



Conference Conclusions

1. IALA should consider providing guidance on anomalous behaviour recognition to improve VTS operations and ship monitoring.
2. An evolving mix of communication systems is needed to convey maritime safety information and e-Navigation services. The need for protection of radio frequencies will continue.
3. There is an emerging consensus to adopt the Maritime Cloud concept as a logical infrastructure for e-navigation, with communications standardisation and resilient PNT.
4. Apparent Intensity compared to Effective Intensity may be more suitable for characterizing the range of Marine Signal lights and requires further study .
5. Shore based authorities should recognise that there is a significant population of smaller and non SOLAS vessels that is not equipped to take advantage of all aspects of e-Navigation services.
6. Recognising the IMO/IALA zero accident campaign, there is a need for standardised reporting, investigating and analysing vessel near misses.
7. The need for training and capacity building was recognised to ensure correct assessment, specification, delivery and quality assurance of AtoN. This should include safe maintenance practices and the use of personal protective equipment.
8. Marine Spatial Planning could have a significant economic benefit if successfully implemented. Maritime authorities should take account of route topology modelling and the analysis of risk using the IALA risk management toolbox.
9. Comprehensive planning for the protection of aids to navigation from significant weather or environmental events (e.g. hurricanes, tsunamis or earthquakes) is an effective risk mitigation strategy.