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DRAFT IALA RECOMMENDATION

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THE GOVERNANCE OF MARINE AIDS TO NAVIGATION (ATON) SERVICE PROVISION

Edition 1.0

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International Association of Marine Aids to Navigation and Lighthouse Authorities
Association Internationale de Signalisation Maritime



DOCUMENT HISTORY

Revisions to this IALA Document are to be noted in the table prior to the issue of a revised document.

| Date | Details | Approval |
|---------------|-------------|--------------------|
| December 2018 | First issue | Council session 65 |
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THE IALA COUNCIL

RECALLING:

- 1 the function of IALA with respect to safety of navigation, the efficiency of maritime transport and the protection of the environment.
- 2 Article 8 of the IALA Constitution regarding the authority, duties and functions of the Council.

NOTING:

- that the SOLAS Convention, Chapter V, Regulation 12, states that 'Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services' and, "Contracting Governments planning and implementing VTS shall, whenever possible, follow the guidelines developed by the Organisation";
- that the SOLAS Convention, Chapter V, Regulation 13, paragraph 1, states that 'each Contracting Government undertakes to provide, as it deems practical and necessary, either individually or in co-operation with other Contracting governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires';
- that the SOLAS Convention, Chapter V, Regulation 13 paragraph 2 states that 'in order to obtain the greatest possible uniformity in aids to navigation, Contracting Governments undertake to take into account the international recommendations and guidelines (with reference to IALA) when establishing aids to navigation';
- ~~That the SOLAS Convention, Chapter V, Regulation 12, states that 'Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services' and, 'Contracting Governments planning and implementing VTS shall, whenever possible, follow the guidelines developed by the Organization';~~

Mis en forme : Non Surlignage

RECOGNISING:

- that the proper governance of the delivery of marine aids to navigation, including vessel traffic services, delivery is critical to the consistent provision of an aids to navigationsuch services;
- the work done by the Association on capacity building for coastal States in need of its services.

Mis en forme : Non Surlignage

Commenté [JC1]: Why use "Association", and not IALA?

CONSIDERING the proposals of the IALA Aids to Navigation Requirements and Management Committee,

ADOPTS the Recommendation on the Governance of marine Aids to Navigation Service Delivery, as amplified in the associated IALA Guideline **####** on the Governance of AtoN-marine Aids to Navigation Service Delivery,

INVITES Members and marine aids to navigation authorities worldwide to implement the provisions of the Recommendation,



REQUESTS:

- that National Members and other appropriate Authorities, providing or intending to provide marine Aids to Navigation services, use ~~the~~ IALA ~~s~~Standard S1010 of Marine Aids to Navigation Planning and Service Requirements;
- that the Aids to Navigation Requirements and Management Committee or such other committee as the Council may direct to keep the Recommendation under review and to propose amendments as necessary.



1 INTRODUCTION

1.1 OVERVIEW

Chapter V of the International Convention on the Safety of Life at Sea-Convention(SOLAS), 1974, as amended, places several obligations on the national Competent Authority (CA) of a coastal State relating to the safety of navigation. The International Maritime Organization (IMO), through its IMO Member State Audit Scheme (IMSAS), investigates how these States meet those obligations. IALA, as a key member of the Joint Capacity Building Group, operating under the United Nations banner of “Delivering as One”, has set its second goal as-to-ensuring that all coastal states have by mid-2026 “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”. The World-Wide Academy (The Academy) is the principal tool which IALA uses to achieve that goal. It does this through technical missions to coastal States judged to be in need of its services, and follow-up reviews to determine how the recommendations raised during its missions will be implemented for the enhancement of safe navigation.

An analysis of all 152 independent coastal States and over 30 missions to such States found that over 40% of them were either unaware of the extent of their obligations, or had yet to exercise the necessary level of governance to implement procedures to demonstrate compliance with Chapter V, Regulation 13 (Aids to Navigation) of the Safety of Life at Sea Convention SOLAS.

Commenté [JC2]: Full name of the Association?

1.2 AIM AND OBJECTIVE

The aim of this Recommendation is to encourage coastal States to adopt all necessary measures to demonstrate the appropriate level of proper governance over the provision of key aspects of SOLAS Chapter V relating to the dissemination of Maritime Safety Information (MSI) related-concerning to changes to marine Aids to Navigation (AtoN); the provision of Vessel Traffic Services (VTS) where the volume of maritime traffic or degree of risk justify such a service and primarily-and the provision of appropriate Aids to Navigation (AtoN), based on the volume of traffic and the degree of risk in their waters.

The International Hydrographic Organization (IHO), IALA’s sister organization in the “Delivering as One” Group, leads on the proper dissemination of MSI¹. IALA has published a raft-range of recommendations and guidelines relating to the provision and management of VTS². The objective of this Recommendation is to ensure that contracting Governments to SOLAS-National Members and other appropriate Authorities exercise proper governance over the other key aspects of safety of navigation, including AtoN, for which IALA sets the international standards and guidance on best practice. A summary of actions that could be taken to demonstrate proper governance is set out in IALA Guideline #####.

¹ See IMO MSC.1/Circ.1310/Rev1 dated 21 November 2014

² IALA Recommendation V-119; V-127 and Guidelines 1045; 1071; 1089; 1101; 1104 and 1101 *et al*