

1st Draft Report of the 49th session of the IALA COUNCIL

Marseilles, France

22-24 June 2010

Councillors present:

Mr. David Gordon, South Africa	President
Rear Admiral Sir Jeremy de Halpert, UK	Treasurer
Mr. Graham Peachey, Australia	
Captain Walter dos Santos Duarte Júnior, Brazil	
Mr. André Châteauvert, Canada	
Lt.Cdr. James Crawford, Chile	
Captain Chen Aiping, China	
Mr. Svend Eskildsen, Denmark	
Mr. Keijo Kostianen, Finland	
Mr. Jacques Manchard, France	
Mr. Christian Forst, Germany	
Mr Manmohan Singh Suman, India	
Dr. Stuart Ruttle, Ireland	
Mr. Toshio Takahashi, Japan	
Mr. Seung Jae LEE, Korea	
Captain Ahmad Bin Othman, Malaysia	
Mrs. Kirsti Slotsvik, Norway	
Mr. Kees Polderman, Netherlands	
Admiral Sergei Kozlov, Russia	
Mr.Mamadou Thioub, Senegal	
Mr. Juan-Francisco Rebollo, Spain	
Mr. Ove Eriksson, Sweden	
Captain Tayfun Yalcin, Turkey	
Mr Dana Goward, USA	

Also in attendance:

Mr. Gary Prosser, IALA Secretary General
Mrs. Marie-Hélène Grillet, IALA Administration Manager
Dr. Mike Hadley, IALA Technical Co-ordination Manager
Adm. Jean-Charles Leclair, IALA accredited representative to IMO
Mr. Allen Mitchener, IMC Observer
Mr. Roger Lockwood, Northern Lighthouse Board, observer
Mrs. Jiang Xuemei (assistant to Captain Chen Aiping)
Mr. Li Wenhua (assistant to Captain Chen Aiping)
Captain Alberto Piovesana Júnior (Assistant to Captain Walter dos Santos Duarte Júnior)
Prof. GUG, Seung-Gi (assistant to Mr Seung-Jae LEE)
Captain Vadim Sobolev (assistant to Admiral Kozlov)

Mr. Dimitri Travin (assistant to Admiral Kozlov)
Mr Patrice Milan, France, observer
Mrs. Virginia Butler, IALA Secretariat

1. President's opening remarks

The President opened the meeting at 14h00 on 22nd June 2010. He welcomed all Councillors to the meeting, the first real meeting of the 4 year period that will end with the next IALA Conference in Spain. He thanked Jacques Manchard for his efforts in organizing the meeting in Marseilles.

2. Apologies for absence

Apologies for absence were received from Mr Manuel Gomez, IALA Vice President. Puertos del Estado was however represented by Mr Juan-Francisco Rebollo; all other Councillors were present.

3. Approval of the Agenda

The Agenda was approved.

4. Approval of the reports of the 47th and 48th sessions

Session 47:

Kees Polderman explained that The Netherlands had not requested a permanent seat on the Council, should the offer to host IALA in Rotterdam have been accepted. The country would however have put their candidature for the Council in normal course. Regarding paragraph 11.1.3 – Membership he also said that MARIN had not got his support and the company should not be an associate but an industrial member.

The report was accepted with these amendments and it was agreed that the Secretariat would look into the MARIN issue.

Session 48:

The report was accepted with one amendment: Mr Manuel Gomez was elected Vice President and not President as wrongly stated in the report.

5. Financial Matters

Jeremy de Halpert, IALA Treasurer, explained that the IALA finances are managed by the Secretary General and the Administration Manager. They are audited once a year by a chartered accountant and monitored by the Finance Advisory Committee (FAC), which consists of the councillors representing France, Germany, Ireland, Malaysia and the UK. The FAC meets twice a year before Council meetings. He added that every year in June the Council approves the previous year's balance sheet, any increase in fees for the next year and the budget for the next year.

5.1 Balance sheet 2009

Results of accounts - The Treasurer reported a profit in the amount of 148,037 Euros. He said that this was a very good result, which however cannot be expected every year. The reasons for such a good result were mainly that:

- New Industrial members joined in order to exhibit at Cape Town and had to pay 3 years in order to do so;
- The IALA share of the 2008 VTS Symposium was cashed in 2009;
- Technical cooperation missions were paid back by the countries;
- Many well attended Workshops/Seminars had been organised in 2009.

IALA expenditure however is also high. The Treasurer explained that Personnel is the biggest expenditure item but the staff is the engine of IALA and vital for the Association. He also explained the item "written off invoices", which are those invoices that will never be paid by members and removed from the list of IALA Members for non payment of its fees for several years.

Balance sheet – The Treasurer explained that the figure given for IALA property is the book value only and does not reflect the actual value. He also said that IALA sets money aside in bonds and other assets.

Questions on the balance sheet were answered as follows:

- IALA is governed by the "1901" French law as a not for profit organisation
- Re-evaluation of property is not allowed by French law
- As IALA is not for profit it can consider changing the word "profit" to another word.

5.2 Cash flow situation as at 31st May 2010

The Treasurer presented the cash flow graph comparing income and expenditure. He said that the 2009 lines illustrate how the IALA finance should be managed: keeping the green line above the red one. 2010 was however more complicated, for several reasons:

- The 2010 Conference in Cape Town generated high expenses, while its share of the registration fees had not been cashed yet;
- IALA had two Secretaries General for 3 months in order to ensure a smooth transition from Torsten Kruuse to Gary Prosser;
- The outgoing Secretary General was entitled to a retirement premium;
- The relocation project generates some costs;
- The Council had decided a 2% increase in fees for 2009 instead of the 3% originally considered.

5.3 Budget 2011

The Treasurer recommended a 3% increase for 2011, to make the relocation project more comfortable. He suggested round figures that were just under 3% as follows:

- National Members: 12,800 €
- Associate Members: 2,500 €
- Industrial Members: 4,760 € for IALA plus 500 € to be returned to the IMC.

On a question by Kees Polderman the Treasurer explained that the Council could not postpone its decision on the amount of subscriptions as the fees recovery process is a long one: in order for the members to start their payment process early enough to conform with the deadline (31st January) the invoices have to be issued during the summer the previous year.

The Council agreed the amounts of subscriptions suggested by The Treasurer.

As the cash flow and budget papers were presented “on screen only” they are attached to the present report as Annex 1.

6. Strategy matters

6.1 IALA Headquarters’ location

6.1.1 Progress report by the Secretary General

The Secretary General presented his note (input paper 6.1.1), to which he added a slide on relocation costs (Annex 2). He then answered the questions from the Councillors:

The plans show that it will be possible to accommodate 100 people in one room, which was the purpose of the relocation project. The building is about the same age as the current premises but in a better condition and of a higher standard. The choice was limited as there are few offices for sale in Saint-Germain-en-Laye and the surrounding area. The building is not close to the centre but still within walking distance. In addition new bus links make it easy to reach and a new “railtram” is being built, which will make access even easier. Maintenance will not require more people than now. One of the aims is, as far as practicable, to have two wings (one for the Secretariat, one for the meetings), one of which would be closed when no meetings are going on. A facilitation group consisting of the Treasurer, the Secretary General, the Chair of the IALA Legal Advisory Panel and Jacques Manchard, was mandated by the Council to ensure strict control on the developments. There is no further decision required from the Council.

The Secretary General indicated that an offer was made to the Bel Air site’s present owner in the amount of 1.5M€. The Facilitation Group was to meet again at the close of the Council session.

Jeremy de Halpert added that the first thing should be to conduct a building survey. If the result of the survey shows that no problems are to be expected the French DDEA (Local directorate for planning) will help in finding an architect/designer/project manager and assist IALA during the works. However, the budget imposes the need to slim down the

requirements and it must be ensured that the basic needs are met. The deadline to move in the new premises is 1st March 2011.

6.1.2 – Letter from The Netherlands

The Council noted the letter from The Netherlands by which they withdrew their offer to host IALA Headquarters after 1st July 2010.

6.2 New class of IALA Membership

The Secretary General presented the discussion item (input paper 6.1.2) and encouraged comments.

Christian Forst said that the Council Strategy Group would take it onboard and start to work on it at the next meeting, with a view to having a proposal ready for 2012.

David Gordon added that the EMSA case was very specific: IALA should be careful not to lose associate members, which could gather into one regional member.

Vadim Sobolev wondered whether this new calls of membership would be above National Membership.

Kees Polderman advised not to approach EMSA before having discussed the matter in depth within the Council, as all political aspects need to be considered.

It was agreed that the Strategy Group should start considering this issue as early as possible.

6.3 Strategy Group meeting report

Christian Forst, as Chair of the Strategy Group, said that his group had its first meeting the previous day. He made a brief report, which is attached as Annex 3.

7. IALA Committees and Working Groups

7.1 e-NAV matters

7.1.1 – Amended Work Programme 2010-2014 (input paper 7.1.1)

Stuart Ruttle said that the changes in the e-NAV Committee working methods were questionable.

Christian Forst answered that the e-NAV Committee was using a lot of resources, perhaps beyond what IALA could cope with, and that the Committee might reduce its Work Programme but focus on quality.

Dana Goward reported that the US technicians considered the work done by the Committee as very valuable. He suggested having a slogan for e-Navigation, like “better, cheaper, more accurate” and giving a better explanation of what e-Navigation is.

Stuart Ruttle said that most of the work of the Committee consists in issuing very detailed Recommendations and Guidelines. He added that this prevents the industry developing products with no standards.

Kees Polderman added that IMO was relying on IALA to implement its strategy for e-Navigation.

The amended Work Programme was approved with the following additions:

- in Strategy and Operations (Presentation and User requirements): Task 3 to read ‘Maintain and update user requirements (in co-ordination with the VTS and ANM Committees);’
- in Position, Navigation, and Timing (Sensors):
 - o task 6 remark to read ‘Revised Racon & DGNSS Recommendation’;
 - o task 7 remark to read ‘NAV & CG inputs (Liaison with RTCM SC104)’;
- in AIS: Task 14 to read ‘Monitor and contribute to development of AIS, including the next generation of AIS’;
- in Architecture: WG section of Task 22 to read ‘5 (assisted by 2,3,4& 6)’.

7.1.2 IALA submissions to IMO NAV 56

Jean-Charles Leclair presented the various IALA submissions to IMO on e-Navigation (input papers 7.1.2.1 to 7.1.2.6), drawing the Council’s attention to the fact that Annexes to the submissions, which did not appear on the papers, had been posted to their Website.

He explained that IMO had requested IALA to participate more actively in translating the IMO draft strategy on e-Navigation into an action plan. He itemised the key elements of e-Navigation; radio communication, position fixing and timing services, which led IALA to develop the Maritime Radio Communication Plan and World Wide Radio Navigation Plan.

Kees Polderman wondered why the submission on the Universal Maritime Data Model had been withdrawn. The Secretary General answered that IHO was feeling that it could have a counter-effect on its own work and had requested that it be withdrawn. He added that IALA had a good working relationship with IHO and it was important that this was reflected at IMO as well.

The IALA submissions to IMO NAV 56 were approved.

7.2 IALA Pilotage Authority Forum and IMPA (input papers 7.2.1 to 7.2.3)

The Secretary General reported that IMPA had expressed reservations about the Forum since its inception and several meetings held between the two organizations had not resolved this issue: IMPA have stated that they would be against any IALA submission to IMO on pilotage. He then asked the Councillors about their opinions on the way forward.

Kees Polderman said that the IALA should continue with the PAF forum and that it would be beneficial to have IMPA involved. He did not see any legal impediments to the functioning of the forum. He offered his help in explaining the reason why IALA started the Forum and suggested inviting their representative to the IMO to the Forum. He thought their representative would be glad to learn about IALA's action in the field. He also suggested that the forum could be expanded to a more general forum for Pilotage Authorities and recommended expanding the forum to include sister organisations with similar interests, ie. ICS, InterTanko, IAPH, IHMA etc.

Kirsti Slotsvik added that it was important that the work be finished. However, without retreating, it could be useful to move a little step back and more importantly, show the safety aspects.

Svend Eskildsen explained that it was important that the pilotage authorities can network. Several bodies can deal with pilotage in one country (in Denmark for example, one deals with regulations and training and another one with the service delivery). The IMPA fear, he thought, might be that with a world-wide harmonisation of pilotage the pilots might become "international" and thus any pilot could replace any local pilot in any country. The PAF however was a forum necessary for networking and exchange of views for pilotage authorities.

Jeremy de Halpert reported that the North Sea Pilotage Commission had done good work in pilotage authorities' responsibilities. It was disbanded when IALA intended to create groups to deal with the matter. The groups however did not start the work and this resulted in a gap having to be filled, which was done by IMPA. They might fear that IALA is trying to take over their own work and interfere in their business. He added that Trinity House hosts deep sea pilots meetings and that a lot is done in the field already. However, IALA needs to justify what it does with the Pilotage Authority Forum. It might be requested by IMO to continue. The suggestion was to work closely with IMO.

Stuart Ruttle asked about IMPA Terms of Reference. He thought that justification could be found using their ToRs, and showing how different they are from the ones of the IALA Forum.

The President said that there was a need to meet with the three parties (IMPA, IMO and IMPA) and settle the matter. He said it was important to review the ToRs of the PAF to ensure that it was not conflicting with the role of IMPA.

Juan-Francisco Rebollo recognized that IALA was a good place to exchange views but questioned its ability to issue documents on the topic, taking into account that some countries are reluctant to consider a pilot as an aid to navigation and also that not all IALA members are competent in pilotage issues.

Christian Forst was sharing most of this point of view and felt that it added to the IALA work load. At the same time he was in favour of the PAF continuing its work, worrying however about the possible lack of credibility due to a very small number of attendees. He was of the opinion that the documents issued should be submitted to IMO on a national basis.

Clarification on pilots being aids to navigation was given by Kees Polderman who reminded the Council that Article 1 of the IALA Constitution states that an aid to navigation is a “service external to the ship”. This was not entirely satisfactory to Juan-Francisco Rebollo who argued that when a pilot is onboard a ship he ceases to be external.

Svend Eskildsen remarked that it was right that not all IALA National Members are responsible for pilotage but this is also the case for VTS or AIS. In such cases Associate Members join the group. It should be the same for pilotage.

Jean-Charles Leclair informed the Council that at the last MSC meeting he had been approached by people asking about the IMPA/IALA dispute. This was an indication that IMPA had started lobbying. He thought that it was important for IALA that their National Members make contact with their representatives at IMO so that they can answer questions. IALA had to ensure that the correct information concerning the operation of the PAF was distributed to National Members.

Dana Goward said that in the US pilotage is under the responsibility of individual States. He asked if they could attend PAF?

Stuart Ruttle made the remark that the PAF seems to be made of Council members only. He was in favour of opening the Forum to non member pilotage authorities.

The Secretary General closed the discussion by saying that IALA would look into the IMPA Terms of Reference, encourage greater participation in the Forum by IALA members and sister organisations and consider national submissions to IMO on pilotage matters. He would also forward the questions to the Policy Advisory Panel and the Legal Advisory Panel when they meet in October.

7.3 Steering Committee on Generic Risk Model

7.3.1 Report of 22nd Steering Group meeting

Jean-Charles Leclair said that the final version of IWRAP was launched at the Conference and would be available on 15th September. There would be a free version for IALA members and a commercial one for 3.500€a year.

The report was noted.

7.3.2 IALA Submission to IMO NAV56 on the evaluation of degree of risk

Jean-Charles Leclair explained that there would be a draft IMO SN Circular describing the different tools developed by IALA to assess the degree of risk, according to SOLAS V/13.

The submission to IMO NAV 56 was approved.

7.4 IALA-NET – Report of Steering Group (input papers 7.4.1 and 7.4.1 Annex)

This Agenda item was introduced by Jean-Charles Leclair who reminded the Council about the questions behind the proposed action items.

Kees Polderman said that The Netherlands had not yet seen the value of being in IALA-NET but would reconsider its position. Regarding action item 11.9 he said that EMSA should not necessarily be given access to IALA-NET as SafeNeaNet is a similar system.

The President asked about the legal aspects of making the data available and how to prevent administrations from giving them to other organisations.

Svend Eskildsen explained that only national competent authorities (with the exception of MENAS and EMSA) receive the data from IALA-NET. They are then free to transmit them to other public authorities only and not to the private sector. There can be regional servers, which make the connections easier than with several ones. The network would be enlarged when satellite services are started. EMSA started a project with ESA. He added that SafeSeaNet is for the European Union only.

From the discussion that followed these first remarks it appeared that now that it was possible to control the exchange of data, IALA-NET should be enlarged as far as practicable and IALA shouldn't be afraid of letting EMSA in, which would contribute a lot to the system.

Kees Polderman however, based on the principle that an authority that provides information gets information as well, was of the opinion that IALA should be careful about not losing anything in giving information to EMSA. The Association should first develop a strong position and then go to EMSA.

Svend Eskildsen informed the Council of a Danish proposal to hold a Workshop on IALA-NET data sharing, the aim of which would be to show that IALA-NET can be used for purposes other than AIS data sharing (see 11.4 hereafter).

The Council came to the following conclusions:

- **On Input paper 7.4.1, item action 11-9: A draft new submission on data exchange should be developed at the next IALA-NET Steering Committee meeting, for the Council to discuss it again;**
- **On Input paper 7.4.1, item action 11-10: The demonstration phase should end and the permanent IALA-NET system should start under a Beta version**

7.5 EEP Matters

7.5.1 Amendment to IALA Guideline 1066

The amended Guideline was approved with the error in a formula in section 3.3.1.2.1 (bottom of page 14) corrected.

7.6 VTS Matters

7.6.1 Amended Work Programme 2010-2014

The amended work programme, carrying a new monitoring item “Usage of the World VTS Guide” was approved.

There was however a question from Kees Polderman about the communication strategy on VTM, which was one of the 2010 Conference Conclusions. He thought it should be added to the Work Programme in paragraph 1.

Tayfun Yalcin answered that the Committee was continuing its work on VTM and a document was being developed for the Council, **hopefully for the December session.**

8. International

8.1 Report of MSC 87

The Secretary General said that technical co-operation by IALA should be considered as valuable help in the aids to navigation funds for the Straits of Malacca and Singapore (input paper 8.1.1, page 8, paragraph 7.2.).

The report on IMO MSC 87 was noted with particular attention to the actions recommended in paragraphs 8.1 to 8.5.

9. IMC Matters

Allen Mitchener, IMC Observer, spoke to 2 issues:

He reported that a request had been received from an industrial member company to **stop IALA product certification.**

He explained that certification was originally proposed by some Industrial Members as a means of ensuring a level of quality and performance from manufacturers who provided products displaying the IALA logo. A product would be allowed to carry IALA certification if the device did what it was advertised to do. Customers lacking the time, means or technical knowhow to evaluate the purchased items could be assured that they were getting what they asked for by including the requirement for IALA certified products in their tender documents. Over the past 10 years however product certification took on a more specific definition while working through the IALA engineering committees. It changed from “doing what it is advertised to do” to a series of templates that “define what a device should do”. Although a great deal of effort had gone into the development of product templates the initial purpose of product certification had been altered and the entire process had bogged down to the point where some Industrial Members would like to see the programme cancelled. The IMC Observer asked the Council to request the EEP Committee to consider the validity of continuing the product certification programme.

He then remarked that if a new class of membership was to be discussed within the IALA Council Strategy Group, IMC would be interested in the debates and also, as a principle, he thought that IMC would have a valuable participation in the Strategy Group.

The Council decided to:

- **Discuss the product certification issue with the EEP Committee: the Chair and Vice Chair had already been approached but further discussions would be held in September 2010 at their next meeting;**

- **Grant the IMC a seat in the IALA Council Strategy Group.**

Before going to the next Agenda item the Secretary General conveyed the IALA warmest thanks to the IMC for their great help in sponsoring some African countries at the Cape Town Conference. This met with unanimous approval.

10. IALA Conferences and Symposiums

10.1 2010 Conference, Cape Town, South Africa

10.1.1 Report on Conference and General Assembly

The report was noted.

10.1.2 Submission to IMO on revised MBS

Jean-Charles Leclair informed the Council of the procedure to be followed after the new MBS was approved by the IALA General Assembly. The IMO has to be informed, as well as the parties to the International Buoyage Agreement. He said that this could be a way to attract new signatories and new National Members.

10.1.3 Submission to IMO on IALA 2010 Conference

Jean-Charles Leclair added that the IMO was also informed of the IALA Conference, in particular its Conclusions and Recommendations.

10.2 2012 VTS Symposium, Istanbul, Turkey

Tayfun Yalcin reported that things were developing in accordance with the timetable. The contract was about to be signed with the Conference venue and the Organisers. The Website was ready and the Steering Group would meet again during the next VTS Committee meeting.

10.3 2014 IALA Conference

Juan-Francisco Rebollo said that the venue had still to be decided. The decision should be made at the end of 2010.

The Secretary General informed the Council that the first Conference Steering Committee meeting would be held in October 2010 in conjunction with the PAP.

10.4 2016 VTS Symposium

10.5 2018 IALA Conference

The US and Korean delegations had nothing to report further on these items.

11. IALA Workshops and Seminars

11.1 **Revised IALA Guidelines on the preparation of Workshops and seminars**

The Guidelines were approved.

11.2 **Workshop on Virtual Aids to Navigation**

11.2.1 **Submission to IMO on Virtual Aids to Navigation**

Jean-Charles Leclair explained that the Workshop had been announced at IMO and IALA had said that it would report on the marking of Virtual Aids to Navigation. The submission was a way to report. He then said that having an IALA submission was also a way to complement the IHO and Japanese submissions, the latter being a partial contribution to the programme agreed at IMO.

Toshio Takahashi said that when the programme was approved at MSC 86 Japan had agreed to make a submission to NAV 56 and the paper was the result of their work.

Jean-Charles Leclair added that it was said at the Workshop that Virtual Aids to Navigation could be used in a different way than traditional aids. They could be a line on a chart like for the proposal on polar routes, and the Japanese submission had provided part of the answer. He said that more symbology has still to be invented.

The Council concluded that the Japanese submission provided valuable input to the work on Virtual Aids to Navigation, but further development work was still required.

11.3 **Proposed Risk Seminars, 15-19 November 2010**

Mike Hadley reported that a request had been received from the USCG for PAWSA to have a 2 day familiarisation exercise at IALA and the only opportunity was November. This was seen as an occasion to have a further IWRAP Seminar during the same week.

Jean-Charles Leclair added that the IALA Risk Management Tool consists of both PAWSA and IWRAP. The idea was to have PAWSA facilitators for PAWSA but this was found difficult as the USCG relies on private firms and facilitators need specific qualifications and a knowledge of the local languages. The aim of the PAWSA Workshop therefore would not be how to become a facilitator but know how to organise PAWSA Seminars.

André Châteauevert said that it might be difficult for member organisations to send people to IALA for a 2 day Seminar. He wondered why not developing Guidelines.

The President suggested marketing it as one Seminar offering two opportunities.

Juan-Francisco Rebollo supported the idea to insist on the combination of two systems making one IALA risk management tool.

The Council accepted the holding of ONE Seminar on Risk Management at IALA Headquarters in November 2010.

11.4 IALA-NET Workshop, Denmark

The Council came back to the proposal made by Denmark to hold a Workshop on IALA-NET data sharing.

The Secretary General said that this would be referred to the Steering Group but he supported its organisation by Denmark in March 2011.

The Council agreed to have an IALA-NET Workshop in Denmark in March 2011 subject to a check of its arrangements.

Mike Hadley said that for the overall programme for workshops and seminars for the next 4 years he was asking the Committees at their next meeting to review the 'wish list' of topics submitted to Council 46, with a view to the list being slimmed down and with the result being associated with possible venues and dates. This was so that a plan could be submitted to Council 50 via PAP20. He indicated that there were 20 suggested topics on the list submitted to Council 46 and that during the previous work programme there had been only 7 workshops and 4 seminars, some of which had not been envisaged at the beginning of the period.

12. Membership

12.1 Applications for Membership

12.1.1 Associate Membership

- ***Vehicle/Ship IT Convergence Research Department, Republic of Korea:*** The Korean representative indicated that he would need further investigation at Government level before giving the support of the Korea National Member.
- ***SSBA Sweden AB:*** The Swedish representative had left the meeting when this Agenda item was discussed. This application for Membership was therefore left pending until more information is received from Sweden.

12.1.2 Organizations indicating their interest in IALA Membership

- ***Martek End. Maz.Sa.,ve Tic Ltd., Turkey:*** The application would be supported when the Turkish Councillor gets more information on the company.
- ***Alltek Marine Electronic Corp., Taiwan:*** The Chinese Councillor would get information on the company and report back. It was stated that Taiwanese applications for membership should be supported by China MSA.
- ***Techno Sciences Inc., USA:*** Dana Goward reported that he had been approached by this company, which was considering applying for Industrial Membership. He said that he was supporting them and they should be accepted as soon as the formal registration form is received.

12.2 Transfer of Membership

- ***Thales Defence Deutschland GmbH, Germany:*** Their business was moved to France in a company named *Thales Communications S.A.* It was made clear that the

company was different from **Thales Air Systems** and would have separate IALA Industrial Membership. The transfer was approved by the French Councillor.

12.3 Resignations from IALA Membership

Resignation from Associate Membership by the UK Department of the Environment Transport and the Regions (former Department of Transport) was noted with disappointment. The member leaves IALA with a 3 year debt.

12.4 Honorary IALA Membership

The Council unanimously decided to grant IALA Honorary Membership to ***James Collocott of Portnet, South Africa***, in recognition of his outstanding support to IALA.

In addition to the above it was reported that **Sofrelog (France)** had been signed a partnership agreement with **Atlas Maritime Security (Germany)**. This would not impact their respective IALA memberships.

13. IALA Communication means

13.1 IALA Websites

13.1.1 Update on Websites reorganisation

Marie-Hélène Grillet presented a project aiming at integrating the Committees, Council and IMC websites into the IALA main Website (input paper 13.1.1). The project was agreed by the Council.

13.1.2 Policy on digital IALA publications

The Secretary General said that a proposal would be developed for the next Council meeting.

13.2 IALA Bulletin

There was no specific comment on this Agenda item. Allen Mitchener requested to be given a list of Bulletin addressees.

14. International co-operation

The Secretary General reported that a request had been received from Ukraine on AIS training.

He also said that IALA had been asked to participate in IMO technical co-operation actions.

15. National matters

From the matters of concern most mentioned by the Councillors, once again **reorganisation** came on top, should it be driven by Government decisions or financial considerations where Aids to Navigation are funded by light dues. Reorganisation was mostly resulting in downsizing, cuts in budget spread over several years, with their unavoidable concerns to the Aids to Navigation Service providers.

Loran-C also was a matter of concern, or at least of uncertainty. The US decision to close the service on 1st October 2010 leaves it with no real backup. It seems however likely that the installations would not be dismantled before a reliable backup system is found. Some countries however are definitely convinced of the value of Loran-C, developed into eLoran, for a backup radio system, and the UK together with France and Ireland are continuing their R&D work in the field.

Aids to Navigation seem to be more and more seen as a **global concept**. Several Councillors mentioned Aids to Navigation plans, symposia, and the development of integrated Aids to Navigation systems. As Aids to Navigation are consisting of both modern and conventional aids, attention is also paid to **visual aids**: new lighting systems are being tested as well as new materials for buoys and improved maintenance of daymarks.

Some concerns were expressed by the public regarding **the sale of lighthouses**. Generally these concerns are not founded as the countries are now implementing rules that tend to protect the lighthouses.

AIS continues to develop steadily, as does DGNSS. More GLONASS satellites are about to be launched. New ports and VTS/VTM are implemented.

Finally, specific items were reported:

- By Australia, which seems to be the only country where under keel clearance management is so far considered;
- By Chile, where aids to navigation and systems have to be reconstructed after the earthquake and subsequent tsunami;
- By the US, where the huge oil spill leads to a deeper thought on how all maritime aspects should be considered and dealt with.

16. Any other business

After the Councillors have spoken on their national issues the Secretary General suggested moving this item to the top of the Agenda for the next meetings. National matters, he said, are important for communication and exchange between Councillors but often suffer from an “end of session rush” and the Councillors are not given enough time to talk about what they feel is important. He assured them however that the minutes would be kept in the form of an analysis in order to highlight the areas of importance, rather than focus on particular issues of a Member State. **The proposal was agreed.**

17. Date and place of next meetings

Graham Peachey asked if it would be possible to hold IALA Council meeting back to back with IMO Council meetings. It would be however difficult, he recognised, because IMO publishes its meeting diaries late in the year. The matter will be considered again when the 2011 IMO meeting dates are known.

- **Session 50** will held at IALA Headquarters the week commencing 6th December 2010.
- **Session 51** will be held in Brazil normally during week 25, 2011
- **Session 52** will normally be held at IALA Headquarters during week 49, 2011 (Korea had kindly invited the Council in their country but it was remarked that the session would be the first opportunity for the Council to be hosted in the new Headquarters premises for an inaugural session)
- **Session 53** will normally be held in Turkey during week 25, 2012
- **Session 54** will normally be held in Spain during week 49, 2012

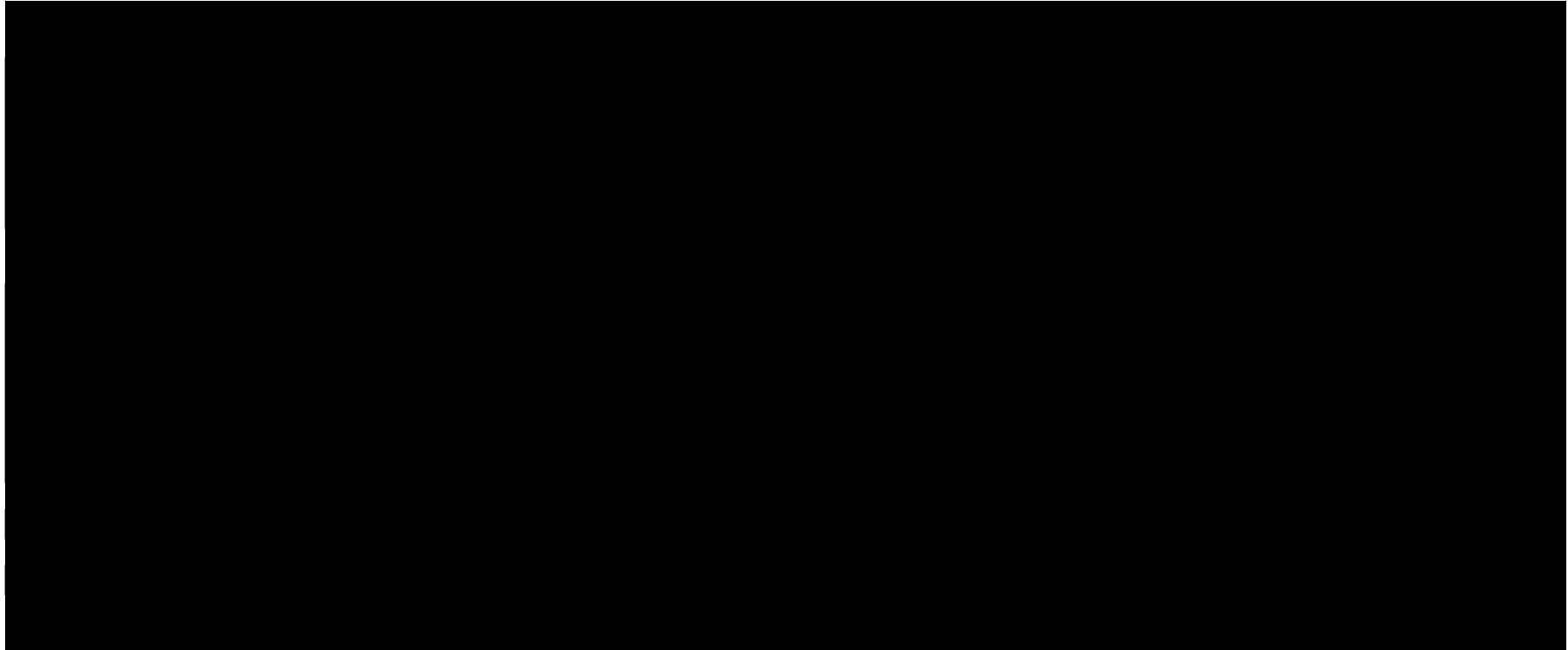
The Councillor from India confirmed the invitation previously made to host the Council in December 2013. This was accepted with thanks, subject however to final confirmation by the Indian Government.

The President then closed the meeting at 18h20 on 23rd June by thanking the delegates for their support in ensuring a smooth meeting

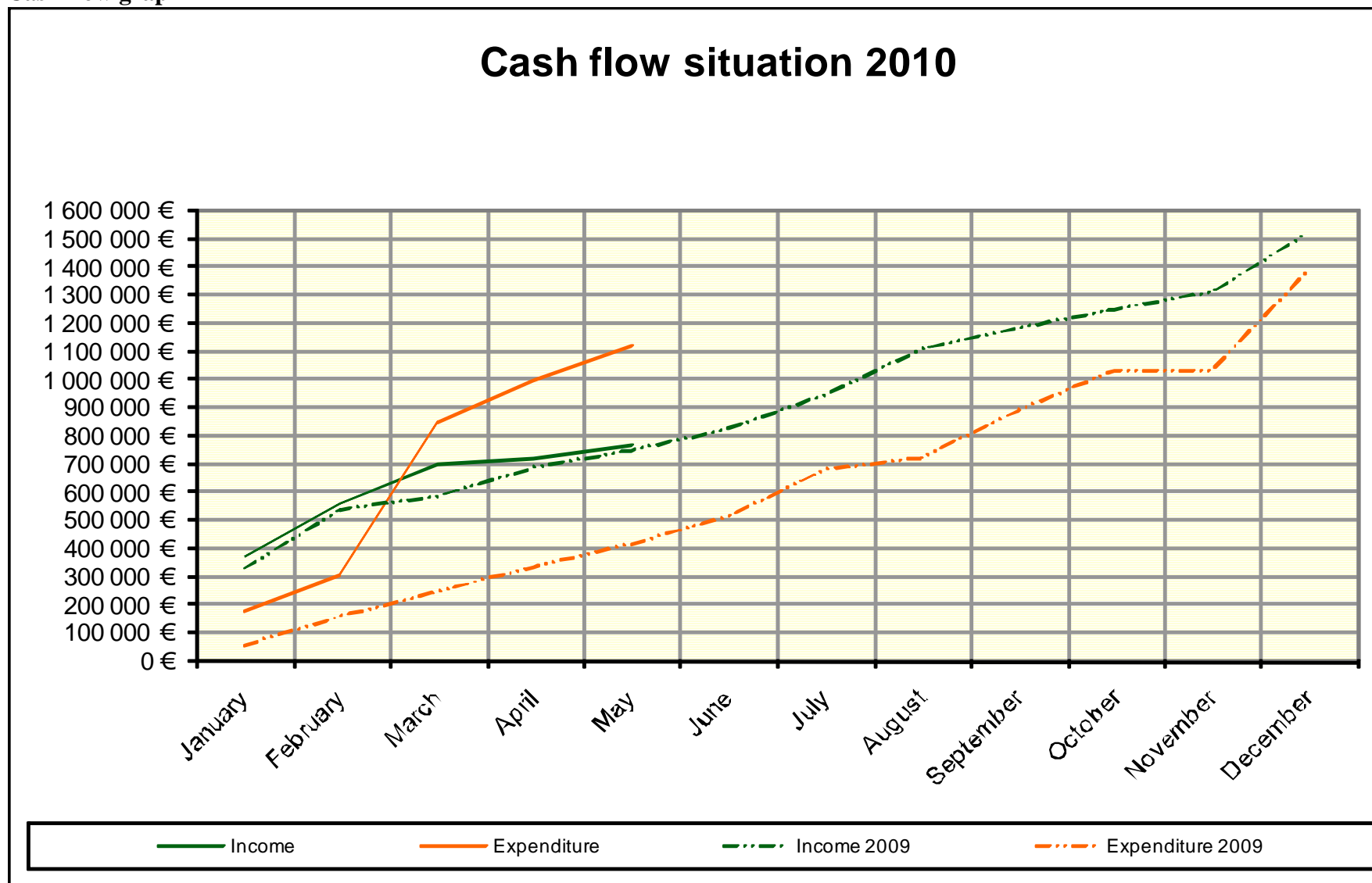
The Secretary General also thanked Jacques Manchard for his excellent organisation.

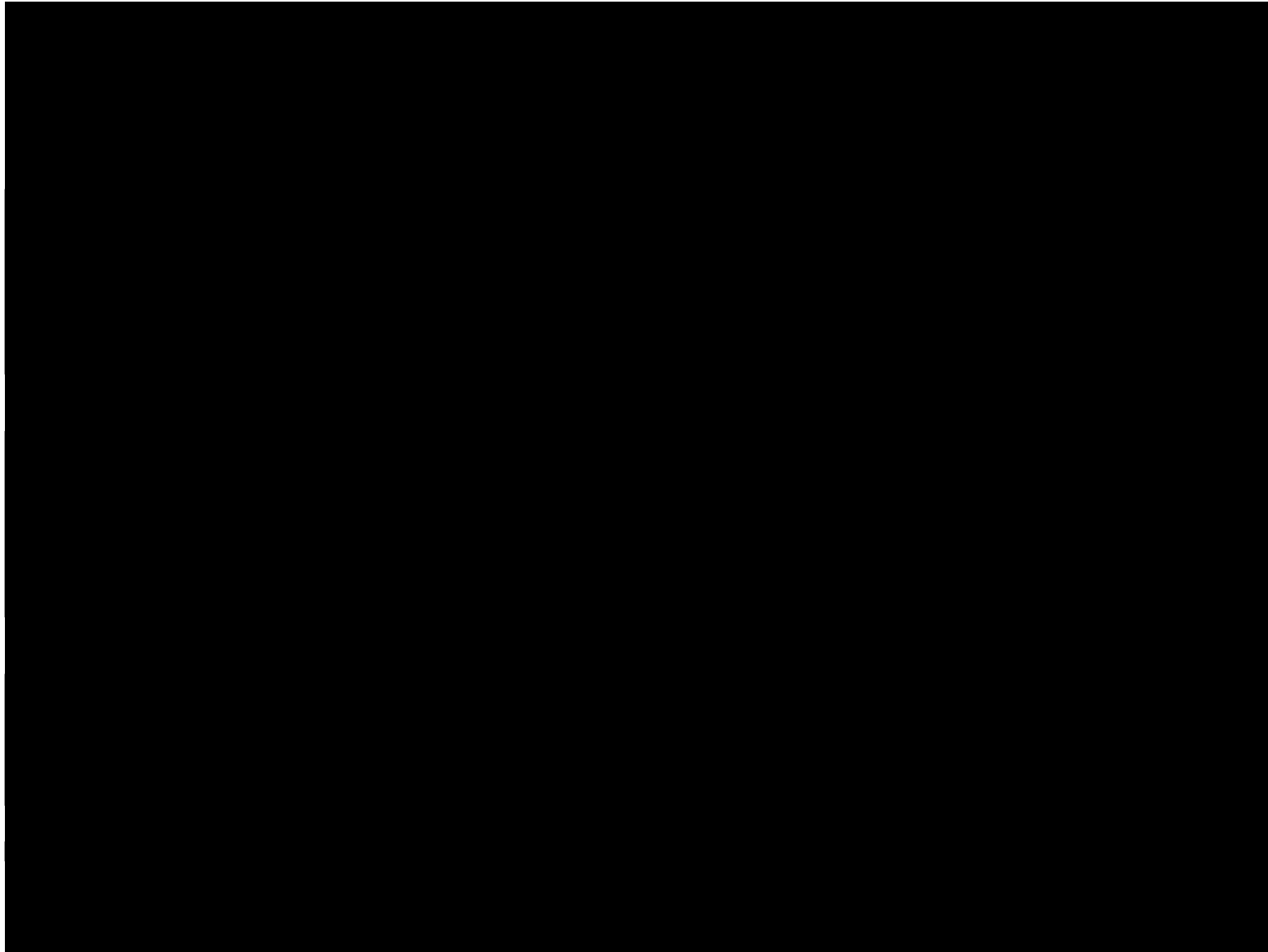
Annex 1- Cash flow situation and budget

Cash flow



Cash flow graph





Annex 2

IALA Headquarters Relocation Costs**INCOME**

Government of France Grant	€ 1,000,000
Sale of Rue Schnapper	€ 950,000
	<u>€ 1,950,000</u>

EXPENDITURE

Offer on Bel Air	€ 1,400,000
Notary costs	€ 100,000
VAT on 1M€refurbishment	€ 200,000
Refurbishment and management	€ 800,000
Contingency costs	€ 150,000
	<u>€ 2,650,000</u>

Net cost to IALA	€ 700,000
Book value of IALA	
Headquarters	€1,4M
€540k	

Annex 3 - Strategy meeting report – 21st June 2010

1. Welcome and Introduction

There were no additions or amendments to the Agenda.

2. Overall schedule for the IALA Strategy Group 2010 - 2014

Chairman recalls the aims of the Strategy agreed by the Council at the 2010 Cape Town IALA Conference. Suggestions made: include inputs to the Strategy resulting from the Conference. Also: look at developments in the maritime field and challenges for the future to enhance IALA position. These suggestions were agreed and the additions will be made during the next Strategy meeting in the autumn. The work organization, in various steps, were presented and agreed.

3. Organization and distribution of further work

4. Strategy implementation monitoring

The Monitoring list of Strategic items, which is to be presented at each Council meeting in December after its review by the Strategy meeting each Autumn, led to some comments:

- Need for a measurement tool in addition to monitoring
- A method of implementation measurement method, which could be useful, among other reasons, for budget purposes.
- The measurement list used by the Committees could be a tool but only when output papers are produced. It is more difficult for a Strategy exercise, where what is to be measured is not always obvious.
- It could be useful to define the scope of each project first and try to plan outputs. Some outputs are already planned in the Committee Work Programmes.
- The list presented to the meeting was a summary of a much more detailed list worked out by the Strategy Group, which is available to any Council member, and going back to this list can help to measure progress against planned outputs.
- The Committee Chairs can be asked to produce a measurement of the work done in a report to the Council. (but this would add on their burden.) In this case, the work done has to be quality work, not volume.

Responsibilities

- In some cases the item responsibility is not clearly stated. When a document is expected, the lead is the one who has to produce the document. Where no document is expected, the responsibility lies with the Secretary General.
- Even if prioritized, the number of items on the list is huge. The Committees should be used to deal with items with a highest priority. The Autumn Strategy meeting will discuss which items are to be considered first.
- Finance control should be the Council's responsibility, not Secretary General only.

New items identified

- Core IALA Strategy is safety of navigation. This should be stated clearly in the Strategy.

- Finding a backup to GPS is vital for safety of navigation. The Strategy Group must pay attention to it (example: the IALA World Wide Radionavigation Plan refers to Loran-C and eLoran. Now Loran-C is turned down. Need for a revision of the RNP). Such an item shouldn't be hidden in the e-Navigation Work Programme.

5. Strategic items allocated to the Council (2010 – 2014)

Some responsibilities were reviewed. Confirmation and further review will be made at the next meeting.

6. Identification of relevant strategic items for the period 2014 - 2018

This is just to gather first ideas to develop the Strategy for the period 2014-2018. Work will not commence before 2012 and will not delay the work on the urgent items for the current period.