	Maarten	Berrevoets	Ministry of Infrastructure and Water Management
Norway	Arve	Dimmen	Norwegian Coastal Administration
Romania	Lucian	Grigorescu	Maritime Hydrographic Directorate of Romania
Romania	Mihaela	Ghinea	Maritime Hydrographic Directorate of Romania
Singapore	Muhammad	Segar Abdullah	Maritime and Port Authority
Singapore	Murniyati	Nordin	Maritime and Port Authority
Singapore	Luqman Hakim	Abdul Razak	Maritime and Port Authority
Singapore	Selica	Lai	Maritime and Port Authority
Spain	Francisco Javier	Martin Santo Domingo	Puertos del Estado
Sweden	Carl-Johan	Winell	Swedish Maritime Administration
Sweden	Erik	Eklund	Swedish Maritime Administration
Türkiye	Mustafa	Bankaoğlu	Directorate General of Coastal Safety-Türkiye
Türkiye	Serhat	Aytugel	Directorate General of Coastal Safety-Türkiye
United Kingdom	Iain	Lower	Department of Transport, Trinity House Lighthouse Authority
United Kingdom	Michael	Bullock	Department for Transport, Northern Lighthouse Board
United Kingdom	Lydia	Irving	Department for Transport, Northern Lighthouse Board
United Kingdom	Philip	Day	Department for Transport, Northern Lighthouse Board
United Kingdom	Thomas	Arculus	Department of Transport, Trinity House Lighthouse Authority
AIMG	Michael	Walker	AIMG
Observers			
Azerbaijan	Mazahir	Niftiyev	The State Maritime and Port Agency - Ministry of Digital Development and Transport
Brunei Darussalam	Basza Alexzandar	bin Haji Basri	The Maritime and Port Authority
Estonia	Kert	Süsmalainen	Estonian Transport Administration

Italy	Francesco	Marotta	Italian Navy
Italy	Barbara	Magro	Italian Coast Guard
Portugal	Nuno	Chaves Ferreira	National Maritime Authority
Portugal	Fernando	Pereira Da Fonseca	National Maritime Authority
Qatar	Abdulaziz	Al-Sulaiti	Ministry of Transport
Qatar	Abdulaziz	Al-Mohannadi	Ministry of Transport
Qatar	Muneera	AL-Mohannadi	Ministry of Transport
Russia	Oleg	Gaidai	Department of Navigation and Oceanography
Russia	Aleksandr	Alekseev	Department of Navigation and Oceanography
Tunisia	Souhir	Mbarek Chiha	Ambassade de la République Tunisienne en France
IALA	Francis	Zachariae	IALA
IALA	Omar	Eriksson	IALA
IALA	Minsu	Jeon	IALA
IALA	Christine	Philip	IALA
IALA	Audrey	Guinault	IALA
IALA	J. Lorraine	Ndoumbe Eboule Mbong	IALA
IALA	Vincent	Denamur	IALA
IALA	Christina	Schneider	IALA

ANNEX C – ACTION ITEMS

1. *The Secretariat to coordinate a drafting group of a resolution for the establishment of IALA Centres of Support to be presented to the 2nd General Assembly in Mumbai. The group will report on the progress of the draft at Council session 05.*
 2. *The Secretariat to send the paper from Japan, Singapore and Türkiye on the future work of IALA on MASS to the PAP for consideration.*
 3. *The Secretariat to bring the comments from the Netherlands to the attention of the VTS Committee.*
 4. *The Secretariat to send the liaison note on S-100 portrayal vulnerability to IEC TC80.*
 5. *The Secretariat to send the liaison note on VPFI Recommendation and revised G1117 to IEC TC80.*
 6. *The Secretariat to send the liaison note on S-100 portrayal vulnerability to IHO.*
 7. *The Secretariat to send the liaison note on the VPFI Recommendation and revised G1117 to RTCM.*
 8. *The Secretariat to send the liaison note on 10402.3 amendment to RTCM.*
 9. *The Secretariat to prepare a circular letter with details of the WATON Day 2026 event to be sent to all members as soon as possible.*
-

ANNEX D – RECORD OF DECISIONS OF THE 4th SESSION OF THE IALA COUNCIL

The Council approved the agenda.

The Council agreed on tasking the Secretariat with organizing the work of a small drafting group for the resolution on the establishment of IALA Centres of Support.

The Council approved the revised budget for 2026.

The Council approved the Committee Work Programme 2025–2027 outlined in document C04-10.1.1.1.

The Council endorsed that the Organization engages further in the coordination and harmonization of technical aspects of eLoran and other GNSS-independent PNT systems.

The Council approved the committee hosts for the first half of 2027 as set out in document C04-10.1.2.1.

The Council approved the proposal for a Workshop on VHF Data Exchange System (VDES) Satellite as set out in document C04-10.1.2.2.

The Council approved the new Recommendation on the VDE Payload Format Identifier (VPFI) for publication.

The Council approved the new Guideline on Demonstration of Innovation, Ed.1.0, for publication.

The Council approved the revised Guideline G1191 on MSR Technical Specification, Ed.1.2, for publication.

The Council approved the revised Guideline G1153 on the Review of Emerging Technologies, Ed.2.0, for publication.

The Council approved the revised Guideline G1117 on VDES Overview, Ed.4.0, for publication.

The Council approved the new Guideline on GNSS satellite-based PPP Maritime Service, Ed.1.0, for publication.

The Council approved the revised Guideline G1023 on the Design of Leading Lines, Ed.2.0, for publication.

The Council approved the revised Guideline G1063 on Lighthouse Partnership Agreements, Ed.2.0, for publication.

The Council approved the WWA Level-2 Technician Training model courses presented in documents C04-10.4.5 to C04-10.4.17 for publication.

The Council approved the new Guideline on the Responsibilities of a VTS Competent Authority, Ed.1.0, for publication.

The Council approved the new draft Guideline on VTS Digital Communications, Ed.1.0, for publication, and tasked the Secretariat to bring the comments from the Netherlands to the attention of the VTS Committee.

The Council approved the new Guideline on Aptitudes for VTS Operator Recruitment, Ed.1.0, for publication.

The Council approved the new Guideline on Remote Training in VTS, Ed.1.0, for publication.

The Council approved the revised Guideline G1089 on the Provision of a VTS, Ed.3.0, for publication.

The Council approved the revised Guideline G1185 on Safety around Offshore Renewable Energy Installations, Ed.2.0, for publication.

The Council approved the liaison note to IEC TC80 on the S-100 portrayal vulnerability, as amended, for submission.

The Council approved the liaison note to IEC TC80 on the VPFI Recommendation and revised G1117 for submission.

The Council approved the liaison note to IHO on the S-100 portrayal vulnerability, as amended, for submission.

The Council approved the liaison note to RTCM on the VPFI Recommendation and revised G1117 for submission.

The Council approved the liaison note to RTCM on the 10402.3 amendment for submission.

The Council approved the proposal from Denmark to host the 15th IALA Symposium in Copenhagen in January 2029.

The Council approved Affiliate Industrial membership for Radio Holland, Belgium; Cybernetica A/S, Estonia; Sustentos Industriales y Maritimos, S.A de C.V, Mexico; Ovun A/S, Norway; Sparex Middle East, Saudi Arabia; Advanced Electronic Co.; Ltd, Saudi Arabia; and Dais Intelligent Technology Co., Ltd, People's Republic of China.

The Council approved Affiliate membership for Pilbara Ports, Australia; National Association of Radio Distress-Signalling, Hungary; and Hawkshill Consulting Ltd, United Kingdom.

The Council decided to suspend Industrial membership for UMI SAN Serviços de Apoio a Navegação e Engenharia Ltd, Brazil; Grupo Acquaplan, Brazil; W.A Maritimos Servicios Ltda, Brazil; Qingdao Geetsatcom Technology Co Ltd, China (People's Republic of); Brasal Marine Services CY Ltd, Cyprus; Port Control Ltd, Russia; La Maquinista Valenciana Balizamientos, Spain; and GS Marine Valve & Ship Supply, Türkiye.

The Council decided to suspend Affiliate membership for Korean Register of Shipping, Republic of Korea, and Korea Maritime Institute, Republic of Korea, Duck sung ocean development co. Ltd, Republic of Korea.

The Council approved the draft document on an IALA Award Empowering Women in Marine Aids to Navigation and agreed for the process to start as soon as possible to follow the advised timeline.

The Council approved the dates and venues for Council as follows:

- Session 05: 30 November to 4 December 2026 in Guangzhou, China.
- Session 06: 7 to 11 June 2027 in Madrid, Spain.
- Session 07: 7 November 2027 in Mumbai, India.
- Session 08: 12 November 2027 in Mumbai, India.



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