

Pre-DIPCON**18-19 April 2017
Paris****1.2 Presentation of IALA and the IALA World Wide Academy****Omar Frits Eriksson**

Tuesday 18 April 2017

Omar take the floor after Francis – Slides 13 – 27.**Slide 13 – The Academy**

Mr Secretary General, thank you for introducing me.

Mr. President, Honourable Ministers, Excellences, Secretary-Generals, distinguished delegates, ladies and gentlemen,

It is a great honour for me to address this first Pre-Diplomatic Conference, and I am delighted to provide an overview of the IALA World-Wide Academy.

The Academy, as we call it, was inaugurated in 2012, and is, as the Secretary General mentioned, an integral part of IALA. It is however completely independently funded by various donors from around the world.

The Academy has three primary functions:

- Capacity building
- Education and Training, and
- Research and development within Aids to Navigation



Slide 14 Strategic Objectives

The Academy focusses on the second Goal set out in IALA's strategic vision, which is:

that all coastal states contribute to an efficient global network of aids to navigation and services for the safety of navigation, through capacity building and the sharing of expertise.

To achieve this, the Academy has set out these five primary strategic objectives:

- We must focus our efforts on those Coastal States with greatest need
- We must Review the progress within Target States we already are in contact with
- We need to build at least one training hub in each continental region
- The Academy must be synchronized with other capacity building initiatives such as the IHO and the IMO. We must be perceived as "Delivering as One"
- We need to make sure that we keep in contact with those we have trained, and ensure that they continue to learn through interaction with the Academy and other fellow graduates

Slide 15 - Assessment of Need - 154 Coastal States

In order to figure out which Coastal States are indeed in the greatest need, we have come up with this method of need assessment.

On the one hand, we have the Volume of Traffic and Degree of Risk within the waters of each Coastal State, and on the other hand the perceived maturity of their Maritime Management.

Slide 16 – States in need (2017)

This assessment resulted in this table, which describes the number of countries in each category in each continental region.

This is a very helpful tool, when prioritizing our activities, and maximizing the effect of our endeavours.

Slide 17 – Those in Greatest Needs

This slide illustrates the geographical distribution of those 28 states in greatest need of our assistance.

Slide 18 – Planned Missions 2017

Based on this tool and other factors, we have scheduled these missions in 2017.

We conduct two types of missions, Needs assessment missions and Review missions.

Needs Assessment missions, are our first encounter with the Coastal State, and where we assess the need for change to ensure the delivery of World-Class Aids to Navigation Services.

While addressing the technical aspects of Aids to Navigation Service delivery, these missions also include the need to change the legal framework governing Aids to Navigation, as well as training and education needs.

The **Review** missions are follow up missions, which are conducted 8-12 months after a needs assessment mission, in order to encourage and assess the progress made, so far.

Slide 19 - Lobbying States in the need

The Academy achieves nothing without the goodwill and cooperation of the local competent authorities, and therefore we lobby all those states we believe are in great need for our services in various international fora.

This includes IMO committees, Regional Hydrographic Commissions, and any other relevant regional gatherings of representatives for Maritime Authorities such as APHoMSA.



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Slide 20 – Delivering as One

As mentioned before, there are a lot of Capacity Building initiatives out there, and we must avoid duplication and competition.

We must therefore join our forces with other contributors in the maritime domain, under the Banner of the United Nations “Delivering as One” Concept.

Slide 21 - Planned AtoN Manager Courses 2017

The Academy has a concept for training Aids to Navigation Managers, encompassing five modules over four weeks. These are the planned courses for 2017.

Slide 22 – Distance Learning

Four weeks is a long time away from the office.

Therefore the Academy has developed a distance learning course, which can be conducted off-line.

For the moment this is conducted manually via e-mail, but we are in the process of developing this course on a suitable e- learning platform.

In order to ensure sufficient quality, the examination has to be performed in person, supervised by the Academy.

We believe that this type of education will be in high demand over the coming years.

Slide 23 - Academy Training Activities 2017

The Academy does not deliver much training itself.

Our basic concept is to try to develop the capacity of national and regional Training Organisations to deliver the IALA Model Courses themselves, preferably in the local language.

Nevertheless, the Academy still delivers some fundamental, high-tech (if you will) courses itself. This includes topics such as Risk Assessment and e-Navigation.

Slide 24 – IALA Accreditation Scheme

The concept of IALA developed model courses, delivered by other training organisations, needs some level of quality assurance.

Therefore, IALA, through the World-Wide Academy, has developed an Accreditation Scheme for those Training Organisations that wish to deliver the IALA Model Courses.

The basic principle is, that the local competent authority is responsible for ensuring the quality of the Training Organisations, their lecturers and course materials etc. and that the Academy monitors this process.

Slide 25 – Connecting People

As I mentioned before, we need to make sure that we keep in contact with those we have trained, and ensure that they continue to learn through interaction with the Academy and other fellow graduates

The Academy has planned a number of initiatives aiming at bringing the IALA Alumni together, both physically and virtually.

We believe that this kind of interaction is necessary to ensure lifelong learning and development.

Given the global scope of IALA and the Academy, physical meetings are very demanding and expensive. Therefore, we are trying out various virtual meeting methods, and social media interaction with our Alumni members.

We hope to be able to build a long term relationship with each and every one of our graduates.



Slide 26 – Research and Development

The Academy work on Research and development is all about advancing the frontiers of knowledge and facilitating Research and development within the scope of IALA

The Academy liaises closely with the IALA Committees in order to understand the current level of knowledge and need for research within specific areas.

The Academy liaises with maritime universities world-wide and encourages research and development of those specific topics which support the work of the IALA Committees.

In order to ensure that the academic community understands the need for research within specific areas of interest for IALA, the Academy publishes regularly a list of IALA Aids to Navigation related research topics.

Slide 27 – The IALA World-Wide Academy

“Suffice for me to say here, that demand for the Academy’s assistance in training in lesser developed countries continues to grow around the world with regard to both marine aids to navigation and Vessel Traffic Services.

It is important to note that the Academy’s missions for technical needs assessment and capacity building for the development and strengthening of human and institutional resources, as well as its training events, are generating increased enquires to obtain IALA membership.

This is also linked to the wish of many lesser-developed countries to build a maritime economy, for which they need sufficient cadres of competent people.

Furthermore, coastal States that are members of the International Maritime Organization (IMO) need to prepare for compulsory audits, under the IMO Member State Audit Scheme, with

respect to fulfilment of their obligations under the International Convention for the Safety Of Life At Sea (SOLAS Convention) relating to the provision of aids to navigation.

The Academy recognises the considerable challenge that it has set itself, but is now appropriately resourced to meet it. This would not be possible were it not for generous sponsorship both in direct and indirect funding from a number of nations and organisations and the superb and unstinting support from the four IALA technical committees.

The World-Wide Academy is and continues to be the vehicle whereby IALA delivers education, training and Capacity Building to the international community.

With these words, I conclude my presentation and look forward to answering any questions you may have.

Thank you.