

Pre-DIPCON**18-19 April 2017
Paris****1.2 Presentation of IALA and the IALA World Wide Academy****by the IALA Secretary-General****Francis ZACHARIAE**

Tuesday 18 April 2017

Slide 1

Mr President, thank you for giving me the floor.

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

It is a great honour for me to address this first Pre-Diplomatic Conference on IALA's change of status from an international non-governmental association to an intergovernmental organization. It is also a pleasure to see so many familiar faces in the audience, and in the next two days I look forward to meeting National Members I have not yet had the opportunity to meet in person. New members of the IALA family – as we like to call it. I have been the Secretary-General for a little over two years. During this time the preparatory work on the planned new status has taken up a considerable time, and I have been very pleased indeed with the progress made, which is in no small measure thanks to your support as well as the hard work delivered by the Council, the Legal Advisory Panel and others.

My active involvement with IALA goes back over many years, prior to my appointment as Secretary-General, when I worked at the Danish Maritime Authority, and I also chaired the Legal Advisory Panel before Mr. Price who you will hear tomorrow. I am convinced that the IGO status will benefit the membership and enhance the status of IALA as the peak technical organization in its field of expertise. Our responsibilities are complicated, and for this reason close collaboration has always been at the heart of IALA – as has international cooperation with other international organizations, governments and concerned maritime community stakeholders.



Slide 2 – Aids to navigation (IALA definition, see Article 1 of IALA Constitution)

It is important to note that IALA's technical work is concerned with marine aids to navigation, that is to say, devices, systems or services that are *external* to ships. This is what distinguishes IALA from the International Maritime Organization. The IMO has the mandate under international law to set global standards for the safety of ships at sea, their cargoes and people carried on board.

The history of navigation is also the history of seamanship. Seamanship is the art of directing a vessel upon the open sea through the establishment of its position and course using traditional practice – and in the digital era increasingly also making use of very advanced technologies. Today, IALA is embracing advances in digital technology, alongside maintaining traditional, visual aids to navigation. Resilient positioning, navigation and timing continues to be one of the big issue of the day and IALA sees itself as an important pioneer in finding robust solutions.

Another issue that continues to demand our close attention concerns the recurrence of avoidable marine accidents. All too familiar causes are poor bridge watch keeping standards, inadequate knowledge of the Collision Regulations, and lack of understanding of the role of Vessel Traffic Services - VTS. VTS continue to spread around the world to assist in both the efficiency and the safety of shipping traffic in high-density sea areas, navigationally difficult waterways, and busy port approaches and port areas. As this audience is well aware, one of the most successful IALA initiatives concerns the training standards it has created for different levels of VTS operators, the so-called IALA Recommendation V-103 on Standards for Training and Certification of VTS Personnel.

Distinguished delegates,

Slide 3 – Contents

My task today is to present **IALA's profile**, highlighting how we have developed and gone about our activities as an international non-governmental association, and also how more recently we have become an important player in training and capacity building, through the activities of the **World-Wide Academy**. I shall also comment on the future of IALA as an **intergovernmental organization**.

Slide 4 – About IALA

So, starting with IALA, allow me first to comment briefly on IALA's principal mission as reflected in its 'motto' and principal aims.

Slide 5 – The IALA 'motto' and principal aims

Safety and protection of the environment both benefit from successful accident prevention. In addition, zero accidents bring benefits for economic growth and social progress, and the reduction of accidents is therefore an important element of sustainable development as envisaged by the United Nations Assembly, which, in 2015, adopted the 2030 Agenda for Sustainable Development in the interests of the preservation of planet Earth. The associated Sustainable Development Goals – there are 17 in total – expressly include the conservation and sustainable use of the oceans, seas and marine resources (SDG 14).

The world's seas and oceans provide us with vital resources and are also the primary channels for the transportation of goods that are essential to daily life. However, the maritime environment is challenging because it is unpredictable. Fortunately, with the right technology we can mitigate these challenges and gain better control over the safety and efficiency of shipping, thereby also protecting the environment.

It is against this background that IALA's 'motto' of "Successful Voyages, Sustainable Planet" must be understood.

Sustainable safe navigation in an era of increased competition for marine spatial access was the theme of the highly successful 13th International Vessel Traffic Services Symposium, organized in Kuala Lumpur by the Marine Department of Malaysia last August.

IALA's mission of promoting sustainable ship voyages in support of a sustainable eco-system is underpinned by three principal aims. These are as relevant today as they were when the IALA was first established in 1957. They are:

- To harmonise standards for aids to navigation systems worldwide.



4.2.1

- To facilitate the safe and efficient movement of ships.
- To enhance the protection of the marine environment.

Slide 6 – Four types of membership

Particularly encouraging for the fulfilment of our principal aims is the steady rise in the IALA membership.

During 2016 alone, 21 new members joined IALA. Today the **total membership** stood at **276 active members**, representing an increase of almost 10 per cent from two years earlier.

National authorities responsible for aids to navigation provision account for **84 National Members**, while **Industrial Members**, comprising mainly equipment manufacturers, distributors and consultants, total **132**. In addition, there are **60 Associate Members**, who represent other services, organizations and scientific agencies.

Honorary membership is awarded to individuals for exceptional service rendered to IALA.

What distinguishes IALA, and enables it to carry out its work successfully, is the will to cooperate and the evidence of this cooperation within IALA is the *cohesion* between, on the one hand, its National Members, as aids to navigation authorities, and, on the other hand, those who provide the technical expertise for the required research and development and deliver marine aids to navigation systems and equipment.

It is this cohesion that supports IALA's technical work, which is carried out by four Committees.

Slide 7 – The Committees: “The Power House of IALA”

The IALA Committees are at the heart of the association – the power house. The IALA Council establishes a Committee when it considers that a subject or a technical matter, relevant to the aims of IALA, needs further study, clarification or discussion. The Committees constitute an international community of experts in a particular field, who prepare and review relevant IALA publications in accordance with the IALA 4-yearly work programme. They also continuously monitor specific

developments; these can influence the guidance offered to the IALA membership and affect decisions made in the provision of aids to navigation. Committee meetings enable all members to share expertise and experiences and keep abreast of developments in their field. The Committees normally meet twice a year at the IALA Headquarters in Saint Germain en Laye just a short train ride from here.

The four IALA Committees cover the following areas:

- Aids to Navigation Requirements and Management (ARM Committee)
- Engineering and Sustainability (ENG Committee)
- Vessel Traffic Services (VTS Committee)
- e-Navigation (ENAV Committee)

Slide 8 – Publications: Main result of the Committees' work

The results of the work of the Committees are published and can be downloaded for free from the IALA website to ensure their widest possible dissemination. The existing IALA publications take different forms:

- **Recommendations** advise *what* should be done.
- **Guidelines** advise *how* to implement the recommendations as best practices.
- **Manuals** provide a general source of reference for professionals. Examples are the NAVGUIDE (Aids to Navigation Manual), the Maritime Buoyage System (MBS), the Vessel Traffic Services Manual, and the IALA Dictionary.
- **Model courses** provide guidance on the training of VTS personnel, aids to navigation managers and aids to navigation technicians.

It is important to bear in mind that all these publications are in essence guidance documents and therefore not legally binding. Nonetheless, they are universally acknowledged as an authoritative package of best practices.

In addition, IALA reached an important milestone, last December, when the Council took note of the finalized draft texts of seven **Standards**.



4.2.1

Developed at Committee level, these *high-level* Standards provide an overarching reference structure for the IALA Recommendations and Guidelines and are suitable for citation in international legal instruments, such as IMO conventions, and in national maritime laws. Their development matches the global standing of IALA as the peak technical body in its field. Once adopted, they will add transparency to IALA's work, which will also help to increase the maritime community's understanding of IALA's technical documentation and how it contributes to world maritime safety.

The Council is expected to approve the draft Standards in June, thereby preparing the way for their formal adoption next year, by IALA's General Assembly.

Slide 9 – Seminars and workshops: the IALA toolbox

The four IALA Committees are supported in their work by the results of seminars and workshops held on specialised topics around the world. Again, the success of these events derives from a tremendous commitment to international cooperation involving exchange of information and transfer of expertise.

Seminars and workshops are also instrumental in keeping IALA's technical documentation up to date in the light of experiences gained, technological advances and other new developments. Together with the Committees, they ensure that IALA has the tools available to improve continuously upon the harmonization of marine aids to navigation and, where appropriate, Vessel Traffic Services, and more recently also the shore-based aspects of e-Navigation.

Slide 10 – Governance structure

The Committees are accountable to the Council, which is the executive organ of the Association and meets twice a year, usually in June and December. It is the Council which formally approves draft Recommendations and Guidelines as finalized at Committee stage.

The governing body of IALA is the General Assembly, which meets every four years to decide on the work programme for the next four years and to review high-level matters such as policy, strategic vision and goals.

Much of the preparatory work for the General Assembly is done by the Council, through its various working groups covering, respectively, Strategy, Finance and Audit, Policy, and Legal matters. The General Assembly elects the Council, which has 24 members.

The next General Assembly will be hosted by the Ministry of Oceans and Fisheries of the Republic of Korea, in Incheon, in May 2018, when the four-yearly IALA Conference and associated Industrial Members' Exhibition will also take place. You will hear more about that tomorrow afternoon at point 3.4.

Slide 11 – IALA Strategic Vision and Goals for 2026

At the General Assembly in 2014 the Strategic Vision and Goals for the next 10 years were agreed. They address the need for greater harmonization through cooperation, standardization, capacity building and sharing of expertise – involving all coastal States. Thus, the two principal goals are as follows:

Goal 1

Ensure that aids to navigation systems and related services, including e-navigation, VTS and emerging technologies, are harmonized through international cooperation and the provision of standards, and

Goal 2

All coastal States have contributed to an efficient global network of aids to navigation and services for the safety of navigation, through capacity building and the sharing of expertise.

Distinguished delegates,

Capacity building and training – as mentioned in goal 2 - is of course essential to maintaining maritime safety. IALA does much to assist coastal States to meet an appropriate quality of training consistent with international standards.

Slide 12 – The World-Wide Academy

IALA is particularly proud of its World-Wide Academy.

The Academy is an integral, but independently funded part of IALA. In the five years of its operation, it has proved to be a remarkable success story. My colleague, Mr Omar Frits Eriksson, who is the Dean of the Academy, will now give you more information about the Academy.



Omar take the floor – Slides 13 – 27.

Thank you Omar - It is good to see that IALA, through the Academy, is increasingly engaged with the expanding maritime development in emerging countries.

Slide 28 – The Future: From a Non-Governmental to an Intergovernmental Organization

As you know, the General Assembly has decided to strive to change the Association's status from a non-governmental to an intergovernmental organization and for this purpose to develop a new treaty instrument that will supersede the present Constitution of IALA, while preserving its principles and many of its provisions.

The Council's approval, last December, of the draft text of the IALA Convention has triggered the next step in the diplomatic action by the Government of France, our host nation, in order to build momentum for the eventual adoption of the IALA Convention by a diplomatic conference. I am therefore very grateful to the Government of the Republic of France, and in particular Mr Jean-Marc Ayrault, the Minister of Foreign Affairs and International Development, for having initiated this first Pre-Diplomatic Conference.

The change of status will mark a major milestone in the life of IALA. However, it will not change the principal aim: to foster the safe, economic and efficient movement of vessels. IALA will also remain a technical organization of a consultative and recommendatory nature – this is safeguarded by the Functions outlined in Article 3 of the draft IALA Convention.

What, then, is the purpose of the change of status?

The intergovernmental status will enhance the status of IALA in two major ways.

First, IGO status will strengthen IALA's hand in the improvement and harmonization of marine aids to navigation worldwide as governments will be involved *directly* – at State level – in our work on best practices and common standards. The added value for National Members will be that their countries will be able to fully pull their weight with regard to international developments in maritime safety. This will also assist IALA's aim to promote the greatest possible uniformity in marine aids to navigation.

It is important to bear in mind that the benefit of global harmonization extends to seafarers as principal users of aids to navigation. Harmonization is essential from their perspective as it avoids confusion and therefore helps them to concentrate on the navigational task in hand without becoming distracted, which could endanger safety and lead to accidents.

Second, IALA will be a peer to its partner international organizations, thereby strengthening our existing cooperation with them. Our principal partner intergovernmental organizations are the IMO, the IHO, the International Telecommunication Union (ITU), and the World Meteorological Organization (WMO). The synergies resulting from enhanced international cooperation and from better coordination and greater integration of standards will also help to optimize available resources.

It is worth recalling that IALA was among the first non-governmental organizations to be granted consultative status at the IMO, in 1961. Some of IALA's high-profile endeavours include the development of the Automatic Identification System, which is mandated for ships under the SOLAS Convention, the IALA Differential Global Positioning System or DGNSS as it is called now, the unified Maritime Buoyage System, IMO's Guidelines on Vessel Traffic Services, and, more recently, shore-based maritime information services and the VHF-based data exchange system VDES – which are relevant to implementing the IMO-led concept of e-navigation.

Slide 29 – The Maritime Buoyage Agreement: IALA A and IALA B

One of IALA's most important contributions to safety of life at sea, safety and efficiency of navigation, and the protection of the marine environment is the consolidation of more than 30 disparate navigation marking systems that existed until the late 1970s, and some of which also contradicted each other. The unified Maritime Buoyage System, which is referenced in the SOLAS Convention, covers two geographical regions. The 40th anniversary of its inauguration was this last Saturday. On 15 April 1977, the first buoy of the new system was established on the Sandgate station



4.2.1

(N Cardinal) by a Trinity House tender, with service craft from France, Belgium and The Netherlands attending the ceremony.

Slide 30 – IALA's cooperation with other international organizations

It is indeed the will to cooperate, for the sake of improved harmonization, which has always been the driving force of IALA and a hallmark of cooperation, both within the IALA membership and between IALA and other international organizations, governments and concerned maritime community stakeholders.

In the past year, IALA signed a Memorandum of Understanding (MoU) with the South Pacific Community, bringing the total of MoU partnerships to nine. The Deputy Secretary-General Michael Card will brief more on that this afternoon.

Slide 31 – Advantages of IGO status

The impact of IGO status will materialise in three advantages, in no order of priority:

- **Direct participation by Governments** will improve implementation, around the world, of existing IALA Recommendations and Guidelines and increase acceptance of standards developed by IALA. Harmonization will be enhanced as a result.
- **International cooperation between intergovernmental organizations and IALA as equal partners** will enhance IALA's existing liaison with the IMO, the IHO, the ITU and the WMO. Achieved synergies will result in more efficient use of available resources.
- **A Headquarters agreement.** with our host nation – France - will provide additional financial, operational and human resources capabilities. Reduction of 'red tape' and a significantly enhanced service for Members will also be gained from greater flexibility and anticipated savings.

Slide 32 – Core activities of IALA

As I already mentioned, the IGO status will not change IALA's principal aim, and its core activities will therefore also remain the same. They are:

- To bring together aids to navigation experts from around the world to enable them to exchange and compare their experiences and achievements in technical committees and working groups.
- To develop common best practice standards in the form of Recommendations and Guidelines to ensure that mariners have aids to navigation which meet their needs both now and in the future.
- To encourage cooperation between nations to assist developing countries in establishing aids to navigation networks based on the degree of risk for the waterway concerned and
- To contribute to a reduction in marine accidents, to increase safety of life and property at sea and the protection of the marine environment.

Mr President, Ambassador Ségura, distinguished delegates, ladies and gentlemen,

It is the regular publication of IALA Guidelines, Recommendations, Manuals and Model Courses that drives the success of both IALA and the World-Wide Academy in helping to reduce the risk of accidents, improve efficiency, and better protect the environment.

The envisaged IGO status will better position IALA to work in close collaboration with Governments and other intergovernmental organizations. Most importantly, it will foster IALA's work as the leading international technical body in its field, enhancing significantly the international endorsement of IALA's activities and the standards it seeks to achieve to improve the global harmonization of marine aids to navigation.

In this regard, I wish to emphasize also that continued strong membership of our Industrial Members will mean that the close link between aids to navigation authorities and providers is preserved, which is vital to the high quality and integrity of our work. The viewpoint of our Industrial



4.2.1

Members will be presented later this afternoon. At this stage I will also like to thank our Gold sponsor Mobilis and silver sponsor Sabik, who are both Industrial Members.

This year marks IALA's 60th anniversary. The IALA Constitution was signed on 1 July 1957, following a conference of national lighthouse authorities held in Scheveningen, The Netherlands. Technical lighthouse conferences had been convened since 1929. IALA was established expressly as a technical, not-for-profit international association, of a non-political nature, to support the goals of those earlier conferences, and with a permanent Secretariat installed in Paris, which, as you know, is currently headquartered in Saint-Germain-en-Laye, to the west of Paris. The Saint-Germain-en-Laye premises have recently undergone much needed upgrading work, including modern IT facilities for the meeting rooms to serve the Committees, workshops and seminars even better

Today, IALA has much to look forward to, not least successful progress with the preparatory work accomplished so far on the IGO status. Building consensus is the focus of this two-day pre-diplomatic conference. With these words, I conclude my presentation and look forward to answering any questions you may have, whether during the conference proceedings or during the breaks foreseen in the programme.

Thank you.