



REPORT OF THE 3RD SESSION OF THE IALA TRANSITION COUNCIL

10 – 13 December 2024, IALA Headquarters, France



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OPENING

The 3rd session of the Transition council meeting was held from 10 to 13 December 2024 at the IALA Headquarters in France and by video conference.

1. PRESIDENT'S OPENING REMARKS

The president, Marcos Almeida, welcomed councillors to the last transition meeting. The president welcomed two new councillors, Jan Thorn for Denmark and Dickson Bin Dollah for Malaysia. He also welcomed delegates who were attending for the first time. He mentioned that this was the transition council meeting at the General Assembly was scheduled 2 months later.

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 TC03-3.1 refers.

The President informed the Council, that the Secretary-General – after consultation with some Council members - suggested that point 14.1.2 and paper GA01.m.1.1 of agenda be removed from the agenda. The Council agreed to this change.

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

4. VACANT POSITION WITHIN COUNCIL

There was no vacant position within the Council.

5. REPORT OF THE 80th and TC02 SESSIONS

5.1 Matters arising from the sessions

Input paper TC03-5.1 refers.

Communication officer Audrey Guinault reported that most of the actions were completed, and few items were ongoing. Amongst these, two items were input papers to the meeting and the two still ongoing were about the committees work and support to Ukraine.

The Council noted the report.

6. REPORT BY THE SECRETARY-GENERAL

Input paper TC03-6.1 refers.

The Secretary-General, Francis Zachariae, referred to input paper with the detailed report. He mentioned that the organization currently comprises 352 members, including 97 National, 174 Industrial, and 81 Associate members. This reflects a net increase of four members compared to last year, with 28 new members welcomed in 2024. The increase was offset by membership terminations effective January 1, 2024. Progress has been made in transitioning members into the IGO Associate and Affiliate Member categories.

The IALA committees convened in a hybrid format in October and November, with sessions held both at the Headquarters and online. These meetings attracted over 120 participants per session, indicating increased

engagement. Two workshops held in the USA and Australia on specialized topics garnered high attendance and contributed significantly to the committees' work.

The IALA Secretariat comprises 15 full-time employees and 10 consultants. Key staffing changes in 2024 included the appointment of Virginie Grondin as an Accounting and Administrative Assistant and Alisa Nechyporuk as a Technical Officer. Vincent Denamur joined as the Dean of the World-Wide Academy (WWA) in November, succeeding Omar Eriksson, who became the full-time Deputy Secretary-General. Recruitment efforts will continue in 2025 with a focus on technical documentation roles.

Effective communication has been prioritized during the transition. Regular updates have been shared through multiple channels, including a press release, website, social media, newsletters, and a planned video about IALA. Internal communication initiatives, such as "IALA Day," aim to enhance staff engagement despite challenges related to remote work.

The Convention on the International Organization for Marine Aids to Navigation took effect on August 22, 2024. The Secretariat is managing the transition to the IGO structure, supported by legal counsel to oversee the transfer of rights and assets. Preparations for the first General Assembly, scheduled for February 2025 in Singapore, are progressing well. Several cooperation agreements have been successfully transferred to the new organization, with others pending finalization.

Plans for a new IGO Headquarters are underway due to capacity constraints at the current location. Negotiations with the French Government and the city of St. Germain-en-Laye are advancing, with a proposed facility featuring 1,600 sqm of office space and a 300 sqm plenary room. The new facility will be ready by spring 2026.

The World-Wide Academy continues its success under the "Enlighten, Educate, and Engage" strategy. Accredited organizations across six countries delivered Level 1.1 AtoN Manager courses, certifying over 100 managers in 2024. Indonesia is undergoing comprehensive assessment and training initiatives, including localized courses in Bahasa Indonesia. The Academy's progress is supported by sponsors and the contributions of IALA Committees.

The Council noted the Secretary-General's report.

7. NATIONAL MATTERS

Input papers from TC03-7.1 to TC03-7.4 can be found on the website. Councillors gave reports on national matters.

Amongst the topics highlighted, councillors mentioned:

- Lighthouses renovation / Lighthouses heritage
- Modernization / Replacement of fleets
- Integration of S-100
- VTS improvements
- Training
- Offshore wind power
- Termination of paper charts

The national matter reports were noted.

8. STRATEGY AND POLICY

8.1 Policy Advisory Panel

8.1.1 Report of PAP54

Input paper TC03-8.1.1 refers.

Omar Frits Eriksson, Deputy Secretary-General reported that the 54th session of the IALA Policy Advisory Panel, which was held at the IALA headquarters in September, focused on task coordination, strategic updates, and committee activities.

Various topics were discussed, and a coordination of inter-committee tasks took place. The panel discussed to what degree IALA should keep on working with ship reporting systems, now that we have Guideline G1159 on Ship reporting from a shore-based perspective. It was concluded that the ARM committee will continue working on ship reporting tasks within IALA's remit, aligning efforts with IMO's Facilitation Committee.

Digitalization was discussed, particularly the work on the S-200 series of product specifications and the ongoing work on the Maritime Connectivity Platform. The MASS Task Force chairmanship reported on the work of the task force which has now delivered all the deliverables specified in their terms of reference. It was agreed not to terminate the task force for the time being, but to keep it running until the new cross-committee guideline on Maritime Autonomous Surface Ships has been published.

Finally, various workshops in the making were discussed. This included the AtoN Engineering workshop in Australia, and the S-100/200 workshop in the US, both of which have taken place already, as well as the VTS Competent Authority workshop in Italy and the Sustainability workshop in Ireland, which are upcoming.

8.1.2 Report of PAP55

Input paper TC03-8.1.2 refers.

The Deputy Secretary-General reported further that the 55th session of the IALA Policy Advisory Panel took place in November, virtually, just after the committee season had taken place, and committee chairs reported high engagement and significant progress during the season.

MASS was once again discussed and the DTEC committee schedules an intersessional meeting in January 2025 to progress further the new inter-committee MASS Guideline.

The panel spent some time on reviewing the new task database tool which is being developed by the Secretariat. This tool aims at ensuring transparency and traceability of work items of the committees and how these align with the strategic mission and vision of the organization.

During the DTEC meeting the Gherman delegation had raised the need for a workshop on IMT (International Mobile Telecommunication Technologies, 5G and 6G etc.). It was felt that now is the time to inform the IALA membership on what these technologies have to offer, and how the membership could and should utilise these cutting-edge technologies in their Aids to Navigation provision. The Policy Advisory Panel discussed this and agreed that there is indeed a need for such a workshop or seminar. Input paper TC03-10.6.4 refers.

Another issue which was discussed, both during the committee sessions and in the Policy Advisory Panel, is the Intellectual Property Rights issue with some concepts and technologies that make their way into IALA publications. There are a substantial number of patents relating to, for instance VDES, that have been published recently, and the worry is, that this can become a problem for the further uptake of VDES etc. Some of the patents in question were Chinese and therefore the Secretariat reached out to China MSA, who facilitated a dialogue with the research team at Dalian Maritime University who have filed for five Chinese patents relating to VDES. The research team clarified that none of their five patents overlap with current IALA's publications, and they offered to issue a declaration allowing IALA and its members to use their patents free of charge, if needed.

The Deputy Secretary-General thanked China MSA for their swift response and assistance in this matter.

The Council noted the two reports.

8.2 Change of status

Input paper TC03-8.2.1 refers.

8.2.1 Status on ratifications

The Secretary-General briefed the councillors about the advancement of the Convention's ratifications, acceptance, approval, or accessions and reported that 35 states have completed the process. It is expected that more will follow shortly and before the General Assembly in February 2025.

The Council noted the information.

8.2.2 Status on the transition arrangements

The Secretary-General gave the council a presentation of the period between the entry into force of the Convention and the first General Assembly of the IGO, which is called the transition period. He described the timelines for the decisions to be taken by the present Council and the transition Council, the use of the General Regulations mutatis mutandis and the development of new General Regulations and Financial Regulations.

The Council noted the information.

9. FINANCE AND AUDIT COMMITTEE REPORT

The Chair of the FAC, Iain Lower, introduced the input papers related to financial matters.

9.1 Budget monitoring statement for 2024

Input paper TC03-9.1 and Annex TC03-9.1.1 refer.

As regard the execution of the budget as of 31 October 2024, total operating income is 2,7 million euros out of 3,3 million euros budgeted (84%). The settlement rate for membership contributions is 85% for the year 2024 and 46% for contributions in arrears.

Total operating expenses account for 2 million euros out of 3,3 million euros budgeted (62%). The unexpected departure of an administrative staff member in September explains the reduction in the salary budget.

The forecast for 2024 indicates that the profit and loss account would be positive.

A provision was made in 2022 in the balance sheet for a dispute with a printing company. The lawsuit was won by IALA. If the printing company does not appeal against the decision, the provision of K€177 will be cancelled, generating a surplus. Any budget surplus will be allocated to reserves for future use, in particular with a view to relocating the headquarters in the near future.

The Council noted the budget monitoring statement for 2024.

9.2 Status on membership contributions and rates for the period 2025-2027

Input paper TC03-9.2 and Annex TC03-9.2.1 refer.

As of 31 October 2024, IALA welcomed in total 28 new members, including two new National members: Dominican Republic and Faroese Maritime Administration.

As an exceptional measure due to the change of status and in order to facilitate the transfer of membership from the association to the Organization, the Secretary-General has decided to grant a waiver of arrears to all members on the condition that they pay their 2024 contribution before the end of the year.

Concerning annual rates, it is proposed to differentiate between Member States and Associate Members from 2026, as Associate Members do not have voting rights and are not eligible for Council positions.

The Council noted the membership situation status and agreed on the following membership rates which will be submitted for approval to the 1st General Assembly in 2025 in Singapore:

IALA MEMBERS	2025	2026	2027
Member States	€19,680	€25,000	€25,000

Associate members	€19,680	€20,860	€22,200
Affiliate Industrial members	€6,730	€6,870	€7,000
Affiliate members	€3,250	€3,320	€3,380

9.3 Budget for 2025

Input papers TC03-9.3 and TC03-9.3.1 and Annex TC03-9.3 on the Resolutions refer.

The budget is drafted on the assumption that IALA will proceed to the transfer of assets, liabilities and staff soon after 1 January 2025. This budget is made for IALA as an intergovernmental Organization and should be balanced at around €3.4 million in revenue and expenditure.

The detailed financial impacts of the change of status on the 2025 budget were presented to the Council. The budget for 2025 differs from future budgets because it will support some one-off changes related to the winding up of the Association, such as the reversal of certain staff provisions that are no longer appropriate, the implementation of internal tax or the VAT exemption on certain expenses or services according to the HQ agreement.

The budget for 2025 will also be impacted by the organization of the 1st General Assembly in Singapore and the recruitment of two new staff members (respectively in the administrative and technical section). The budget is not impacted by the relocation project as IALA will remain in the current building in 2025.

For transparency reasons, the Councillor from Australia proposed to the Council two new Resolutions on the financial arrangements during the transition phase.

The Council noted the financial impacts, agreed on the 2025 budget and agreed the Resolutions as drafted in Annex TC03-9.3.

9.4 Three-year outline budget 2025-2027

Input paper TC03-9.4 and TC03-9.4.1 refer.

The outline budget for the years 2025-2026-2027 was presented for consideration to the Council and will be submitted to the General Assembly for approval.

The expenses are presented for their gross amounts excluding VAT in accordance with the HQ agreement.

Concerning the relocation project, the decision was taken to move to a larger place in Saint Germain en Laye in mid-2026. The construction of a 400 m2 plenary room next to the building is scheduled for the end of 2027.

The total purchase cost of the building and the plenary room is 4.4 million euros. According to a schedule of payment made over a period from 2025 to 2028, the French government shall contribute more than half of the budget and IALA shall contribute 2 million euros (1.5 million euros from the sale of the existing headquarters and the remainder from the reserves that have been set aside in the balance sheet for this purpose for several years).

The city of Saint Germain en laye and the Ministry for Europe and Foreign Affairs might also contribute to finance some purchase of equipment for the new HQ. Moving expenses, property taxes and related running costs are part of the operating budget from 2026 when IALA is due to move.

The recruitment of a Facility Manager in charge of keeping the new HQ properly maintained is anticipated in the budget from 2026 and a new budget line called 'Contingency' has been created in case of unforeseen costs linked to the change of status or the relocation of IALA's headquarters.

The Council agreed on the three-year outline budget 2025-2026-2027.

Following recommendations from the FAC, the Council approved the financial arrangements for the relocation project specifically a maximum financial liability to IALA of €2 million consisting of the sale of the building and reserves.

10. TECHNICAL ACTIVITIES

10.1 Legal Advisory Panel

10.1.1 Report of LAP27

Input paper TC03-10.1.1 refers.

The chair of the Legal Advisory Panel, Christina Schneider, reported that LAP27 was held on 30 October 2024 in hybrid format. This was the first meeting for the new vice chair Thomas Arculus. The LAP addressed a paper from DTEC as it is its mission to provide legal advice to committees when needed. The LAP also addressed an issue on advertising under the IGO status.

The Council noted the report of LAP 27.

10.1.2 Note on advertising in the e-Bulletin

Input paper TC03-10.1.2 refers.

The LAP chair reported on the discussion held at the meeting regarding the advertising in the e-Bulletin under the IGO status. She explained that LAP asked the Secretariat to draft a policy on advertising for the Organization. The LAP will review the policy at its 28th meeting and report back to the council in June 2025.

The Council noted the advice provided by the LAP.

10.2 Committee work organisation

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

10.2.1 Committee work programme 2023-2027

Input paper TC03-10.2.1 and TC03-10.2.1.1 refers.

During the second half of 2024, the four committees advanced tasks approved at the Council's 80th session in June. While updates have been made, the current programme remains interim as it follows IALA's existing work period. The Policy Advisory Panel (PAP) will revise the programme to align with the new work period for 2025–2027, with the updated version to be presented for approval at the March 2025 Council session.

To improve efficiency and transparency, the Secretariat has developed a new online work programme platform. The platform enables real-time updates, reduces manual processes, and provides progress tracking. Task group leaders can update tasks directly, with changes automatically shared with chairs, ensuring all members remain well-informed.

The Council approved the revised Committee work programme for 2023-2027.

10.2.2 Committee meetings and events plan in 2025 and 2026

Input paper TC03-10.2.2 refers.

The committees will continue to convene twice a year, and the following workshops have already been approved by the Council:

- Workshop on VTS Competent Authority: Scheduled for 20–24 January 2025 in Rome, Italy.
- Workshop on Sustainability in AtoN Provision: Scheduled for 6–10 October 2025 in Dublin, Ireland.
- Workshop on Future Radionavigation and Radiocommunication Systems: Planned for 2026 in Edinburgh, UK.

Additionally, the DTEC Committee has proposed a workshop on International Mobile Telecommunications (IMT) for Marine Aids to Navigation, which is pending Council approval under document TC03-10.6.4.

The Council noted the Committee meetings and events plan in 2025 and 2026.

10.3 ARM

10.3.1 ARM19 summary report

Input paper TC03-10.3.1 refers.

The 19th session of the ARM Committee was held from 7 to 17 October 2024, chaired by Dave Lewald, with Natasha McMahon serving as Vice-Chair.

The Committee addressed several key areas:

- Updating the NAVGUIDE,
- Developing new guidelines for Maritime Autonomous Surface Ships (MASS),
- Enhancing safety measures around offshore renewable energy installations,
- Advancing the development of the S-200 series Product Specifications,
- Strengthening cybersecurity measures,
- Improving risk management tools and monitoring waterway risks, and
- Promoting data sharing to support risk assessments.

The Council noted the summary report of ARM19.

10.3.2 Revised R0132 on Quality management for Marine Aids to Navigation authorities

Input paper TC03-10.3.2 refers.

This document provides an updated framework to ensure continuous improvement and efficiency in AtoN services.

Key Updates includes:

- alignment with IMO Resolution A.1158(32).
- addition of new references to IALA guidelines, including:
 - G1052: Quality Management Systems (QMS) for AtoN service delivery, and
 - new practices developed specifically for VTS providers (document 10.5.2 from the VTS Committee).

The Recommendation emphasizes the importance of implementing Quality Management Systems (QMS) to:

- ensure consistency in service delivery,
- comply with international standards, and
- effectively meet stakeholder expectations.

Additionally, it supports AtoN authorities in preparing for assessments under the IMO Member State Audit Scheme (IMSAS) by ensuring robust and auditable processes are in place.

The Council approved the revised R0132 on Quality Management for Marine AtoN Authorities, Ed3.0.

10.3.3 New draft Recommendation on Harmonized waterways datasets

Input paper TC03-10.3.3 refers.

The draft Recommendation on Harmonized Waterways Datasets aims to deliver e-navigation benefits through the development of globally harmonized waterway data.

Key Points:

- The Recommendation promotes the use of unique and persistent Maritime Resource Names (MRN) to ensure consistency and traceability of waterway features on a global scale.
 - It leverages the IHO S-100 framework to enhance the quality and efficiency of Marine Safety Information (MSI) data production and delivery.
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The document encourages Member States and AtoN authorities to comply with the associated IALA Guideline on Harmonized Waterway Datasets.

The Council approved the new Recommendation on Harmonized waterways datasets, Ed1.0.

10.3.4 New draft Guidelines on Harmonized waterways datasets

Input paper TC03-10.3.4 refers.

The draft Guideline on Harmonized Waterway Datasets addresses the growing need for standardized geo-spatial datasets to support e-navigation.

Objectives of the Guideline:

- Ensure continued access to Marine Safety Information (MSI) for mariners who may not yet adopt S-100 compliant systems.
- Support accurate waterway management through harmonized and authoritative datasets.

Key Components:

- The Primary Spatial Framework (PSF),
- The Maritime Resource Name (MRN), and
- The Ontology and Metadata Structure.

By implementing this Guideline, Member States and maritime authorities will achieve greater harmonization, accuracy, and efficiency in waterway management, enabling safer and more reliable navigation globally.

The Council approved the new Guideline on Harmonized waterways datasets, Ed1.0.

10.3.5 New draft Guideline on Enhancing the safety and efficiency of navigation around offshore renewable energy installations

Input paper TC03-10.3.5 refers.

The draft Guideline on Enhancing Safety and Efficiency of Navigation Around Offshore Renewable Energy Installations (OREI) addresses measures to ensure safe navigation in OREI zones, such as wind farms and tidal systems.

Key Areas:

- Risk Management: Robust risk assessments using the IALA Risk Management Toolbox and cost-effective mitigation strategies.
- Navigational Safety: Routeing measures, safety zones, lighting, marking, and charting guidance.
- System Impacts: Mitigation of radar interference, vessel obscuration, and VHF disruptions.
- Incident Response: SAR planning and responses to propulsion loss incidents.
- Marine Spatial Planning: Collaboration to balance safety, environment, and development.
- Special Considerations: Challenges with MASS and operations in ice-covered waters.

While G1162 focuses on technical marking, this new guideline takes a holistic approach to risk management, routeing, and incident preparedness, complementing G1162 effectively.

The Council approved the new Guideline on Enhancing the safety and efficiency of navigation around offshore renewable energy installations (OREI), Ed1.0.

10.4 ENG

10.4.1 ENG19 summary report

Input paper TC03-10.4.1 refers.

The 19th session of the ENG Committee was held alongside the AtoN Engineering Workshop in Sydney, Australia, with generous support from the Australian Maritime Safety Authority. This support enabled the Committee to successfully advance its key deliverables and work items.

The session produced several outcomes for Council approval, including revised guidelines such as G1077 on AtoN Maintenance Strategy and G1175 for managing AtoN in extreme conditions. New guidelines were also developed, including an overview of floating AtoN and the structure for Medium Frequency R-Mode signals. Additionally, the Committee proposed the Heritage Lighthouse of the Year 2025 and prepared liaison notes to the IMO NCSR on procedures for augmentation systems and enhanced radar positioning systems.

The Council noted the summary report of ENG19.

10.4.2 Revised G1077 on Developing a maintenance strategy for Aids to Navigation

Input paper TC03-10.4.2 refers.

The revised Guideline G1077 provides essential guidance for developing an effective maintenance strategy for Marine Aids to Navigation. The document ensures that AtoN assets achieve optimal performance, extended service life, and cost efficiency, while addressing operational risks and ensuring regulatory compliance. The strategy is built on guiding principles such as optimal service life, preventive maintenance (PM), reactive maintenance, and risk management.

For implementation, the strategy considers critical factors, including asset types, environmental conditions, sustainability, heritage considerations, safety measures, and information security within maintenance processes.

Annex A offers detailed examples for both floating and fixed AtoN assets, providing practical maintenance schedules and guidelines for effective implementation.

The Council approved the revised G1077 on Developing maintenance strategy for Aids to Navigation, Ed2.0.

10.4.3 Revised G1158 on VDES R-Mode

Input paper TC03-10.4.3 refers.

The revised Guideline 1158 on VDES R-Mode leverages existing VDES shore-based infrastructure and shipborne systems to transmit accurately timed ranging signals and navigation data. Synchronization is primarily achieved using GNSS as the main time source, with alternative non-GNSS time systems providing added resilience.

The document outlines the key functional layers of VDES R-Mode: the Physical Layer, the Link Layer, and the Application Layer, which delivers navigation data for accurate distance and positioning calculations.

As a contingency system, VDES R-Mode ensures navigational safety and reliability by maintaining traceability to UTC for seamless compatibility with other Positioning, Navigation, and Timing (PNT) solutions. The updated guideline focuses on improving timing stability, enhancing signal accuracy, and mitigating interference, addressing the growing need for a robust backup system in maritime navigation.

The Council approved the revised G1158 on VDES R-Mode, Ed2.0.

10.4.4 Revised G1175 on Operation and Management AtoN in extreme environmental conditions

Input paper TC03-10.4.4 refers.

The revised Guideline G1175 provides consolidated and updated guidance for managing Aids to Navigation (AtoN) systems in extreme environmental conditions. This edition integrates and replaces three previous guidelines—G1175, G1108, and G1136—to serve as a single, comprehensive resource for AtoN authorities.

The Guideline addresses key environmental challenges such as wind, waves, currents, temperature extremes, and ice management. It also covers maintenance and repair practices, human factors and safety, and environmental considerations.

The annexes include practical tools such as environmental impact matrices, de-mobilization protocols for cyclones, and case studies, including the Chilean tsunami response.

The Council is requested to approve the updated G1175 Edition 2.0 and to formally withdraw G1108 and G1136.

The Council approved the revised G1175 on Operation and Management AtoN in extreme environmental conditions, Ed2.0 and withdraw the documents G1108 on the challenges of providing AtoN services in polar regions, Ed1.1 and G1136 on providing AtoN services in extremely hot and humid climates, Ed1.1.

10.4.5 New draft Guideline on overview of a floating AtoN

Input paper TC03-10.4.5 refers.

The new Guideline on the Overview of a Floating AtoN provides a comprehensive framework for the selection, deployment, and management of Floating Aids to Navigation (AtoN). The Guideline ensures that Floating AtoN remain reliable, highly visible, and capable of withstanding challenging environmental conditions, serving as an invaluable resource for authorities and service providers.

Key areas addressed include regulations and responsibilities, features and components of Floating AtoN, the operational environment, and resource and lifecycle management. The annexes offer practical diagrams and examples, providing clear and actionable guidance for the selection, maintenance, and deployment of Floating AtoN systems.

The Council approved the new Guideline on overview of a floating AtoN, Ed1.0.

10.4.6 New draft Guideline on Medium Frequency R-Mode signal structure and navigation message

Input paper TC03-10.4.6 refers.

The new Guideline on MF R-Mode Signal Structure and Navigation Message defines the structure and specifications for implementing R-Mode using shore-based radio beacons.

The Signal Structure combines existing MSK data signals used for DGNSS with two continuous wave signals at defined offsets. This enables precise ranging while maintaining legacy DGNSS services.

The Navigation Messages are structured under RTCM 10402.3 with a proposed message ID 55. Key sub-messages include:

- Station Identification and Status: Provides health, synchronization, and availability information.
- Clock Offsets and Signal Delays: Corrects timing and positioning errors.
- Static Navigation Data: Includes geographic location of transmitting stations.
- Differential R-Mode Corrections: Mitigates signal propagation errors.

MF R-Mode achieves positioning accuracy between 10 and 100 meters, effectively addressing errors caused by skywave interference and signal delays.

The Council approved the new Guideline on Medium Frequency R-Mode signal structure and navigation message, Ed1.0.

10.5 VTS

10.5.1 VTS56 summary report

Input papers TC03-10.5.1 refers.

The 56th session of the VTS Committee was held from 20 September to 3 October 2024, with the physical week taking place at IALA Headquarters from 23 to 27 September. The session was chaired by Monica Sundklev, with Dirk Eckhoff serving as Vice-Chair.

The Committee successfully finalized two guidelines and two liaison notes for Council approval.

The Council noted the information on VTS56 summary report.

10.5.2 New draft Guideline on quality management practices for VTS providers

Input papers TC03-10.5.2 refers.



The new Draft Guideline on Quality Management Practices for VTS Providers offers a clear framework for implementing Quality Management Systems (QMS) to enhance the efficiency, reliability, and overall quality of VTS operations.

The guideline aligns with international standards, including ISO 9001:2015, IMO Resolution A.1158(32), and IALA Recommendation R0132, emphasizing continuous improvement through the Plan-Do-Check-Act (PDCA) model.

To accommodate varying organizational needs, the guideline provides flexibility by offering two pathways for compliance: self-assessment or third-party certification. It also highlights the integration of QMS with Safety Management Systems, illustrating their joint role in enhancing quality and safety in VTS operations.

By adopting this guideline, VTS providers can ensure consistent and reliable service delivery, improve stakeholder satisfaction, and align with international quality standards.

The Council approved the new draft Guideline on quality management practices for VTS providers, Ed1.0.

10.5.3 New draft Guideline on VTS interaction with a mix of conventional, automated and autonomous ships

Input papers TC03-10.5.3 refers.

The document provides guidance for VTS providers to prepare for ship traffic comprising a mix of conventional, automated, and autonomous vessels (MASS). The guideline addresses key considerations to ensure the safe and efficient management of mixed traffic.

The document highlights the importance of situational awareness, emphasizing the use of both VHF voice communication and digital systems to maintain real-time awareness. It stresses the need for VTS to clearly identify who is in command, whether onboard or remote.

The interaction framework ensures that all communication—voice or digital—remains clear, consistent, and unambiguous to support safe ship movements. In terms of emergency response, the guideline specifies procedures to address MASS-specific emergencies, including scenarios where communication with remote operators may fail.

To support the management of mixed traffic, the guideline introduces enhanced tools for distinguishing between conventional and autonomous vessels, ensuring visibility of their command status and communication preferences. Furthermore, it aligns with the IMO roadmap for the MASS Code, which is set to become mandatory by 2032.

In summary, the guideline provides a clear framework for VTS providers to safely and effectively manage mixed traffic, ensuring operational efficiency in an evolving maritime environment.

The Councillor for the Netherlands suggested that a better approach would be to have one combined guideline with annexes instead of one guideline per committee. The councillors for Singapore and the US supported this suggestion. The council agreed to send the document back to the committee for further work.

The Council decided to send the new Guideline on VTS interaction with a mix of conventional, automated and autonomous ships back to VTS committee and then PAP, MASS Task Force for further review.

Action item 1

The PAP to discuss the best way forward to draft a combined guideline on MASS.

10.6 DTEC

10.6.1 DTEC3 summary report

Input papers TC03-10.6.1 refers.

The 3rd session of the Digital Technologies Committee was held from 30 September to 10 October 2024, chaired by Hideki Noguchi, with Jorge Arroyo serving as Vice-Chair.

The session successfully finalized two draft guidelines, one manual, one workshop proposal, and two liaison notes for Council consideration and approval.

The Council noted the DTEC3 summary report.

10.6.2 Revised G1128 on Specification of e-Navigation Technical Services

Input paper TC03-10.6.2, TC03-10.6.2.1, TC03-10.6.2.2, TC03-10.6.2.3, TC03-10.6.2.4 refer.

The revised document provides guidance for the standardization of the development, design, and implementation of services to support maritime operations. The content is structured into three key layers:

- Service Specification: Describes the logical, technology-agnostic aspects.
- Service Design: Provides technology-specific implementation details.
- Service Instance: Details the actual deployment of services.

Edition 1.6 introduces a refined structure, ensuring better separation of responsibilities across the three layers: specification, design, and instance. It includes an improved template, notably adding a service design template for SECOM, to facilitate broader adoption.

The removal of technology-specific content from the Service Specification increases flexibility, while new appendices and mandatory deliverables enhance clarity in usability and governance.

The Council approved the revised G1128 on Specification of e-Navigation Technical Services, Ed1.6.

10.6.3 Revised G1183 on Provision of MCP identities

Input paper TC03-10.6.3 refers.

The document defines the requirements for secure identity management, cryptographic identities, and Public Key Infrastructure (PKI) to support authenticated and trusted communication between maritime entities—essential for e-Navigation.

The updates in Edition 1.1 are minor but focus on improving clarity, particularly regarding Maritime Resource Name (MRN) syntax and certificate renewal processes. These enhancements improve usability and ensure consistency in MCP identity management practices.

The Council approved revised G1183 on Provision of MCP identities, Ed1.1.

10.6.4 Workshop proposal on IMT for Marine Aids to Navigation

Input paper TC03-10.6.4, TC03-10.6.4.1 and TC03-10.6.4.2 refer.

The document presents the proposal for a workshop on IMT technologies for Marine Aids to Navigation (AtoN), addressing the growing importance of IMT-Advanced (4G), IMT-2020 (5G), and IMT-2030 (6G) technologies. These technologies are critical for supporting e-navigation, S-100 systems, and Maritime Autonomous Surface Ships (MASS).

The workshop is planned for four days within the period 18 August to 4 September 2025, with the proposed venue being Bonn, Germany. It will provide a structured forum to shape IALA's position and documentation on IMT technologies, ensuring Marine AtoN systems fully benefit from modern connectivity solutions.

A confirmation letter from Germany, attached as document 10.6.4.2, supports the proposal.

The Council approved the workshop proposal on IMT for Marine Aids to Navigation.

10.7 IALA Documents

10.7.1 Revised Document on Maritime Radio Communication (MarCom) Manual

Input paper TC03-10.7.1 refers.

The document presents the updated Maritime Radio Communications Manual, formerly known as the IALA Maritime Radio Communication Plan. This revision reflects the evolving communication landscape, essential for maritime safety, operational efficiency, and modern navigation systems.

The updated Manual addresses the following key areas:

- **Scope and Requirements:** Covers critical communication needs for safety, operations, and commerce, including distress systems, Marine Safety Information (MSI) broadcasts, and ship-to-shore data exchanges.
- **Existing Systems:** Details current technologies such as VDES (integrating AIS and VDE), NAVDAT (next-generation MSI), and satellite systems supporting GMDSS.
- **Future Developments:** Introduces innovations including IMT-2020/2030 (5G and IoT), R-Mode for GNSS-independent positioning, and digital VHF voice communication.
- **Spectrum Management:** Emphasizes efficient spectrum use in line with ITU regulations to address congestion and bandwidth challenges.
- **GMDSS Modernization:** Reflects updates to DSC and NAVTEX to align with modern distress communication requirements.

The Manual serves as a comprehensive reference, supporting e-navigation, VTS, and MASS operations, ensuring safe, efficient, and modern maritime communication systems.

Upon approval, the Secretariat will finalize the print version in collaboration with a designer and proceed with its publication.

The Council approved the revised document on Maritime Radio Communication (MarCom) Manual, Ed1.0.

10.8 Product specifications

10.8.1 Report on S-200 PS development

Input papers TC03-10.8.1 refers.

Document 10.8.1 provides a comprehensive update on the progress of the S-200 Product Specification (PS) development, reflecting the collaborative work of IALA committees during the second half of 2024.

The ARM Committee has refined the S-201 AtoN Information Model to ensure alignment with S-101 and S-57 standards. Testing of the revised model will be conducted using the enhanced S-200 Test & Validation Tool, with results to be shared following ARM19.

The ENG Committee has updated the S-240 DGNSS Almanac and related documents, including the Feature Catalogue and GML Schema, which will soon be made available on the IALA website.

The DTEC Committee recommended the removal of S-230 Application Specific Messages from the PS list, citing better alignment with existing models such as S-124. This decision will be communicated to the IHO and reflected in updated IALA documents.

The VTS Committee continues its progress on the S-210 Inter VTS Exchange and S-212 VTS Digital Information Service, focusing on revising traffic clearance specifications. Development will continue at the upcoming VTS57 meeting.

The S-200 Test & Validation Tool (formerly known as the Test Bed) has been enhanced to support the validation of key Product Specifications, including S-201, with robust features for data input, validation, and testing.

In February 2024, IALA successfully piloted the first S-200 series training course, attended by participants from multiple countries. Based on positive feedback, an expanded course is planned for 3–7 March 2025 in Busan, Korea, accompanied by a sea trial to demonstrate real-world data exchange using the S-200 standards.

The 2nd Joint IHO/IALA Workshop held in September 2024 in Annapolis, USA, produced significant outcomes. The workshop addressed operational, technical, and training aspects of the S-100/200 series. Key takeaways included clarifying the roles of major Product Specifications, identifying improvements in data provision standards, and enhancing training materials to support widespread adoption.

The Council noted the report on S-200 PS development.

10.9 Digital@Sea initiative

10.9.1 Digital@Sea conferences

Input paper TC03-10.9.1 refers.

Since the last Council meeting, the Digital@Sea Asia-Pacific Conference 2024 was successfully held in Busan, Korea, as part of Korea Maritime Week. The event brought together key stakeholders to discuss maritime digitalization, with a particular focus on advancements in S-100 standards and real-time data delivery.

Key recommendations from the conference include simplifying access to S-100 services and tools, updating IMO Model Courses to integrate S-100 training, establishing a timeline for phasing out S-57 ENC products, and promoting tools such as S-128 to validate the most current digital products.

Looking ahead, the Digital@Sea initiative will continue hosting conferences globally to support collaboration and knowledge sharing in maritime digitalization. The tentatively planned events include:

- 2025: Asia-Pacific Conference in Seoul, Korea (3–7 November),
- 2026: Events in Korea and North America (USA),
- 2027: International Conferences in Denmark and the Asia-Pacific region, and
- 2028: Conferences in Korea and Canada.

These events will further promote harmonization and encourage global cooperation in maritime digital transformation.

The Council noted the information provided on the Digital@Sea conferences.

10.10 Technical Update

10.10.1 Input on CIE Research Group on Cone fundamentals

Input paper TC03-10.10.1 refers.

Document 10.10.1, prepared by the ENG Committee, addresses a proposal from the International Commission on Illumination (CIE) to update the fundamental color matching functions, referred to as cone fundamentals. These updates aim to provide a more accurate representation of the human eye's spectral response based on recent scientific data.

The current $V(\lambda)$ function, defining human eye sensitivity to visible light, has been in use for nearly 100 years and is indirectly referenced in IALA documentation. Changes to this function could impact light measurement methodologies, definitions of light color, and determinations of luminous and nominal range for Marine AtoN lights. To evaluate these changes, the CIE is establishing a five-year research forum, with findings expected gradually to allow for industry adaptation.

It is proposed that Alwyn Williams, Chair of the ENG Committee, represent IALA at the forum and provide regular updates to the ENG Committee on progress and outcomes.

The Council is requested to approve in principle that IALA applies to be represented at the CIE research forum on the adoption of "Cone Fundamentals" in photometry and colorimetry.

The Council approved the information provided on CIE Research Group on Cone fundamentals.

11. World-Wide Academy

11.1 Progress report

11.1.1 WWA Progress report

Input paper TC03-11.1.2 refers.



The Deputy Secretary-General, who served as the Dean of the World-Wide Academy until November 2024 reported on the recent work of the Academy and stated that the Academy remains committed to helping coastal States implement IALA standards, recommendations, and guidelines through education, training, and capacity building closely aligned with SOLAS with Chapter V, ensuring safe navigation worldwide.

The Academy participated in several important international and regional events aimed at sharing knowledge and foster partnerships, including the meetings of several IHO Regional Hydrographic Commissions.

The IHO Regional meetings are important for the Academy, since they provide opportunities to connect with coastal States in need of assistance from the Academy.

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

The Academy also engaged with global partners like IMO, IHO, and WMO at collaborative meetings in Monaco and Korea. These events highlighted the importance of a unified and coordinated approach to capacity building and ocean preservation.

Education remains at the core of the Academy mission and in 2024 the Academy focused on expanding access to the Level 1.1 AtoN Manager course as well as the Risk Management course across various regions, and in various languages. AtoN Manager courses were held in the UK, France, Colombia, Indonesia, China, and India, training more than a hundred AtoN managers in hybrid and in-person course formats. The Academy also delivered targeted Risk Management courses in Chile, Colombia, and Indonesia, as well as Italy just recently, equipping participants with tools like PAWSA, SIRA and IWRAP for safer waterway management.

A new Ocean Literacy module, developed in partnership with UNESCO, was successfully piloted at the Trinity House, AtoN Manager course, emphasizing the role of AtoN managers in ocean sustainability. This module is now a permanent part of the AtoN manager course.

The Level 1.2 Master of AtoN Management Course syllabus has been revised to address modern trends such as ocean governance, digital technologies, and innovation. The Master course was then delivered in China with good participation from several countries.

Through technical visits and tailored assistance, the Academy has continued building capacity worldwide and building long term relationships with coastal States in need. In Papua New Guinea, the Academy coached our national member with developing a plan for conducting a comprehensive navigational safety analysis of their waterways, aimed at reducing cost while ensuring an acceptable level of safety of navigation.

Several Technical Needs Assessment missions to coastal states in need of assistance were conducted, including a mission to Lake Victoria in Africa where 45 recommended actions, were identified, addressing priorities like risk assessments, training, and chart updating for Tanzania, Uganda, and Kenya.

The Secretary-General signed an overarching MoU with DGST, the IALA national member in Indonesia, in 2023, stating that the Academy will undertake to conduct a complete technical needs assessment of all 25 navigational districts in Indonesia, providing recommendations on how to ensure conformance with SOLAS chapter V and IALA Standards. The MoU also stipulates that the Academy will assist Indonesia, with building capacity to deliver the Aids to Navigation Manager course under their own steam and in their local language Bahasa Indonesia.

This has resulted in the delivery of two AtoN manager courses in Jakarta, the first one in English and the second one partly in the local language. It is expected that the third Aton Manager course, which is planned for first quarter of 2025 will be delivered largely in the local language.

The deputy Secretary-General concluded that the Academy's focus on Enlightening, Educating, and Engaging has yielded measurable progress. Through targeted partnerships, innovative training, and technical assistance, the Academy helps coastal States ensure safe, efficient, and sustainable navigation worldwide.

He thanked the sponsors of the Academy, particularly Malaysia, Singapore and Korea, but also to France and the United Kingdom, and said that without the support from the sponsors, there would be no World-Wide Academy.

The Council noted the Academy progress report.

11.1.2 WWA Board meeting report

The Deputy Secretary-General continued by reporting from the latest Academy board meeting which was held in October at the IALA headquarters.

The Academy board welcomed Ms. Catherine Mulvihill as a new member of the board who has a long carrier in the maritime domain and is now the CEO of IFAN, the main sponsor of the Academy. The board also congratulated Vincent Denamur, who participated in the meeting, with his appointment as the new Dean of the Academy

The Academy's financial status is stable, with projected income through sponsorships for 2025 amounting to €1.023 million euros and the board approved the 2025 budget of €1.375M.

The board also approved the Academy Action Plan for 2025 which includes focused efforts on capacity building in Africa as well as Indonesia and the Philippines.

The board spoke briefly about the regional training facilities which have been provided to the Academy by Singapore and Türkiye for cost-effective use of existing facilities rather than establishing regional offices. The Deputy Secretary-General reminded the Council on their recent discussion on the possibility of regional presence of IALA and the Academy, where it was decided that now is not the time for going down that route.

The Academy efforts to support Ukraine is going well, and there are still monthly online meetings between the Academy and the SHSU to discuss their current needs and potential sponsors. The list of needs contains new items such as buoy batteries and communication devices as backup for the mobile telecommunication network between the various SHSU branches.

In conclusion, the former Dean thanked for the opportunity to be allowed to contributed to the vision and mission of IALA and its Academy in the role as Dean since 2016.

The Council noted the WWA Board meeting report.

The Council welcomed the new dean of the WWA, Mr Vincent Denamur. Mr Denamur briefly introduced his plans for the future work of the Academy.

12. INTERNATIONAL

12.1 IHO

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

12.1.1 Liaison note to S-100WG on the use of S-200 for VTS

Input paper TC03-12.1.1 refers.

Document 12.1.1, prepared by the VTS Committee, outlines a liaison note to the IHO S-100 Working Group, highlighting challenges in developing VTS-specific S-200 Product Specifications.

The key challenges identified are:

- Readiness Levels (S-97): The current readiness levels are designed for ship-based systems such as ECDIS and do not adequately address VTS specifications like S-212 and S-210. The note proposes custom readiness levels for VTS.
- Versioning: As S-212 will be developed incrementally, the absence of guidance in S-97 for managing version control in iterative specifications creates a gap.
- Two-Way Communication: The existing S-100 framework does not fully support the real-time, two-way communication required for VTS operations, posing limitations for VTS-specific applications.

The VTS Committee seeks feedback from the IHO S-100 Working Group to address these challenges and ensure the successful development of VTS product specifications.

The Council approved the liaison note on the use of S-200 for VTS and its submission to the IHO S-100WG.

Action item 2

The Secretariat to forward the approved liaison note on the use of S-200 for VTS to IHO S-100 WG.

12.2 IEC

12.2.1 Liaison note to IEC TC80 WG17 on S-421 and VTS use cases

Input paper TC03-12.2.1 refers.

The draft liaison note addresses enhancements to the S-421 Route Plan (IEC 63173-1) to better support VTS applications. This document has already been approved through the Council's online approval process.

To meet operational needs, the VTS Committee proposes the following enhancements:

- Adding Wheel Over Point for improved route accuracy.
- Supporting Delta Updates and Schedule Updates to optimize bandwidth usage.
- Making the Turn Radius optional.
- Including Actual Times to ensure alignment with IMO requirements.
- Simplifying the XML schema to enhance usability.

The VTS Committee requests IEC TC80 WG17 to review these proposals, provide feedback, and share the update schedule for the S-421 Route Plan.

The Council noted the liaison note on S-421 and VTS use cases and its submission to IEC TC80 WG17.

Action item 3

The secretariat to forward the approved liaison note on S-421 and VTS use cases to IEC TC80 WG17.

12.3 IMO

12.3.1. Input to NCSR on Development of procedures and requirements for the recognition of augmentation systems in the WWRNS

Input paper TC03-12.3.1 refers.

The paper highlights the need to recognize augmentation systems—such as SBAS, DGNSS, and RAIM—as components of the World-Wide Radionavigation System (WWRNS). These systems enhance GNSS performance by ensuring accuracy, continuity, and integrity for precision navigation, particularly in restricted maritime areas.

Two options are proposed to achieve this:

- Adopt a new IMO resolution with specific performance requirements.
- Revise IMO Resolution A.1046(27) to include augmentation systems.

The proposed key criteria for augmentation systems are as follows:

- Accuracy: 10 meters (95%).
- Continuity: 99.97% over 15 minutes.
- Integrity Alerts: Within 10 seconds.
- Update Rate: Every 2 seconds.

Recognition of these systems will ensure global harmonization, support emerging technologies, and enhance maritime safety.

The Council is requested to take note of this document. Upon confirmation of the main submitter, the Secretariat will circulate it for online approval before co-sponsoring the document for submission to the IMO NCSR.

The Council note the contents of the input paper on Development of procedures and requirements for the recognition of augmentation systems in the WWRNS to IMO NCSR.

Action item 4

The Secretariat to circulate the input paper on "Development of Procedures and Requirements for the Recognition of Augmentation Systems in the WWRNS" to the Council for approval once the main submitter has been identified, prior to co-sponsoring its submission to the IMO NCSR.

12.3.2 Input to ISWG-STCW on Training for deck officers in the IALA MBS

Input paper TC03-12.3.2 refers.

The paper was already submitted to the IMO ISWG on STCW, highlights gaps in deck officer training related to the IALA Maritime Buoyage System and modern Aids to Navigation (AtoN), including electronic AtoN, mobile AtoN, and MASS integration.

The current two-hour training allocation is insufficient, and practical exercises are limited. The document proposes:

- Extending the training duration.
- Updating the curriculum to include modern AtoN systems.
- Introducing hands-on practical exercises.

These updates would be reflected in STCW Tables A-II/1 and A-II/3, with references to IALA Guideline G1173.

The Councillors from Ireland and Sweden requested that the IALA Council, in collaboration with the IALA Secretariat and LAP, undertake a analysis of the co-sponsoring procedures and their potential future implications for IALA Member States. The objective is to develop a formal policy for IALA, as an IGO, regarding the submission and co-sponsorship of documents to other international organizations.

The Council noted the input on Training for deck officers in the IALA MBS to ISWG-STCW.

Action item 5

The Secretariat to undertake the analysis for further discussion on the development of a possible procedure for online council document approval.

12.3.3 Input to Council on new membership of IALA in IMO as an IGO

Input paper TC03-12.3.3 refers.

The paper reports on IALA's transition to an intergovernmental organization (IGO), following the entry into force of the IALA Convention on 22 August 2024. The first General Assembly under the new status is scheduled to convene in February 2025 in Singapore.

France has proposed formalizing a new cooperation arrangement to ensure continuity and strengthen collaboration with the IMO.

The Council noted the information on the IALA IGO project update (A33/inf.8) to IMO Council.

12.3.4 Input to MSC Proposal for a new output to realize the full potential of the S-100 ECDIS

Input paper TC03-12.3.4 refers.

The paper was submitted to the IMO MSC by Australia with IALA as a co-sponsor, highlights the need for a global framework for real-time data distribution and IP-based connectivity to support S-100 ECDIS.

With S-100 ECDIS set to become available in 2026 and mandatory from 2029, the proposal calls for:

- Guidelines for IP-based connectivity.
- Updates to ECDIS standards to support dynamic data integration.
- Harmonized delivery of S-100 products to ensure real-time updates.

The framework will enhance navigational safety, enable seamless real-time updates, and ensure readiness for emerging technologies such as MASS.

The Council noted the input proposal for a new output to realize the full potential of the S-100 ECDIS to IMO MSC.

12.3.5 Information paper to NCSR on Enhanced radar positioning systems

Input paper TC03-12.3.5 refers.

The information paper introduces the Enhanced Radar Positioning System (ERPS), a terrestrial navigation solution designed to provide a resilient backup to GNSS, addressing vulnerabilities such as interference and jamming.

ERPS utilizes enhanced racons (eRacons) to transmit position data to shipborne enhanced radar (eRadar), enabling vessels to determine their position using single or multiple eRacons.

Key highlights of the system include:

- Accuracy of 25.3 meters with 87.9% availability in coastal waters.
- Applicability for coastal navigation, port approaches, and restricted areas.
- Cost-effectiveness, as existing racons and radars can be upgraded through software updates.

The system aligns with IMO guidelines, enhances navigation safety, and supports resilient multi-source PNT systems, strengthening maritime positioning capabilities.

The Council approved the information paper on Enhanced radar positioning systems to IMO NCSR.

Action item 6

The Secretariat to forward the approved information paper on Enhanced radar positioning systems to IMO NCSR

12.4 ITU

12.4.1 Liaison note to ITU-R WP5B on draft revision of ITU-R M.1371-5 Technical characteristics for AIS

Input paper TC03-12.4.1 refers.

The document is a liaison note to ITU-R Working Party 5B, highlighting concerns in the revision of Recommendation ITU-R M.1371-5 for AIS that require correction to align with IALA standards.

Key issues include:

- Message 28: Code 39 for fishing apparatus risks channel overload; IALA recommends using AMRD Type B.
- Table A7-42: Combining Mobile AtoNs with Cardinal Marks contradicts the IALA Maritime Buoyage System and may confuse mariners.
- Self-Propelled Mobile AtoN: Raises compliance concerns with COLREGS.
- Typographical Error: Correct the reference to IMO Circ. 1473.

IALA requests ITU-R WP5B to address these issues to ensure alignment with AtoN standards and preserve AIS reliability for maritime safety.

The Council approved the liaison note on draft revision of ITU-R M.1371-5 Technical characteristics for AIS to ITU-R WP5B.

Action item 7

The Secretariat to forward the approved liaison note to ITU-R WP5B on draft revision of ITU-R M.1371-5 Technical characteristics for AIS.

12.4.2 Working document towards a preliminary draft revision of Recommendation ITU-R M.2092-1 VDES

Input paper TC03-12.4.2 refers.

The document addresses the revision of ITU-R M.2092-1 for the VHF Data Exchange System (VDES), focusing on enhancements identified through field tests and initial implementation to improve both terrestrial and satellite communication capabilities.

Key updates include:

- Corrections to technical tables and introduction of new Link IDs for enhanced functionality.
- Guidance on message retransmission to ensure data integrity.
- Updates to satellite components to improve overall system reliability.

These changes will ensure that VDES continues to provide reliable and secure communication, supports IMO's goals for resilient multi-source systems, and enables emerging technologies such as autonomous vessels.

The Council approved the working document towards a preliminary draft revision of Recommendation ITU-R M.2092-1 VDES.

Action item 8

The Secretariat to forward the preliminary draft revision of Recommendation ITU-R M.2092-1 VD to ITU-RWP5B.

12.4.3 Liaison note to ITU-R WP5D on use cases and service requirements of Marine AtoN

Input paper TC03-12.4.3 refers.

Document 12.4.3 is a liaison note to ITU-R Working Party 5D, highlighting the critical role of IMT-2020 and IMT-2030 technologies in meeting maritime communication needs. These technologies enhance safety, efficiency, and digitalization through key use cases, including:

- Real-time data exchange for pilotage, tug services, and autonomous ships,
- Environmental monitoring using UAVs,
- Deployment of virtual AtoNs in areas where physical aids are impractical, and
- Port operations automation and digitalized workflows.

IMT technologies improve communication, enhance navigation safety, and enable automation, supporting emerging solutions such as MASS and virtual AtoNs.

Action Requested for ITU-R WP5D is to include these maritime use cases in the revision of ITU-R Report M.2527 to ensure the sector's needs are addressed during IMT-2030 standardization.

The Council approved the liaison note to ITU-R WP5D on use cases and service requirements of Marine AtoN.

Action item 9

The Secretariat to forward the liaison note on use cases and service requirements of Marine AtoN to ITU-R WP5D.

13. Affiliate Industrial Members Group

The AIMG representative Lars Mansner updated the council on the work of the group. He indicated that the group was now meeting once a year. The next meeting was scheduled in Singapore. He pointed out what the change from NGO to IGO would mean for industrial members. Agencies would now be countries, therefore interactions may slightly change. He presented a world map of Aids to Navigation density. He raised the question on whether countries would be able to share data on their assets more easily under the IGO status. He also introduced the question of IALA's position regarding Aids to Navigation for inland waters.

The council noted the report from the AIMG.

14. IALA CONFERENCES, SYMPOSIA AND OTHER EVENTS

14.1 2025 – 1st IGO General Assembly – Singapore

14.1.1 Update on the program etc.

The Secretary-General and Capt. Segar, Singapore, went through the programme for the week. The program can be found on the web site together with the papers for the General Assembly.

Councillors were invited to proceed to registration as soon as possible.

The Ministers is invited to arrive on the 17 February and attend the opening ceremony on the 18 February. The Secretary-Generals of the IMO and IHO are also invited to attend the opening of the General Assembly.

The Council noted the update on the General Assembly.

14.1.3 Approval of submissions to the General Assembly

The Secretary-General went through the input documents for the General Assembly with a view to the Councils agreement to submit the papers before the deadline on 17 December 2024.

There were no comments to the draft papers from the Council.

The Council agreed to submit the papers to the General Assembly.

14.2 2027 – 21st Conference - India

The representative from India indicated that preparations were well underway for the preparation of the 21st Conference to be held in Mumbai.

The Council noted the information provided.

14.3 World Marine Aids to Navigation Day

14.3.1 WATON Day 2025

Input paper TC03-14.3.1 and TC03-14.3.1.1 refer.

The WATON Day was established in 2018 to raise awareness on Marine Aids to Navigation under the theme Successful Voyages, Sustainable Planet. The United Kingdom offered to host the World Marine Aids to Navigation Day in London on 1 and 2 July 2025. A provisional programme for the two days was detailed in the input paper posted on the website.

The Council agreed to have the WATON Day 2025 main event in London, UK.

14.4 Heritage Lighthouse of the Year

14.4.1 Heritage Lighthouse of the Year 2025

Input TC03-14.4.1 refers.

Document 14.4.1, prepared by the ENG Committee, presents the candidates for the Heritage Lighthouse of the Year award, recognizing lighthouses for their cultural, historical, and educational significance, with a focus on conservation, public accessibility, and tourism.

The shortlisted candidates are:

- Lingao Lighthouse, China: Built in 1894, noted for its exceptional conservation efforts and integration into tourism and educational programs.
- Hook Head Lighthouse, Ireland: A medieval landmark serving as a thriving cultural attraction.
- Eddystone Lighthouse, England: A site of significant technical and cultural importance, with a rich historical legacy.

The Lingao Lighthouse in China is recommended as the Heritage Lighthouse of the Year 2025 for its outstanding preservation and significant contribution to tourism and education.

The Council selected the Lingao Lighthouse, China, as the Heritage Lighthouse of the year 2025.

15. MEMBERSHIP

Finance and Administration Manager, Christine PHILIP introduced the input papers related to membership. Updated papers were provided during the meeting.

15.1 Applications for membership

Input papers TC03-15.1 and TC03-15.1.1 refer.

The Council approved National membership in the Association to be transferred as Associate in the IGO:

- **Libyan Ports & Maritime Transport Authority, Libya**

The Council approved Affiliate Industrial membership for:

- **Navtec S. A, Argentina**
- **American Consulting Group S.A, Argentina**
- **Aurora Control Inc, Canada**
- **Chengdu Dixin Technology Co., Ltd, People's Republic of China**
- **Whenzou Weixun Technology Co. Ltd., People's Republic of China**
- **SabetoFlex, Denmark**
- **Sea Marine Technology M.S, Venezuela**

The Council approved Affiliate membership for:

- **Japan Ship Technology Research Association, Japan**

The Council agreed Honorary membership to:

Council members/former Council members:

- **Dipl. Eng. Christian Forst**
- **Capt. Ian McNaught**
- **Cdre Mike Bullock**
- **RAdm Piero Pellizzari**
- **Mr. Jacques Manchard**

Committee Chairs/Vice Chairs:

- **Mr. Hideki Noguchi**
- **Monica Sundklev**
- **R. David Lewald**
- **Jorge Arroyo**

Others:

- **Mr. Paul Ridgway**
- **Mr. Gilbert Audurier**

15.2 Resignations and changes in membership

Input paper TC03-15.2 refers.

The Council noted the resignations from:

- **Jiangsu Koropp, People's Republic of China (Industrial membership)**
- **Horizonte AS, Norway ((Industrial membership)**
- **Fédération Francaise des Pilotes Maritimes, France (Associate membership)**
- **Finnish Transport and Communication Agency, Finland (Associate membership)**
- **Swedish Transport Agency, Sweden (Associate membership)**

The Council noted the following changes:

- **Spartan Maritime (M)**, *Malaysia* changed its name to **Lync Lab Sdn Bhd**.
- **Sarawak Marine Department**, *Malaysia* changed its name to **Sarawak Buoys and Light Board**.
- **Direction Générale de la Marine Marchande**, *Rep of Congo*. Their membership was about to be proposed for termination for non-payment, but IALA received copies of their ratification on December 9, 2024. They therefore remain a member of IALA.

15.3 Suspensions and updates on membership

Input paper TC03-15.3 refers.

The Council noted **reinstatement of membership** for the following members who had been suspended by Council 80 but who had settled their debts, as a reaction to the exceptional measure taken by the Secretary-General to waive the contributions in arrears to members who pay the 2024 contribution before the end of the year:

- **Woori Haeyang**, *Rep of Korea*
- **STC B.V**, *the Netherlands*
- **Navmoor Limited**, *the United Kingdom*

The Council also decided to suspend the rights of participation in IALA Committees in 2025 for all the organizations that will not meet their financial obligations consecutively to the Secretary-General's exceptional measure.

15.4 Terminations of Membership

Input paper TC03-15.4 refers.

The Council took a close look at the list of members who have been accumulating debts for many years and remain silent on all communications relating to their membership or their financial obligations. The Council therefore made the following decisions:

Terminate National membership for:

- **Office National de Signalisation Maritime**, *Algeria*
- **Instituto Hidrografico de Sinalizacao Maritima**, *Angola*
- **Nigerian Ports Authority**, *Nigeria*
- **Service National de la Signalisation Maritime**, *Gabon*

Terminate Industrial membership for:

- **Beijing Caton Global Technology Co. Ltd**, *People's Republic of China*
- **Shanghai Space Earth Net Information, Technology Co., Ltd.**, *People's Republic of China*
- **Safe Sea Services FZCO**, *The United Arab Emirates*
- **Tridel Technologies Private Ltd.**, *India*
- **BC Cuerpo Construction Corporation**, *Philippines*
- **Tecotrex Welding Marine**, *Qatar*

Terminate Associate membership for:

- **Port Autonome de San Pedro**, *Côte d'Ivoire*
 - **TWL Logistics Ltd.**, *Papua New Guinea*
 - **Rosmorport**, *Russia*
 - **Instituto Nacional de Canalizaciones**, *Venezuela*
-

16. COMMUNICATION

16.1 Update on communication

Communication officer Audrey Guinault reported that communication has gained momentum since the IGO status was achieved. She indicated that the requirements for the new website had been established and the plan was to finalize it soon and include a user and member database that could be managed and maintained easily.

Internal communication had become central with the IGO process as information needs to circulate smoothly to the teams. The organization was looking at ways to improve the transversal communication across the different departments.

External communication had been going well with high engagement rates on social media and a lot of interest received from members and non-members on IALA activities and the IGO process. News items have been published about IALA on several web based and printed articles.

The successful e-Bulletin publications would carry on but with possibly different opportunities for advertising and visibility to the Affiliate Industrial members.

The Council noted the information provided.

17. ANY OTHER BUSINESS

The Council noted the information provided.

18. DATES AND PLACES FOR NEXT MEETINGS

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

- Session 01: 21 February 2025, Singapore.
- Session 02: 9 to 13 June 2025, IALA Headquarters.
- Session 03: 8 to 12 December 2025, Mumbai, India.

Certifié conforme aux débats

Le 12 Décembre 2024

Contre-amiral Marcos ALMEIDA,
Président de l'AIMS

Mr Francis ZACHARIAE
Secrétaire-Général de l'AIMS

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 PREVIOUS SESSIONS	
5.1	Matters arising from the sessions	Note
6.	REPORT BY THE SECRETARY-GENERAL	Note
6.1	Report from the Secretary-General	
7.	NATIONAL MATTERS	Note
8.	STRATEGY AND POLICY	
8.1	Policy Advisory Panel	
8.1.1	Report of PAP54	Note
8.1.2	Report of PAP55	Note
8.2	Change of status	Note
8.2.1	Status on ratifications	Note/decide
8.2.2	Status on the transition arrangements	
9.	FINANCE AND AUDIT COMMITTEE REPORT	
9.1	Budget monitoring Statement for 2024	Note
9.2	Status on membership contributions and rates for the period 2025-2027	Note/Agree
9.3	Budget for 2025	Agree
9.4	Three-year outline budget 2025-2027	Agree
10.	TECHNICAL ACTIVITIES	
10.1	Legal Advisory Panel	
10.1.1	Report of LAP27	Note
10.1.2	Liaison note on advice about the e-Bulletin	Note

ITEM		ACTION REQUESTED
10.2 Committee work organisation		
10.2.1 Committee work programme		Approve
10.2.1.1 Revised committee work programme 2023-2027		Note
10.2.2 Committee meetings and events plan in 2025 and 2026		
10.3 ARM		
10.3.1 ARM19 summary report		Note
10.3.2 Revised R0132 on Quality management for Marine Aids to Navigation authorities		Approve
10.3.3 New draft Recommendation on Harmonized waterways datasets		Approve
10.3.4 New draft Guideline on Harmonized waterway datasets		Approve
10.3.5 New draft Guideline on Enhancing the safety and efficiency of navigation around offshore renewable energy installations		Approve
10.4 ENG		
10.4.1 ENG19 summary report		Note
10.4.2 Revised G1077 on Developing a maintenance strategy for Aids to Navigation		Approve
10.4.3 Revised G1158 on VDES R-Mode		Approve
10.4.4 Revised G1175 on Operation and management AtoN in extreme environmental conditions		Approve
10.4.5 New draft Guideline on overview of a floating AtoN		Approve
10.4.6 New draft Guideline on Medium Frequency R-Mode signal structure and navigation message		Approve
10.5 VTS		
10.5.1 VTS56 summary report		Note
10.5.2 New draft Guideline on quality management practices for VTS providers		Approve
10.5.3 New draft Guideline on VTS interaction with a mix of conventional, automated and autonomous ships		Approve
10.6 DTEC		
10.6.1 DTEC3 summary report		Note
10.6.2 Revised G1128 on Specification of e-Navigation Technical Services		Approve
10.6.2.1 Annex A Technical Service Specification Template		
10.6.2.2 Annex B Service Design Template		
10.6.2.3 Annex C Service Instance Description Template		
10.6.2.4 Annex D Service Design Template for SECOM Service		
10.6.3 Revised G1183 on Provision of MCP identities		Approve
10.6.4 Workshop proposal on IMT for Marine Aids to Navigation		Approve
10.6.4.1 Workshop proposal document		Approve
10.6.4.2 Confirmation from the host country		Note
10.7 IALA documents		
10.7.1 Revised Document on Maritime Radio Communication (MarCom) Manual		Approve

ITEM		ACTION REQUESTED
10.8	Product specifications 10.8.1 Report on S-200 PS development	Note
10.9	Digital@Sea initiative 10.9.1 D@S conferences	Note
10.10	Technical update 10.10.1 Input on CIE Research Group on Cone fundamentals	Note
11.	WORLD-WIDE ACADEMY	
11.1	Progress report 11.1.1 WWA Progress Report 11.1.2 WWA Board meeting report	Note Note
12.	INTERNATIONAL	
12.1	IHO 12.1.1 Liaison note to S-100WG on the use of S-200 for VTS	Approve
12.2	IEC 12.2.1 Liaison note to IEC TC80 WG17 on S-421 and VTS use cases	Note
12.3	IMO 12.3.1 Input to NCSR on Development of procedures and requirements for the recognition of augmentation systems in the WWRNS 12.3.2 Input to ISWG-STCW on Training for deck officers in the IALA MBS 12.3.3 Input to Council on new membership of IALA in IMO as an IGO 12.3.4 Input to MSC Proposal for a new output to realize the full potential of the S-100 ECIS 12.3.5 Information paper to NCSR on Enhanced radar positioning systems	Approve Note Note Note Note
12.4	ITU 12.4.1 Liaison note to ITU-R WP5B on draft revision of ITU-R M.1371-5 Technical characteristics for AIS 12.4.2 Working document towards a preliminary draft revision of Recommendation ITU-R M.2092-1 VDES 12.4.3 Liaison note to ITU-R WP5D on use cases and service requirements of Marine AtoN	Approve Approve Approve Approve
13.	IMG	
13.1	Report from the IMG representative	Note

ITEM		ACTION REQUESTED
14.	CONFERENCES, SYMPOSIA, AND OTHER EVENTS	
14.1	2025 – First IGO General Assembly – Singapore	
14.1.1	Update on program etc.	Note
14.1.2	Note on China's representation	Note
14.1.3	Approval of submissions to the General Assembly	Note/Decide
14.2	2027 – 21st Conference – India	Note
14.3	World Marine Aids to Navigation Day	
14.3.1	WATON Day 2025	Note
14.4	IALA Heritage Lighthouse of the Year	
14.4.1	Heritage lighthouse of the year 2025	Decide
15.	MEMBERSHIP	
15.1	Applications for Membership	Approve
15.1.1	Proposal for honorary membership	Decide
15.2	Resignations and changes in Membership	Note
15.3	Suspensions and updates of Membership	Decide
15.4	Terminations of Membership	Decide
16.	COMMUNICATION	
16.1	Updated on communication matters	Note
17.	ANY OTHER BUSINESS	Note
18.	DATES AND VENUES FOR NEXT MEETINGS	Note

ANNEX B – LIST OF PARTICIPANTS

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Communication Officer

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Membership and International Relations Officer

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Seconded Officer

Christina SCHNEIDER

e-mail: Christina.Schneider@wsv.bund.de

ANNEX C – ACTION ITEMS

Action item 1

The PAP to discuss the best way forward to draft a combined guideline on MASS.

Action item 2

The Secretariat to forward the approved liaison note on the use of S-200 for VTS to IHO S-100 WG.

Action item 3

The secretariat to forward the approved liaison note on S-421 and VTS use cases to IEC TC80 WG17.

Action item 4

The Secretariat to circulate the input paper on "Development of Procedures and Requirements for the Recognition of Augmentation Systems in the WWRNS" to the Council for approval once the main submitter has been identified, prior to co-sponsoring its submission to the IMO NCSR.

Action item 5

The Secretariat to undertake the analysis for further discussion on the development of a possible procedure for online council document approval.

Action item 6

The Secretariat to forward the approved information paper on Enhanced radar positioning systems to IMO NCSR

Action item 7

The Secretariat to forward the approved liaison note to ITU-R WP5B on draft revision of ITU-RM.1371-5 Technical characteristics for AIS.

Action item 8

The Secretariat to forward the preliminary draft revision of Recommendation ITU-R M.2092-1 VD to ITU-RWP5B.

Action item 9

The Secretariat to forward the liaison note on use cases and service requirements of Marine AtoN to ITU-R WP5D.

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ANNEX D – RECORD OF DECISIONS OF THE 3RD SESSION OF THE IALA TRANSITION COUNCIL

The Council noted the financial impacts, agreed on the 2025 budget and agreed the Resolutions as drafted in Annex TC03-9.3.

The Council noted the membership situation status and agreed on the following membership rates which will be submitted for approval to the 1st General Assembly in 2025 in Singapore:

IALA MEMBERS	2025	2026	2027
Member States	€19,680	€25,000	€25,000
Associate members	€19,680	€20,860	€22,200
Affiliate Industrial members	€6,730	€6,870	€7,000
Affiliate members	€3,250	€3,320	€3,380

The Council noted the financial impacts, agreed on the 2025 budget and agreed the Resolutions as drafted in Annex TC03-9.3.

The Council agreed on the three-year outline budget 2025-2026-2027.

Following recommendations from the FAC, the Council approved the financial arrangements for the relocation project specifically a maximum financial liability to IALA of €2 million consisting of the sale of the building and reserves.

The Council approved the revised Committee work programme for 2023-2027.

The Council approved the revised R0132 on Quality Management for Marine AtoN Authorities, Ed3.0.

The Council approved the new Recommendation on Harmonized waterways datasets, Ed1.0.

The Council approved the new Guideline on Harmonized waterways datasets, Ed1.0.

The Council approved the new Guideline on Enhancing the safety and efficiency of navigation around offshore renewable energy installations (OREI), Ed1.0.

The Council approved the revised G1077 on Developing maintenance strategy for Aids to Navigation, Ed2.0.

The Council approved the revised G1158 on VDES R-Mode, Ed2.0.

The Council approved the revised G1175 on Operation and Management AtoN in extreme environmental conditions, Ed2.0 and withdraw the documents G1108 on the challenges of providing AtoN services in polar regions, Ed1.1 and G1136 on providing AtoN services in extremely hot and humid climates, Ed1.1.

The Council approved the new Guideline on overview of a floating AtoN, Ed1.0.

The Council approved the new Guideline on Medium Frequency R-Mode signal structure and navigation message, Ed1.0.

The Council approved the new draft Guideline on quality management practices for VTS providers, Ed1.0.

The Council decided to send the new Guideline on VTS interaction with a mix of conventional, automated and autonomous ships back to VTS committee and then PAP, MASS Task Force for further review.

The Council approved the revised G1128 on Specification of e-Navigation Technical Services, Ed1.6.

The Council approved revised G1183 on Provision of MCP identities, Ed1.1.

The Council approved the workshop proposal on IMT for Marine Aids to Navigation.

The Council approved the revised document on Maritime Radio Communication (MarCom) Manual, Ed1.0.

The Council approved the information provided on CIE Research Group on Cone fundamentals.

The Council approved the liaison note on the use of S-200 for VTS and its submission to the IHO S-100WG.

The Council approved the information paper on Enhanced radar positioning systems to IMO NCSR.

The Council approved the liaison note on draft revision of ITU-R M.1371-5 Technical characteristics for AIS to ITU-R WP5B.

The Council approved the working document towards a preliminary draft revision of Recommendation ITU-R M.2092-1 VDES.

The Council approved the liaison note to ITU-R WP5D on use cases and service requirements of Marine AtoN.

The Council agreed to submit the papers to the General Assembly.

The Council agreed to have the WATON Day 2025 main event in London, UK.

The Council selected the Lingao Lighthouse, China, as the Heritage Lighthouse of the year 2025.

The Council approved National membership in the Association to be transferred as Associate in the IGO:

- **Libyan Ports & Maritime Transport Authority, *Libya***

The Council approved Affiliate Industrial membership for:

- **Navtec S. A, *Argentina***
- **American Consulting Group S.A, *Argentina***
- **Aurora Control Inc, *Canada***
- **Chengdu Dixin Technology Co., Ltd, *People's Republic of China***
- **Whenzou Weixun Technology Co. Ltd., *People's Republic of China***
- **SabetoFlex, *Denmark***
- **Sea Marine Technology M.S, *Venezuela***

The Council approved Affiliate membership for:

- **Japan Ship Technology Research Association, *Japan***

The Council agreed Honorary membership to:

Council members/former Council members:

- **Dipl. Eng. Christian Forst**
- **Capt. Ian McNaught**
- **Cdre Mike Bullock**
- **RAdm Piero Pellizzari**
- **Mr. Jacques Manchard**

Committee Chairs/Vice Chairs:

- **Mr. Hideki Noguchi**
- **Monica Sundklev**
- **R. David Lewald**
- **Jorge Arroyo**

Others:

- **Mr. Paul Ridgway**
- **Mr. Gilbert Audurier**

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The Council noted the resignations from:

- **Jiangsu Koropp**, *People's Republic of China (Industrial membership)*
- **Horizonte AS**, *Norway ((Industrial membership)*
- **Fédération Française des Pilotes Maritimes**, *France (Associate membership)*
- **Finnish Transport and Communication Agency**, *Finland (Associate membership)*
- **Swedish Transport Agency**, *Sweden (Associate membership)*

The Council noted the following changes:

- **Spartan Maritime (M)**, *Malaysia* changed its name to **Lync Lab Sdn Bhd**.
- **Sarawak Marine Department**, *Malaysia* changed its name to **Sarawak Buoys and Light Board**.
- **Direction Générale de la Marine Marchande**, *Rep of Congo*. Their membership was about to be proposed for termination for non-payment, but IALA received copies of their ratification on December 9, 2024. They therefore remain a member of IALA.

The Council noted reinstatement of membership for the following members who had been suspended by Council 80 but who had settled their debts, as a reaction to the exceptional measure taken by the Secretary-General to waive the contributions in arrears to members who pay the 2024 contribution before the end of the year:

- **Woori Haeyang**, *Rep of Korea*
- **STC B.V**, *the Netherlands*
- **Navmoor Limited**, *the United Kingdom*

The Council also decided to suspend the rights of participation in IALA Committees in 2025 for all the organizations that will not meet their financial obligations consecutively to the Secretary-General's exceptional measure.

Terminate National membership for:

- **Office National de Signalisation Maritime**, *Algeria*
- **Instituto Hidrografico de Sinalizacao Maritima**, *Angola*
- **Nigerian Ports Authority**, *Nigeria*
- **Service National de la Signalisation Maritime**, *Gabon*

Terminate Industrial membership for:

- **Beijing Caton Global Technology Co. Ltd**, *People's Republic of China*
- **Shanghai Space Earth Net Information, Technology Co., Ltd.**, *People's Republic of China*
- **Safe Sea Services FZCO**, *The United Arab Emirates*
- **Tridel Technologies Private Ltd.**, *India*
- **BC Cuerpo Construction Corporation**, *Philippines*
- **Tecotrex Welding Marine**, *Qatar*

Terminate Associate membership for:

- **Port Autonome de San Pedro**, *Côte d'Ivoire*
- **TWL Logistics Ltd.**, *Papua New Guinea*
- **Rosmorport**, *Russia*
- **Instituto Nacional de Canalizaciones**, *Venezuela*

9.3 RESOLUTIONS on the financial arrangements during the transition phase, adopted on 11 December 2024

As IALA is now operating as an Organization, day-to-day business transactions will be managed through its budget and arrangements under the General Regulations (including Financial Regulations).

Accordingly, there is no operational need to develop a budget for the Association for 2025. The Secretariat also understands from its legal and audit advisors that this is not necessary.

However, there remains uncertainty about when the Headquarters Agreement will come into effect, and following that, when the staff of the Association will be able to transfer to the Organization. Despite that uncertainty, budget for staff expenses for the full year have been made in the Organization budget.

Two resolutions have been prepared to record the agreement of the Council of the Association and the Transition Council of the Organization to make provision for payment of Association expenses (primarily staff expenses) from the Organization budget in 2025. These resolutions allow the Councils to efficiently manage the resources of both institutions during transition in 2025.

The Resolutions also make provision for the transfer of staff to the Organization at the end of the transition period (that is, by the date of convening the first General Assembly in Singapore in February 2025) if this has not happened earlier. This is necessary because the transition arrangements for the Secretariat will end at that time.

The Council is invited to approve both Resolutions.

Annex E - Resolutions on the financial arrangements during the transition phase

The Council;

RECALLING that the Association is being wound up;

NOTING that:

1. the Association will not collect any membership contributions or fees for 2025; and
2. that the Organization will pay expenses incurred by the Association during 2025 on approval of the Secretary-General to do so;

AGREES that:

1. the Association will not prepare a budget for 2025;
2. the Association will transfer any revenue received during 2025 to the Organization in accordance with the Association Constitution.

The Transition Council;

RECALLING that the Association is being wound up;

NOTING that:

1. the Association will not collect any membership contributions or fees for 2025;
2. the Association will not prepare a budget for 2025; and
3. the Association will transfer any revenue received during 2025 to the Organization in accordance with the Association Constitution;

AGREES that:

1. the Organization will pay expenses incurred by the Association during 2025 on approval of the Secretary-General to do so; and
 2. from the 18 February 2025, unless transferred earlier, the staff of the Association Secretariat will become the staff of the Organization, engaged under rules equivalent to those of the Association until such time as the Headquarters Agreement comes into effect and thereafter in accordance with the Staff Rules.
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