



IALA POLICY ADVISORY PANEL

REPORT OF THE 58TH SESSION OF THE IALA POLICY ADVISORY PANEL (PAP)

9 - 12 September 2025



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International Organization for Marine Aids to Navigation

CONTENTS

The 58th session of PAP was held in person between 9 – 12 September 2025.

Key outcomes included:

- Agreement to review the Strategic Vision and the Drivers and Trends for submission to Council meeting in Q4 2026
- Agreement on the timeline and process for developing the 2027–2030 Work Programme for submission to Council meeting Q4 2026
- Agreement to review committee structures and cross committee working for the 2027 to 2030 period for submission to Council Q4 2026
- Recognition of the imminent adoption of the formal agreement between IALA and IMO and support for deeper collaboration
- Endorsement of a proposal to liaise with CIE on a formal MoU
- Noting that the General Regulations will be reviewed by the General Assembly in 2027, members are invited to propose committee-related adjustments
- Support for the PAP coordination of digitalisation and development of a consolidated roadmap.
- Acknowledgement of the conclusion of the MASS Task Force and that PAP will coordinate MASS thereafter. Thanks were given to the MASS TF for their contributions in this important subject.
- Confirmation that IALA has no formal position on remote pilotage, while noting increasing interest and offering technical support where appropriate
- Ongoing Coordination between the committees on work items
- Recognition of the maturity of the Task Register and support for its continued development, with further integration of committee processes encouraged
- Support for exploring collaborative platforms to improve inter-committee drafting and version control
- Agreement that AI is a useful tool for publication development, provided it is used critically and subject to appropriate review
- Endorsement of the Policy on the Procedure for Out-Of-Session Co-Sponsoring, with suggested editorial amendments
- Support for further examination of IALA hosting an MCP instance

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Report of the 58th Session of the IALA

Policy Advisory Panel

GENERAL

The 58th session of the Policy Advisory Panel (PAP) was held on 9 – 12 September 2025 in person, with Phil Day, Northern Lighthouse Board UK as Chair, Serhat Aytugel, Directorate General of Coastal Safety Turkey, Vice Chair and Thomas Southall as Secretary.

1. WELCOME AND OPENING REMARKS

1.1. WELCOME BY THE SECRETARY-GENERAL

The Secretary-General, Francis Zachariae, opened the meeting by welcoming participants to the first full session of the Policy Advisory Panel under the Organisation's new structure. He congratulated the Chair and Vice-Chair on their appointments and emphasised the significance of PAP as a central organ in the Organisation's governance framework.

He noted that the transition to intergovernmental status had now been fully completed, with all assets and liabilities, including the headquarters building, formally transferred. The final meeting of the former Council was scheduled for November, with a single agenda item: closure of the previous entity.

The Secretary-General reflected on the impact of the transition, stating that the Organisation was now perceived very differently on the international stage. He noted that it was now recognised as a distinct and authoritative body. This shift had already begun to influence how recommendations and guidelines were received and implemented by Member States.

He stressed that this elevated status brought new responsibilities. Drafting work would be scrutinised more closely and governance procedures would require greater rigour. Members were advised to expect similar levels of scrutiny going forward.

Turning to the role of PAP, he highlighted the growing need to address cross-committee subjects. He noted that siloed working was no longer viable and that PAP would play a key role in shaping the Organisation's future structure and work programme. With the next General Assembly only two years away, he encouraged members to begin considering how committees should operate in the new governance landscape.

He concluded by reaffirming PAP's importance and thanking members for their commitment to supporting the Organisation's strategic development.

1.2. APPROVAL OF AGENDA

The agenda (input paper PAP58-1.2.1) was approved. The approved agenda is provided in ANNEX A.

1.3. APOLOGIES AND INTRODUCTIONS

Apologies were received from the DTEC Vice-Chair, Dennis Khoo. The Panel members then introduced themselves.

1.4. REVIEW OF ACTION ITEMS

The PAP Secretary, Thomas Southall, highlighted the actions from the previous PAP meetings. Members agreed that all actions were now closed.

1.5. REVIEW OF INPUT PAPERS

Members noted the input paper list (PAP58-1.5.1).

2. COMMITTEE COORDINATION AND WORK PROGRAMME

2.1. UPDATES FROM OTHER BODIES

2.1.1. IALA INTERNAL ORGANS

Minsu Jeon, Technical Director, provided a summary of key outcomes from the second session of the Council, held from 9 – 13 June 2025 in Nice, France, alongside the UN Ocean Conference. This marked the first full Council meeting since the Organisation's transition to intergovernmental status.

The Council formally approved the revised Committee work programme. All proposed updates and progress reports submitted by the committees were endorsed, with many of the topics scheduled for further discussion during the current PAP week.

One notable decision was the establishment of a drafting group tasked with preparing a policy on co-sponsoring documents with other intergovernmental organisations. This initiative aims to improve clarity and consistency in how external papers are shared and supported. The matter was addressed further under agenda item 3.1.1.

The Council also approved a wide range of technical documents submitted by the committees. Highlights included:

ARM Committee

- G1052, Edition 3.2 – Quality management for Aids to Navigation service delivery
- G1106, Edition 3.0 – Producing S-200 series Product Specifications
- S-201 Product Specification, Edition 2.0.0 – Approved as a major milestone in navigation data harmonisation

ENG Committee

- R1005, Edition 3.0 – Conserving and promoting heritage Marine Aids to Navigation
- G1050, Edition 1.2 – Management of transfer of surplus lighthouse property
- G1189, Edition 1.0 – Measurement of marine light performance
- G1190, Edition 1.0 – Harmonised Internet of Things protocol for visual Marine AtoN

VTs Committee

- G1111, Edition 2.1 – Functional and performance requirements for VTS systems and equipment
- G1111-1, Edition 1.1 – Core VTS system requirements
- G1027, Edition 2.0 – Simulation in VTS training

DTEC Committee

- G1128, Edition 1.7 – Specification of electronic Navigation Technical Services
- G1190, Edition 1.0 – Maritime Service Registry Technical Specification
- G1192, Edition 1.0 – VHF Data Exchange System authentication
- G1193, Edition 1.0 – VHF Data Exchange System signal measurement

In addition to approving these documents, the Council noted progress reports on future developments of the S-200 Product Specifications and associated technical services.

A further proposal from the ENG Committee was accepted regarding the Heritage Lighthouse of the Year award. Given the growing number of nominations, the revised process now limits Member States to one nomination per year. The period will run from 1 October to 30 September, with structured criteria covering

heritage significance, conservation, public access and global promotion. Nominations will be reviewed by the ENG Working Group, then the ENG Committee, before final approval by Council.

Finally, the Council approved several liaison arrangements with external bodies, including:

- To IHO on S-125 Product Specification.
- To RTCM on Standard 10402.n.
- To IEC on S-421 schema and SECOM OpenAPI redistribution.
- Information paper to IMO MSC on VHF Data Exchange System for shore infrastructure.

The PAP noted the report.

2.1.2. IMO

Minsu Jeon provided an update on recent developments within the IMO, drawing on outcomes from MSC110, NCSR12 and related intersessional meetings.

The PAP was informed that MSC 110 had approved draft amendments to SOLAS Chapter V introducing the VHF Data Exchange System (VDES) as a carriage requirement alongside AIS. Adoption is expected at MSC 111 in 2026, with entry into force on 1 January 2028. Guidelines for shore-based VDES infrastructure are currently under development.

Progress was also noted on the Code for MASS, with most of the chapters were finalised. The chapter on human element remains under review and is scheduled for further discussion.

MSC endorsed ongoing work on IP-based global connectivity to support S-100 products, including digital AtoN and S-200 activities. IALA have been invited to join the Correspondence Group on IMO's Maritime Digital Strategy.

Circulars were noted on cybersecurity and software maintenance procedures for shipboard navigation and communication systems.

A new output was agreed to develop performance standards for R-Mode, with completion targeted for 2027.

Turning to NCSR 12, the Technical Director reported that advanced guidance had been developed on IP-based connectivity between shore and ship systems. A Correspondence Group was established, with input expected between 2026 and 2028. The framework remains technology-neutral, with MCP and SECOM cited as examples.

Further draft amendments confirmed VDES as a carriage requirement, with performance standards under preparation. Amendments to Resolution A.1046(27) are also being developed to include S both space-based and ground-based augmentation systems.

SOLAS amendments will require MSI broadcasts via all recognised satellite services by 31 December 2026. The roadmap for NAVDAT and high-speed digital broadcasting of MSI and SAR data was progressed, with manuscript review underway by IHO and WMO.

A draft MSC circular was introduced on the carriage, backup and use of Electronic Nautical Publications (ENPs). A draft IMO position on agenda items was agreed and will be finalised at MSC 112.

The PAP noted the information provided.

2.1.3. IHO

Turning to collaboration with IHO, Minsu Jeon briefed the Panel on recent activities, with a focus on harmonisation, product development and technical alignment.

He noted that several IALA documents, including G1128 and G1160, had been updated to reflect progress under the S-100 framework.

Work continued on the development and validation of S-200 series products, with structured testing across input, export, conversion and quality assurance. Sea trials had also been conducted to assess operational readiness.

Minsu highlighted the IALAs active cooperation with IMO, IHO and IEC, particularly in the portrayal and definition of AtoN features, integration with the IHO GI Registry and coordination on technical services for S-124 and S-125.

IALAs own Product Specifications, such as S-201, S-211 and S-240, were progressing through the S-100 WG and regional technical cooperation meetings. A dedicated IALA/IHO workshop on S-100-related topics is scheduled for 2026.

Efforts to harmonise terminology and definitions across IALA documentation and with the IHO Registry were also underway, supporting consistency and interoperability across datasets and services.

Finally, Minsu confirmed that training and capacity-building support was being provided to Member States on the use and implementation of S-200 datasets, with emphasis on operational integration and technical readiness.

The PAP noted the information provided.

2.1.4. ITU

Minsu Jeon briefed the Panel on recent outcomes from ITU-R Working Party 5B, which met in Geneva from April to May 2025.

The revision of Recommendation M.2092-1 on VDES included technical clarifications, updated message structures and a simplified low-power configuration (≤ 5 W), extending applicability to Class B AIS installations. These changes aim to support broader deployment and interoperability across vessel types.

Recommendation M.1371-5 on AIS was also revised, introducing AMRD messages, adjusted reporting intervals and updates to the AtoN table. A new “crew status” message was proposed, linked to the IMO MASS Code and intended to support autonomous vessel operations.

Updates to Recommendation M.585-9 on maritime identities introduced a new “freeform maritime identity” format, supplemental manufacturer identifiers and an extended 12-character structure to accommodate future system needs.

A new technical report was introduced on VDES R-Mode, examining its potential contribution to resilient PNT services. The report covers physical and link layer considerations, as well as authentication mechanisms.

Additional updates were initiated on NAVDAT, VHF radiotelephone equipment, Digital Selective Calling (DSC), AMRD protocols and Appendix 18 frequency allocations.

Minsu confirmed that the IALA had been invited to review the revised drafts for VDES, AIS and maritime identity and to contribute to the ongoing development of R-Mode standards.

The PAP noted the information provided.

2.1.5. DIGITAL@SEA

Minsu Jeon provided an update on the Digital@Sea initiative. The initiative is supported by a coalition of organisations such as the Canadian Coast Guard, RTCM and the Ministry of Oceans and Fisheries.

Digital@Sea Asia Pacific and Capacity Building Seminar is scheduled for 20 – 24 October 2025, Seoul, Republic of Korea.

All details can be found on the Digital@Sea portal: <http://digitalatsea.org/>

The PAP noted the information provided.

2.1.6. 3GPP

Minsu Jeon introduced the item by reflecting on recent discussions around the integration of next-generation communication technologies, particularly 5G, 6G and IoT, into the maritime domain. He noted that the IALA had been reviewing its position in relation to international standard-setting bodies, including the 3GPP.

The Panel was informed that IALA is considering whether to pursue Market Representation Partner (MRP) status within 3GPP. This would allow direct participation in work phases and ensure that maritime-specific requirements, such as coverage, latency and reliability, are considered during the development of future technology releases. While the benefits include tailored enabling technologies and improved regulatory harmonisation, he acknowledged that such engagement would require dedicated resources and careful coordination with existing ITU, IMO and IEC relationships.

Use cases were discussed, including automated public warning systems and smart buoys operating over 5G/6G networks. These technologies offer potential improvements in navigation safety and hazard awareness, but issues of redundancy, reliability and regulatory approval remain key considerations.

Minsu Jeon confirmed that coordination with ITU, IMO and national authorities is ongoing to ensure maritime needs are not overlooked. He emphasised that successful adoption will require balancing innovation with cost, regulatory compliance and interoperability with legacy systems.

Finally, outcomes from recent IMT workshop were reviewed. The importance of clarifying maritime requirements, especially with the IMG and maintaining active observation of technology forums was agreed, with a view to deeper engagement as the sector's needs become more defined.

The PAP noted the information provided and agreed that IALA Secretariat should continue to be involved in this group to ensure that maritime was not excluded so that in the medium to long term 6G could be potentially utilised by Member States in a broad range of functions in public and maritime safety.

2.1.7. ISO

Minsu Jeon provided an overview of ongoing engagement with ISO, noting that several technical committees are increasingly relevant to IALA's work on digitalisation, data exchange and maritime systems.

He highlighted three key areas of interest:

ISO/TC8/SC11 – Intermodal and Short Sea Shipping

IALA has established formal connections with SC11 in November 2023. This subcommittee focuses on administrative and operational data exchange, including the ISO 28005 series, which defines standards for electronic clearance procedures, logbooks, maintenance records and onboard software logging. These outputs align closely with IMO's digital optimisation efforts and are expected to support harmonised implementation across ship and shore systems.

ISO/TC8/SC41 – Maritime and Underwater IoT Applications

SC41 is actively researching standards for maritime IoT and digital twin technologies. The group operates with a dedicated maritime focus. Current efforts include defining IoT architecture, interoperability models and tooling frameworks for underwater and shipboard systems.

ISO/TC8/SC40 – Digital Tooling and Architecture

This subcommittee is developing cross-sector standards for digital tooling, with relevance to maritime applications. While not exclusively focused on navigation, its outputs are expected to support broader system integration and data harmonisation.

Minsu Jeon noted that while technical alignment between ISO and IALA remains strong, formal coordination mechanisms are still under development. No official letters have been exchanged to date, though informal collaboration is ongoing, particularly with SC11. He confirmed that future engagement may include structured harmonisation efforts, subject to committee endorsement.

The PAP noted the information provided.

2.1.8. OTHER (PIANC, CIRM, IMPA, & IHMA ETC.)

Minsu Jeon provided a brief update on two external developments of interest, relating to port call data coordination and water aerodrome standards.

IHMA – Port Call Data Sets

He noted that the IHMA is currently working on a joint publication with IHO, focusing on the integration of nautical, administrative and operational data within the port call process. The aim is to establish a harmonised framework that can eventually be submitted to IMO for inclusion in its companion documentation.

The work includes efforts to standardise data exchange between terminals, berths, port community systems and hydrographic offices. Key benefits include improved ship-berth compatibility, reduced waiting times and enhanced safety. Guidelines are being developed to support harmonised communication and electronic exchange of nautical data, with ENC and API integration highlighted as critical components.

ICAO – Circular 364 on Water Aerodromes

Turning to ICAO, Minsu Jeon informed the Panel that ICAO Circular 364 on Water Aerodrome Design and Operations has now been published. The document provides guidance for aviation authorities on how to establish and manage facilities where aircraft take off and land on water. It covers boundary marking, obstacle management, fire and rescue preparedness and safety management systems.

Although primarily an aviation document, he highlighted several parallels with maritime, particularly in relation to visibility, marking and emergency response procedures. He recommended that relevant committees review the circular, noting that while it is currently non-binding, ICAO may seek to elevate parts of it to resolution status in future.

The circular also raises questions around vessel classification and radio communication. For example, aircraft operating on water may fall under maritime rules (e.g. COLREGS), yet use aviation-specific VHF channels with different modulation standards.

The ARM Committee was invited to act as a repository for any comments or observations, should ICAO seek formal input during future revision.

The PAP noted the information provided.

2.1.9. DTEC

Hideki Noguchi, the DTEC Chair, reported that the last meeting drew 143 participants, including 35 first-time attendees. Several outputs were finalised as listed under the Council section of this report.

2.1.10. VTS

Monica Sundklev, Chair of the VTS Committee, The VTS Chair confirmed that the committee had already submitted its formal report. Outcomes included:

- Finalisation of the Guideline related to simulation and training
- Continued work on service specifications for traffic clearance and route exchange
- The January workshop on the roles and responsibilities of VTS competent authorities

2.1.11. ENG

Alwyn Williams, ENG Chair, summarised outcomes from the April meeting, which hosted around 90 participants. Highlights included:

- A new draft guideline on light performance measurement, based on an earlier recommendation
- Ongoing work on heritage processes to support community and Council decision-making

The Chair also noted the success of the Lighthouse of the Year ceremony in China, which drew significant public interest and engagement.

2.1.12. ARM

Guttorm Tomren, Chair of the ARM Committee, reported that S-201 had reached operational status, marking a key milestone. However, implementation remains dependent on readiness across national systems and hydrographic offices. Additional updates included:

- Continued testing of S-125
- Preparations for the next phase of S-100 implementation
- Progress on AIS documentation clean-up and archiving
- Ongoing work on MASS-related activities

The Chair acknowledged the scale of the AIS work and its importance across committees.

2.1.13. IMG

Malcolm Nicholson noted that while no formal meeting had taken place, an impromptu session was held in August to discuss conference-related exhibitions and the industrial numbers evening. A steering committee meeting was held the day prior, with key IMG members confirmed to attend the upcoming December Council meeting. Engagement with DGLL has been positive.

2.1.14. LAP

Thomas Arculus, LAP Vice-Chair reported that the last meeting had been postponed due to proximity with the General Assembly in Singapore. However, an upcoming session is scheduled for 29 October and will review the new draft policy on advertising and sponsoring in the IGO and Guideline G1153 from DTEC.

Christina Schneider will step down as LAP Chair at the end of September. Thomas Arculus will act as interim LAP Chair until a permanent new LAP Chair has been elected by the Council.

The PAP noted that a circular letter was issued by the Secretariat requesting nominations for LAP Chair and VTS Vice-Chair.

2.1.15. WWA

Latifa Oumouzoune provided an overview of recent and planned activities under the WWA, focusing on training, technical missions and capacity-building support for Member States and partner organisations.

She reported that recent missions had been completed in Indonesia, Iraq, Sri Lanka, Honduras and the Dominican Republic, with further deployments planned for Costa Rica and Jamaica. These missions continue to support capacity development and regional coordination.

Collaboration remained strong with regional and national hydrographic commissions, alongside contributions to the IMO's Master programme and technical cooperation meetings.

Training programmes were delivered or scheduled in Morocco, Suriname, Indonesia, Colombia, China, France and India. These included sessions on risk management and S-200 data production, with additional requests received from various organisations for repeat or expanded delivery.

Latifa Oumouzoune noted that several model courses were under review. There was also a new proposed Model Course on AIS data management. Input was being gathered from relevant committees and international partners to ensure content remains current and applicable.

Challenges were acknowledged around training formats, material accessibility and usability. Work is ongoing to improve delivery methods and ensure resources are practical and inclusive for all members.

Finally, she emphasised outreach and industry engagement, with proposals under development for career development webinars and promotional materials to support Member States in attracting new entrants to the AtoN sector.

The PAP noted the information provided.

2.2. COMMITTEE WORK PROGRAMME 2025 – 2027

The Technical Director, Minsu Jeon, introduced the Committee Work Programme for the 2025–2027 period. He reminded the Panel that, in line with General Regulations, the PAP was responsible for preparing the work programme for each work cycle, which was then submitted to Council for approval.

It was noted that the current work programme, including proposed updates, had been approved by Council without amendment. Minsu then provided a brief summary of recent developments across the committees.

He then acknowledged that managing the work programme, task plans and registers had historically been a cumbersome process for both Chairs and the Secretariat. However, the introduction of the online task register had improved efficiency by automating key elements of the workflow. Alisa Nechyporuk was invited to present further updates on the online task tool later in the session.

The Panel was asked to review the current format of the work programme, which included standards, topic areas, task descriptions, expected outcomes, committee assignments, item numbers and status remarks. No changes were requested at this stage, but members were encouraged to consider future adjustments, particularly in light of potential evolving committee structures and the potential for cross-cutting task groups.

The importance of maintaining a clear record of task origins was raised, noting that confusion often arose when trying to trace the initial intent of older tasks. It was suggested that linking each task to its original submission or reference document would improve transparency and continuity. Minsu confirmed that this had been considered during the development of the updated task register and that historical records were now retained within the system.

The PAP took note of the Council's approval of the work programme.

2.3. IALA'S INVOLVEMENT IN MASS

Minsu Jeon and Alisa Nechyporuk provided a comprehensive update on IALA's ongoing involvement in MASS, including recent developments within IMO, IHO and other relevant bodies. The update followed the final meeting of the MASS Task Force, which had convened the morning prior to the PAP session.

It was confirmed that the MASS Task Force had completed its assigned deliverables and would now be formally concluded. The remaining work would be progressed through the relevant committees, with coordination overseen by PAP. Members thanked the Task Force and its Chair and Vice-Chair for the large amount of work undertaken.

The primary output relating to MASS is a draft recommendation titled "Digitalisation of Marine Aids to Navigation and Services for Vessels of Varying Levels of Autonomy". The recommendation has already been reviewed by ARM and ENG and is scheduled to pass through VTS and DTEC before final submission to Council by ARM.

The Panel discussed the appropriate next steps for the recommendation and associated guidelines. It was agreed that the recommendation would continue through the committee cycle, with a final review by PAP members as part of the ARM approval process. This would allow PAP to formally endorse the document.

It was agreed that the guidelines, currently paused, in line with the earlier decision to establish the tone through the recommendation first, should now recommence. It was proposed that the guideline be structured as a single document with annexes, following the model used in Guideline G1111. This would allow general guidance to be presented alongside committee-specific contributions, improving clarity and usability for external stakeholders. The final structure will be determined once the content was sufficiently developed, with flexibility to adapt based on committee input.

The Panel acknowledged that the workload associated with MASS now lay primarily within the guideline development. It was agreed that an interim version of the guideline could be published once sufficient content was available, with the option to update it as further information emerged.

The Panel confirmed that coordination of the guideline would be led by ARM, with contributions from ENG, VTS and DTEC. The recommendation and guideline would be tracked as part of the routine committee programme, with progress reported through standard channels.

The PAP noted the conclusion of the MASS Task Force and agreed that future coordination would be managed through PAP.

The draft recommendation would continue through the committee cycle, with a final review by PAP members during the approval process.

The guidance work would recommence, with the guideline structured as a single document with annexes, subject to committee input led by ARM.

An interim version of the guideline may be published once sufficient content is available, with updates to follow as needed.

2.4. IMPLEMENTATION OF S-100 / S-200 SERIES UPDATES

Minsu Jeon introduced the agenda item, providing a comprehensive update on IALA's S-200-related activities since the last PAP meeting. The work was structured across several key areas: collaboration with IHO, development of IALA Product Specifications, test and validation tools, terminology harmonisation, training, document updates and trials.

Documentation and Specification Development

Several IALA documents had been revised to support S-200 implementation and G1106. Edition 3.0 of G1106, "Producing an IALA S-200 Series Product Specification," was under development to support consistent specification design across domains.

The ARM Committee had finalised the first operational edition of S-201 ed. 2.0.0 and updated S-125 to Edition 1.0. The ENG Committee had retired four legacy specifications related to DGNSS and eLORAN, replacing them with new specifications: S-424 and S-425 for static PNT station data and S-426 and S-427 for dynamic service-related data. These were expected to support future R-Mode developments. The work has continued on S-212, which had progressed to Edition 0.7.3.

A preliminary data harmonisation exercise had been conducted by the ARM Committee, comparing national datasets from the US, Canada, France, UK, Sweden, Finland and Korea against the S-201 structure. This exercise highlighted discrepancies and will be informed the group working with S-201. The next step would be to encourage Member States to adopt S-201 and contribute further findings.

Test and Validation Tools

The S-200 test and validation tool, developed with support from KRISO, now supported S-201, S-125 and S-240, with plans to include routing functions under S-241. Member States are encouraged to use the tool and provide feedback. The Secretariat was preparing questionnaires for AtoN and VTS domains to be integrated into the validation process.

Terminology Harmonisation

Collaboration with IHO remained central, particularly in harmonising terminology and ensuring alignment across the S-100 framework. The GI Registry was being used to support consistent definitions, with implications for the Marine Aids to Navigation Dictionary, questionnaire design and the development of a global AtoN database. The S-201 Feature Catalogue was under review and any proposed updates would be formally communicated to IHO.

Training and Sea Trials

Training remained a priority. The first S-200 training course had been delivered in Korea, with a second planned for 2026. Interest had also been expressed by Central American Member States to host future training. Sea trials had been conducted for S-124, S-125 and S-201 and IALA was seeking a host country for a second round of trials.

Liaison Note and Committee Coordination

Hideki Noguchi, Chair of the DTEC Committee, introduced liaison note PAP58-2.4.1, highlighting the need for structured guidance to support S-100 implementation from an AtoN Authority perspective. DTEC had begun drafting an information paper based on the “Services–Data–Connectivity” stack, reflecting recent IMO developments including MSC109/19/3 and MSC.1/Circ.1610Rev1. The stack defined three layers: maritime services, S-100-based data and IP-based connectivity.

The Panel expressed support for collaboration with DTEC on the proposed information paper to IMO. ARM confirmed its willingness to participate, noting that industry feedback had raised concerns about SECOM being positioned as the sole approved solution.

The Panel noted DTEC’s correspondence group on to support S-100 implementation from an AtoN Authority perspective as outlined in PAP58-2.4.1.

2.5. TECHNICAL SERVICE DOCUMENTS

An update was provided on technical service-related activities by Minsu Jeon, since the last PAP meeting. The revised guideline G1128 Edition 1.7, Specification of e-Navigation Technical Services, had been approved by Council in June 2025. This guideline defined the layered structure of technical services within the e-navigation framework, comprising service specification, service design and operational instance.

The Panel was informed that Edition 1.0.0 of two technical service documents—Traffic Clearance Service and Route Exchange Service—had been completed and published. These documents were made available for testing and validation purposes and were accessible via the website. The Traffic Clearance Service defined standardised digital exchanges between VTS centres and vessels, while the Route Exchange Service supported the sharing of voyage routes and schedules between ships and shore-based authorities.

Discussion followed on the relationship between technical services and product specifications. It was suggested that approved product specifications such as S-201 could be referenced as annexes to G1128 in future editions. The Panel agreed that further clarity on the structuring and publication of these documents would be beneficial and that future meetings might consider combining related agenda items under one would improve clarity.

The Panel also discussed liaison arrangements with external organisations such as IEC and IMO. It was noted that while product specifications like S-421 were developed under IEC, the operational aspects, such as how data is exchanged, were being addressed within the committees.

It was confirmed that technical service documents were currently in working form, with Edition 1.0.0 published for testing.

The Chair requested that future secretariat reporting on technical services should include a tracker of IALA owned product specifications so an overall picture can be seen.

Action item:

That the Secretariat provide a tracker of IALA owned product specifications to future PAP meetings so an overall picture can be seen.

2.6. DIGITALIZATION OF WATERWAYS AND VTS

Hideki Noguchi introduced the item, providing an update on DTEC’s ongoing work under Task 7.1.1 “Develop a Discussion Paper on Digitalisation in the Scope of IALA” and Task 7.1.2 “Develop Guidance on Digitalisation of Waterways.” The discussion paper aimed to outline a strategic vision for digitalisation in waterways and VTS. It was intended as a living document, to be updated in line with technological developments and would include IALA’s role, approach and a roadmap for future digital initiatives.

A liaison note (PAP58-2.6.1) had been circulated to ARM, VTS, ENG and PAP, requesting input on three areas: suggestions for a digitalisation vision statement; projected timelines for digital-related tasks using a shared template; and comments on the draft content. The paper was structured into three sections: digitalisation in

sea transport and VTS; IALA's vision for digitalization and a roadmap for emerging technologies. Annexes provided further detail and visualisation.

Discussion highlighted that there was uncertainty about the scope and intent of the paper. It was noted that the terminology, particularly the distinction between digitisation, digitalisation and digital transformation was not clearly defined. This had led to confusion about what was being asked and whether the paper duplicated existing work already captured in the task register. Some committees had responded to the liaison note, while others had yet to review it. Clarification was requested on whether further input was still expected.

The Panel acknowledged that digitalisation should be treated as a means to an end, not an objective in itself. The focus should be on improving safety, efficiency and service delivery where appropriate, rather than pursuing digitalisation for its own sake. Members agreed that IALA should adopt existing definitions from recognised sources and interpret them within its operational context, rather than attempting to define digitalisation independently.

It was noted that the discussion paper overlapped with the existing draft guideline on digitalisation of waterways. Members questioned whether two separate documents were necessary and proposed that the input gathered for the discussion paper be integrated into the guideline already under development. This would help avoid duplication and ensure consistency across committees.

The Panel agreed that the discussion paper should return to PAP for strategic coordination. As the body drafting a strategic vision for Council review, PAP would incorporate digitalisation themes into the broader organisational strategy. It was suggested that a consolidated roadmap, similar to the former e-navigation roadmap, could be developed to track digitalisation efforts across committees. This would help identify dependencies on external drivers and clarify IALA's role in responding to regulatory developments.

DTEC was invited to refine the scope of the discussion paper and ensure alignment with existing committee work. The roadmap visualisation included in the paper was considered useful.

The Panel recommended that input from the discussion paper on digitalisation of waterways be consolidated into the existing guideline to avoid duplication and improve clarity.

The discussion paper would return to PAP to support strategic coordination and integration into IALA's broader vision.

The Panel supported the development of a consolidated digitalisation roadmap, recognising the importance of external drivers and cross-committee alignment.

Action item:

That the Secretariat combine items relating to Digitalization under one for a clearer narrative on these matters.

2.7. DISASTER RESPONSE (ASM)

Minsu Jeon, Technical Director, introduced the item by providing an overview of the liaison notes concerning S-230 and their implications for the development and management of Application-Specific Messages (ASM). The initial proposal, submitted via ARM18 to DTEC3, recommended the development of a new S-200-based ASM specification to enhance virtual AtoN representation and support multiple transmission methods. This aimed to expand the operational scope of the S-200 domain.

In response, DTEC3 submitted a liaison note to ARM19 and PAP56 proposing the removal of S-230 and the integration of ASM functionality into other S-200 Product Specifications. The rationale was based on perceived redundancy and the need for space-efficient encoding. ARM19 subsequently responded by advocating for the retention of S-230, citing its continued relevance for specific applications such as voyage planning, bridge clearance and environmental messaging.

Following these exchanges, PAP56 agreed to establish an inter-committee task group comprising members from ARM, DTEC and other relevant committees. The group was tasked with conducting a technical review

of S-230, defining its scope, including disaster management and virtual AtoN and developing an optimised encoding strategy for ASM messages suitable for low-bandwidth communication channels.

It was noted that the task group had not yet been activated due to competing priorities and limited capacity. Several individuals previously involved were no longer available and no formal leads had been assigned within DTEC. The Panel agreed that both ARM and DTEC should designate responsible leads and arrange an intersessional meeting to progress the task.

The discussion clarified that the proposed Disaster Response ASM was not intended to cover all emergency scenarios, but rather to support structured dissemination of marine navigation-related information during and after disruptive events. Examples included virtual AtoNs deployed following tropical storms, temporary hazard notifications and restricted area alerts. The messaging would be transmitted via low-bandwidth channels such as AIS and targeted at onboard ECDIS from VTS.

Members acknowledged that while IALA was not a disaster response authority, it had a role in supporting marine navigation during recovery phases. The development of a dedicated product specification would require clear scoping and coordination with relevant stakeholders. Once agreed, associated technical services would follow.

The Panel discussed whether the item should be prioritised or deferred to the next work programme. It was agreed that the task could be retained in the register and considered for development in the 2027–2028 period, as part of IALA's broader digitalisation roadmap.

The Panel supported further work on S-230 ASM including the clarification of the scope and use cases.

The item on S-230 ASM would remain in the task register and be considered for development in the 2027–2028 period.

Action items:

That the ARM and DTEC committees designate leads and initiate the inter-committee task group to define the scope of S-230 and conduct a technical review.

2.8. MRN UPDATE

Minsu Jeon provided an update on the ongoing review of Guideline G1143 on MRN, noting that the topic had gained traction following the establishment of the new IHO data centre in Korea and increased references during IMO NCSR discussions. The growing relevance of MRN had prompted DTEC to propose a webinar to support Member States in understanding and applying the framework.

An inter-committee task group, chaired by Martijn Ebben (Port of Rotterdam), had been established to lead the revision of G1143 and related documents. The group had met twice since PAP57 and was currently preparing for its next meeting.

Several technical issues had been identified during the group's initial discussions. One concern was the use of ISO 3166-1 alpha-3 country codes within Object Identifiers (OIDs). While the current guideline advised against their direct use, it was noted that two countries had already adopted this approach in practice. The group agreed that further clarification was needed to ensure consistency and avoid conflicts.

Another issue related to the integration of existing numbering schemes, such as EURIS (European Inland Waterways Information Service), which assigns unique identifiers to AtoNs installed in inland waterways. In some cases, this resulted in multiple MRNs being assigned to a single object, raising questions about uniqueness and interoperability. The group had not yet reached a solution but agreed that the matter required further analysis.

The inter-committee group also discussed the potential submission of MRN-related documentation to IMO. While a direct submission was possible, the preferred route was to issue a circular letter to IMO Member States. However, this would require the creation of a formal task within IMO, a process estimated to take at least two years. The group acknowledged the complexity of this pathway and agreed to explore alternative options.

The Panel noted a related discussion concerning a paper on port facility identifiers. The proposal involved using UN/LOCODEs within AIS destination fields, which had attracted interest from IMO personnel. It was confirmed that AIS application messages already supported extended statistical information, including UN/LOCODEs, but the method of transmission remained under review. The paper was expected to be submitted to ARM for discussion and, if endorsed, could be forwarded to Council.

The Panel noted the update on MRN and the establishment of an inter-committee task group chaired by Martijn Ebben.

2.9. VDES UPDATE

Hideki Noguchi provided an update on the status of VDES, following its formal endorsement by the IMO MSC at its 110th session. VDES had now been recognised as a SOLAS carriage requirement, with implementation scheduled to take effect from 1 January 2028. This decision followed recommendations from subcommittee NCSR12 and included approval of the associated performance standard and implementation guideline.

VDES would be treated as equivalent to AIS under SOLAS Chapter V and the European Commission was already progressing work on the corresponding equipment test standard (IEC 63514), with a Committee Draft for Vote (CDV) expected by 2026. This would enable type approval processes to begin ahead of the 2028 deadline.

While shipboard implementation was advancing, DTEC had raised concerns about the shore-side deployment of VDES stations. Technical challenges remained, particularly in relation to short-range modulation performance and the behaviour of duplicate stations operating in close proximity. These issues were being considered by standardisation bodies including IEC and RTCM, with further work expected in the lead-up to 2028.

The Panel discussed the strategic implications of VDES and agreed that it should be reflected in IALA's digitalisation roadmap. Members noted that the pace of IMO approval had been rapid and emphasised the need for IALA to respond clearly and proactively. It was suggested that documentation on VDES should be streamlined and made accessible to industry stakeholders, avoiding a fragmented approach previously seen with AIS.

Security was identified as a key driver for VDES adoption. AIS vulnerabilities, such as spoofing and jamming, had been raised at recent IMO subcommittee meetings, with the US Coast Guard submitting a paper proposing the use of VDES to authenticate AIS messages. While IALA already maintained guidance on authentication using GDSD data, further work was needed to address scenarios involving AIS Class 2 and message 21 deployments.

The Panel noted the update on VDES and its recognition as a SOLAS carriage requirement from 1 January 2028.

The Panel supported the inclusion of VDES in IALA's digitalisation roadmap.

2.10. FUTURE WORK PROGRAMME

Minsu Jeon introduced the item, noting that the current IALA Work Programme would conclude in 2027 and that preparations for the next cycle (2027–2030) were getting underway.

The process would begin in early 2026, when the Secretariat would circulate a proposal template to all committees. Committees would then identify potential new tasks and submit draft inputs by the end of 2026. In early 2027, the Secretariat would consolidate these inputs into a draft Work Programme, which would be circulated for intersessional review. A revised draft would be prepared by PAP in May 2027 and submitted to Council for approval in June 2027, ahead of the General Assembly in India.

The Panel was encouraged to begin informal discussions to support a smooth process and to begin examining which task items would be carried over from the current work programme. It was noted that the three-year rotation cycle would result in more tasks being carried forward and that the number of new proposals should reflect committee capacity.

The Panel discussed the need for clarity in the submission process. It was agreed that all new tasks should be submitted using the designated template, rather than being added directly to the existing task register. The Panel supported the idea of separating the new programme from the current task register in the online task register to avoid overlap and confusion.

The Panel noted that the three-year rotation cycle would result in more tasks being carried forward and that the number of new proposals should reflect committee capacity.

The Panel noted the timeline and process for developing the 2027–2030 Work Programme.

The Secretariat would circulate a proposal template in early 2026, with draft inputs due by the end of that year.

The Panel supported the use of a simplified online submission tool to collect proposals.

3. POLICY AND STRATEGY MATTERS

3.1. IGO MATTERS

3.1.1. POLICY ON OUT-OF-SESSION APPROVAL OF CO-SPONSORING OF INPUTS TO IGOs

Francis Zachariae introduced the input paper, noting that the draft policy on out-of-session approval of co-sponsoring had undergone extensive consultation across multiple meetings. The policy had been developed in response to challenges raised by Sweden in 2024, when it declined to support two co-sponsored input papers to IMO, not due to content, but due to procedural limitations in the silent approval mechanism. Sweden's internal timelines for intergovernmental coordination had not been met and no formal mechanism existed to register dissent.

To address this, the Council established a Drafting Group chaired by Sweden, with the objective of creating a policy for out-of-session co-sponsorship approvals. The policy aimed to respect Member States' sovereignty and internal procedures, while maintaining agility and responsiveness. It applied specifically to input papers expressing a position or requiring a decision and excluded information papers.

The draft policy proposed a minimum 30-day review period for co-sponsorship requests, with 25 days allocated for Member States to submit comments or objections. If objections were raised, the Secretariat would attempt to resolve them within the remaining timeframe. If consensus could not be achieved, the co-sponsorship would not proceed. For the purpose of this policy, consensus was defined as the absence of objections from Council members, in line with Article 11 of the IALA Convention.

During the discussion, members suggested clarifying that consensus referred specifically to Council members, to avoid misinterpretation. It was agreed that the final sentence of the draft, regarding IALA taking the floor independently, should be placed in a separate paragraph to distinguish it from the co-sponsorship outcome. This would clarify that IALA may still provide technical input at intergovernmental meetings, even if it does not co-sponsor a paper.

The Panel discussed the limitations of online decision-making, noting that in physical meetings, chairs could gauge majority support and proceed even with minor dissent. Online, however, consensus must be interpreted strictly as unanimous agreement.

Members also discussed representation and mandate. It was noted that individuals attending external meetings on behalf of their Member State should not present views that conflicted with the Organisation's agreed position. The Panel suggested that future discussions should explore clearer guidance on representing IALA in external forums, particularly where committee members participate in dual capacities. It was agreed that wearing the "IALA hat" should come with a clear understanding of the organisation's position and expectations.

Editorial suggestions were also noted, including the use of clearer phrasing in the final paragraph and the potential renaming of the document to "Policy on the Procedure for Out-of-Session Co-Sponsoring." It was acknowledged that the policy may be incorporated into the General Regulations in future, but for now

remained a standalone document. The PAP noted that the PAP Chair was a participant of the Drafting Group as PAP Chair and on behalf of the United Kingdom.

The Panel supported the *Policy on the Procedure for Out-Of-Session Co-Sponsoring* and suggested minor editorial changes to be submitted to the Drafting Group.

3.1.2. IALAs WORK WITH THE IMO

Francis Zachariae provided an update on IALA's relationship with the IMO. A formal agreement between the two organisations had already been approved by the General Assembly and the IMO Council and was expected to be adopted by the IMO Assembly in November. This agreement would formally recognise IALA's status as an IGO enabling a deeper and more structured collaboration with IMO.

The Panel was invited to provide input on how support could be provided to IMO more directly under this new arrangement. The Secretary-General noted that IMO had longer timeframes in progressing technical matters and suggested that IALA could be tasked to develop solutions more rapidly through its committees. He cited a recent example where the IMO resolution on VTS had been developed by the VTS committee and subsequently adopted with minimal delay. This model could be replicated for future technical tasks, allowing IMO to benefit from IALA's agility and expertise.

Members broadly supported the proposal and highlighted several considerations. It was noted that any future tasking from IMO would need to be balanced against IALA's existing work programme and committee capacity. While IALA could respond quickly, expectations would need to be managed, particularly where tasks fell mid-cycle or required reallocation of resources. The Panel agreed that such collaboration should be reflected in the strategic objectives and future work planning.

Discussion raised the issue of IMO tasks, such as the revision of the SMCP which had been approved but not progressed. It was proposed that IALA could offer to advance such tasks where appropriate, particularly where technical input was already available. The Panel also discussed the potential for trilateral cooperation between IMO, IHO and IALA.

It was confirmed that while IALA could contribute technical expertise, final decisions at IMO and other intergovernmental bodies remained the prerogative of Member States. The Panel acknowledged that IALA's role was to support, not replace, national decision-making processes.

The Panel noted the imminent adoption of the formal agreement between IALA and IMO and welcomed the opportunity for deeper collaboration.

The PAP supported the proposal for IALA to be tasked directly by IMO on technical matters, subject to resource availability and alignment with IALA's work programme.

The Panel recommended that future collaboration be reflected in IALA's strategic objectives and planning cycles.

3.2. IALA MCP INSTANCE

Omar Eriksson updated the Panel on recent developments concerning the MCP, following discussions at IMO NCSR12. It had been suggested that one or more trustworthy intergovernmental MCP instances may be needed to support secure maritime data exchange. IALA and IHO were named as potential operators and the matter was expected to resurface at NCSR13.

The MCP is designed to facilitate secure, standardised communication across the maritime domain, using vetted identities and interoperable protocols—primarily IP-based, though not exclusively. While test instances currently exist with GRAD and KRISO for interoperability checking, there is no fully operational intergovernmental instance.

The Panel discussed the potential benefits of IALA hosting an MCP instance. As a central body in maritime data exchange, IALA could offer trusted access to its members and support broader interoperability. However, challenges surrounding the financial, technical and legal implications were considered. Operating

such a service would require constant availability, security and sustained resourcing. Members noted that any such instance would need a clear business model.

Members agreed that any move towards operational hosting would require Council-level approval and possibly structural safeguards.

Several members highlighted the distinction between standard development and implementation. While IALA is recognised as a standard-setting body, it has not traditionally managed live technical services. Nonetheless, it was acknowledged that other IGOs, including IHO, were already developing MCP instances for internal use. A joint approach with IHO was suggested as a possible way forward.

The Panel discussed the distributed nature of MCP architecture, which allows multiple federated instances to operate in parallel. It was noted that an IGO-hosted instance would not preclude Member States from establishing their own, but could potentially reduce incentive if a centralised option became dominant. Members agreed that this risk was offset by the benefits of a trusted, interoperable service.

The Panel concluded that while the concept was promising, further analysis was required. It was agreed that the Secretariat would prepare an input paper for a future PAP outlining the implications of establishing and operating an intergovernmental MCP instance, including governance, funding, technical requirements and other considerations.

The Panel noted the update on the MCP and supported examining IALA hosting an MCP instance further. It was also noted that this will likely be discussed at NCSR13 and that IALA may need to make an intervention at that time.

Action item:

That the Secretariat prepare an input paper for a future PAP outlining the implications of establishing and operating an intergovernmental MCP instance.

3.3. PROJECT ON ATON FOR SMALL ISLAND DEVELOPING STATES AND SMALL STATES

Omar Eriksson updated the Panel on a project proposal initiated by IFAN, in collaboration with the Royal College of Arts and Lloyd's Register Foundation. The initiative aimed to support Small Island Developing States (SIDS) and other small states in establishing locally sourced AtoN solutions, using low-cost materials and community-based methods.

The concept originated during the Pacific Safety of Navigation project, which identified a need for practical guidance in remote areas with limited resources. A manual was drafted to support local fabrication of AtoN equipment using readily available materials. While the initiative was well-intentioned, it was advised that the manual must not claim IALA compliance unless formally reviewed and approved. This halted the initial publication.

With financial support from the Lloyd's Register Foundation and IFAN, the initiative was restructured as a joint publication between IALA and the Royal College of Arts. The goal was to produce a design-led, sustainability-focused guide for locally implemented AtoN solutions in developing regions.

IALA declined direct involvement in the project but confirmed its willingness to support any initiative that promotes safe navigation. It was agreed that any publication bearing IALA's name must follow the formal route of committee and Council approval. The Royal College of Arts was advised to engage with relevant committees, harvest technical input and seek endorsement through standard channels.

The Panel discussed the implications of the project. While some acknowledged the ingenuity and necessity of local solutions, others raised concerns about the risk of not meeting standards. Industrial members were particularly cautious, noting that any formal endorsement could undermine product integrity and performance expectations.

It was agreed that the project should not be seen as lowering standards, but rather as an opportunity to promote compliance through locally adapted methods. Members noted that the initiative could help extend IALA's reach into underserved regions and potentially open new markets for lower-cost, compliant products.

The importance of sustainability and climate resilience was also highlighted, particularly for low-lying island nations.

The Royal College of Arts' involvement was clarified, with examples of previous maritime collaborations cited. Members acknowledged that the RCA's approach was rooted in design research and community engagement and that the project was likely to include fieldwork and workshops across the Pacific, Central America and Africa.

It was suggested that the project could result in a guideline or reference document, provided it met IALA's technical requirements.

The Panel agreed that the project should be monitored and that industrial members should be kept informed. Any future proposal for endorsement would need to be assessed on its technical merit and alignment with existing standards.

The Panel agreed that any publication bearing IALA's name from the support to Small Island Developing States (SIDS) and other small states in establishing locally sourced AtoN solutions, must follow the formal route of committee and Council approval.

3.4. JCG PROPOSAL FOR ITU WRC27 POSITION

DTEC Chair Hideki Noguchi introduced the item, noting that the Japan Coast Guard had submitted input paper PAP58-3.4.1.1 originally to the VTS and DTEC committees. The paper proposed that IALA develop an official position on key agenda items for the upcoming World Radiocommunication Conference 2027 (WRC-27), with a view to contributing to ITU and IMO discussions.

The proposal highlighted two specific areas of concern:

- Potential harmful interference to VTS radar operations in the 13.75–14 GHz band, which are essential for safe navigation in several Member States, including Japan and the Netherlands.
- Possible revision of Appendix 18 of the Radio Regulations, which governs VHF channel allocations. This presents an opportunity for IALA to influence developments related to VDES R-mode and VHF digital voice communications.

The VTS Committee reviewed the paper and agreed that a coordinated response was necessary. It requested that PAP consider the proposal and provide direction. The DTEC Chair supported this approach and agreed to take the lead in progressing the matter.

The Panel acknowledged the importance of the proposal and agreed that DTEC should proceed with developing a draft position paper. This would be reviewed within DTEC and, if appropriate, passed to other relevant committees before submission to Council.

The PAP agreed that the DTEC Committee would take the lead in developing a draft IALA position on WRC-27, including considerations related to radar interference and VHF channel revisions.

3.5. DATA HARMONISATION IN MARITIME

Minsu Jeon introduced the item, outlining the ongoing work on data harmonisation and maritime connectivity. One of the contributions requested was potential liaison around Port Call Optimisation (PCO) Guidance, a document currently being developed under the leadership of the International Harbour Masters Association (IHMA). The guidance aims to support implementation of S-211 and related standards for port call data exchange.

The Panel discussed the relationship between S-211 and the PCO initiative. It was noted that S-211 originated from European projects and had already been registered in the IHO registry under the CDM protocol. Members agreed that S-211 required updating to reflect current practice and to align with the emerging PCO framework.

It was acknowledged that some earlier proposals to withdraw S-211 had not progressed and that full withdrawal was no longer feasible due to its registry status. Instead, targeted updates, particularly around timestamp handling and the separation of VTS and port service data, were considered necessary. Members emphasised the need for IALA to take ownership of the standard and ensure its relevance going forward.

The Panel agreed that further informal engagement with IHMA would be beneficial, particularly to highlight similar work underway in other regions, including the United States. It was suggested that IHMA be encouraged to collaborate with other bodies already active in this space, to avoid duplication and strengthen alignment.

The Secretariat suggested that the matter would be revisited at the next face-to-face PAP meeting.

The Panel noted the current status of S-211 and the development of the Port Call Optimisation Guidance by IHMA.

Action items:

That the Secretariat liaise informally with IHMA to highlight similar work to the PCO Guidance in other regions/organisations and encourage broader collaboration.

That the Secretariat add Digitalisation Harmonisation to the agenda for PAP60.

3.6. STRATEGIC MATTERS

3.6.1. STRATEGIC VISION

Omar Eriksson introduced the strategic matters item, noting that the current Strategic Vision had been adopted by the General Assembly in Singapore and that responsibility for its review now rested with PAP, following Council's decision not to re-establish the Strategy Working Group. The Panel was invited to consider whether a revision was required ahead of the next General Assembly in India.

The discussion began with a review of the mission and vision statements, which had been derived from the Convention's stated aims. Members agreed that the mission remained valid and both had stood the test of time but would be re-examined to ensure that they were future proof for the period beyond 2027.

The Panel reaffirmed the four strategic objectives underpinning the current vision:

- To innovate, improve and harmonise marine Aids to Navigation, reflecting technological change, operational needs and environmental sustainability.
- To develop applicable international standards, recommendations and guidelines for adoption and use by relevant authorities.
- To offer members a professional forum for sharing experiences, techniques and technologies.
- To improve the provision and harmonisation of marine navigation services globally, responding to evolving technical and cooperative requirements.

It was agreed that these objectives remained relevant to 2027 but should be reviewed in light of emerging trends and strategic priorities. Members proposed that the revision process begin with a reassessment of the mission and vision statements, followed by a structured review of the strategic objectives. A dedicated workshop was proposed to support this process, with half a day allocated to the Strategic Vision and half to Drivers and Trends at the next face to face PAP session.

The Panel noted the current Strategic Vision and agreed to initiate a structured review, beginning with the mission and vision statements.

A dedicated workshop would be scheduled during the next PAP week, with half a day allocated to the Strategic Vision and half to Drivers and Trends.

3.6.2. DRIVERS AND TRENDS

The Panel turned to the Drivers and Trends. The Deputy Secretary-General presented the current list of drivers, originally developed by Council members and subsequently adopted by the new Organisation. The purpose of the annex is to identify external forces shaping the maritime domain and to guide strategic response.

The following drivers were reviewed:

- Digitalisation, big data and future communications (including 5G/6G, blockchain and AI)
- Autonomous, automated and unmanned vessels
- Increased connectivity and interoperability
- Cybercrime and cybersecurity
- Competing use of the ocean
- Demand for efficiency in the transport chain
- Sustainability and environmentally friendly operations
- Climate change
- Economic and supply chain developments

Each driver was discussed in terms of its implications for the Organisations work. Members noted that digitalisation and automation were already influencing infrastructure and service design and that cybersecurity remained a growing concern. The need for machine-readable AtoN, secure data exchange and resilient positioning systems was emphasised.

The Panel also discussed the balance between safety and efficiency, particularly in the context of competitive pressures and sustainability goals. It was agreed that IALA should continue aligning its work with the UN Sustainable Development Goals and support members in adapting to climate-related challenges.

The impact of geopolitical events and supply chain disruptions was also noted, with members highlighting the need for flexibility and preparedness in technical planning. It was acknowledged that some drivers had more immediate relevance than others and that future revisions should consider timelines and prioritisation.

Strategic initiatives were reviewed in relation to the drivers. While some initiatives, such as data management and cybersecurity, were well aligned, others appeared in need of review. It was agreed that the Drivers and Trends should be updated to reflect recent developments and emerging priorities and that the strategic alignment between drivers and initiatives should be reassessed.

It was suggested that IALA should also consider mapping shorter-term strategic aims and aligning its planning with developments in other organisations, such as IMO's MASS roadmap and future communications initiatives. This would help ensure relevance and responsiveness across the sector.

The Panel confirmed that no immediate comments were required and that the dedicated workshop held during the next PAP week would focus on both the Strategic Vision and the Drivers and Trends. The agenda would be adjusted to ensure sufficient time, with the session concluding by Friday lunchtime.

The Panel reviewed the Drivers and Trends annex and agreed that it should be updated to reflect current developments and prioritised timelines.

The revised Drivers and Trends would be submitted to Council once finalised, with the Strategic Vision targeted for adoption ahead of the next General Assembly.

Action item:

That the Secretariat add a one-day workshop on the Strategic Vision and Drivers and Trends to the agenda of PAP60.

3.7. GENERAL REGULATIONS RELATED TO COMMITTEES

Phil Day, PAP Chair, introduced the item, noting that the General Regulations of the Organisation would be reviewed and considered for approval by the General Assembly in 2027, in accordance with Article 7 of the IALA Convention. As this would be the first full review since the GA in Singapore, the Panel was invited to consider whether any committee-related adjustments should be proposed.

It was clarified that the drafting and approval of the GRs remained the responsibility of Council. However, the Chair noted that certain provisions within the GRs directly affected committee operations and processes. The purpose of raising the item at PAP was to flag the opportunity for members to submit comments or suggestions relating specifically to committee-relevant sections.

Members were encouraged to reflect on their experience of applying the GRs since the last GA and to identify any areas where clarification or adjustment might be beneficial. It was acknowledged that this was not a reopening of the full GRs, but rather a targeted opportunity to improve committee-related provisions.

It was suggested that the relevant sections of the GRs be circulated to committee management teams to ensure all members were aware of the current framework and could provide informed feedback. This would support a more inclusive and practical review process.

The Panel noted that the General Regulations would be reviewed by the General Assembly in 2027 and members were invited to consider whether any committee-related adjustments should be proposed.

Action item:

That PAP members provide feedback from their Committee Management Teams on any possible committee-related adjustments to the General Regulations.

3.8. DANPILOT'S REMOTE PILOTAGE INITIATIVE

The Secretary-General introduced agenda item PAP58-3.8, relating to DanPilot's Remote Pilotage initiative. He explained that the Secretariat had received formal correspondence from DanPilot outlining a shore-based pilotage concept developed in collaboration with maritime stakeholders and the Danish Maritime Authority. The initiative proposed relocating pilotage operations from vessels to a dedicated Navigation Control Centre, supported by secure infrastructure, structured training, best practice procedures and a robust digital communication platform. DanPilot had already conducted remote pilotage acts under a regulated framework, both with and without pilots physically onboard.

The Secretary-General clarified that the Organization held no formal position on the merits of remote pilotage and was not seeking to promote or oppose such developments. However, the Panel acknowledged that interest in the topic is becoming increasingly common, illustrated by IMPA's efforts, including a dedicated study. Parallel activity such as this, suggests a growth in interest by members, relevant NGO's and Sister Organizations, indicating a shared recognition of the need to explore and develop technical and procedural solutions by supporting and providing guidance in areas aligned with IALA's technical expertise.

The Secretary-General highlighted that IMPA had been kept informed of DanPilot's proposals and they had submitted comments for consideration (PAP58-3.8.1.2). He reiterated that while the Organisation would not produce standalone guidelines on remote pilotage, supporting elements of the concept could be integrated into broader technical documents where appropriate. He stressed the importance of respecting the expertise and roles of both IALA and IMPA, as outlined in their cooperation agreement, highlighted in the sections below:

“The Parties recognize the shared responsibilities of both organizations and the critical importance of working together in technical areas of common interest. Therefore, the Parties have agreed to develop their cooperation through an MoU setting out the terms by which they will identify, develop and advance mutual goals and objectives.

In order to enhance the impact of IALA and IMPA in the fields of marine aids to navigation and maritime pilotage, respectively, the Parties mutually agree to respect the expertise, role and responsibility each organization has in their respective fields.”

The PAP Vice-Chair raised some technical challenges that these pilotage services may need to focus upon relating to the use of radar, data sharing and connectivity. Recognizing the shared responsibilities of members and other stakeholders such as IMPA and the critical importance of working together in technical areas of common interest such as these projects IALA stands ready to assist.

The Secretary-General encouraged transparency and technical engagement, noting that any future collaboration would remain within the scope of IALA’s remit and would not constitute endorsement of remote pilotage as a concept.

The PAP agreed to forward the input papers to the VTS and DTEC committee to note these developments and take appropriate action to support in the areas of IALAs expertise.

The PAP agreed that IALA has no position on remote pilotage.

The PAP noted the increasing number of remote pilotage services, projects and interest in this area amongst members, NGOs and sister organizations and IALA would assist them in areas of its own technical expertise.

Action item:

That the Secretariat forwards the input papers relating to the DanPilot Project to the VTS and DTEC committees.

4. OPERATIONAL AND ADMINISTRATIVE MATTERS

4.1. PROPOSED MEETING DATES

The PAP agreed the provisional meeting dates for 2026, acknowledging that these may change depending on the hosts of the 2026 committees. Changes included the date of VTS59 now 2-6 March 2026 and DTEC7 now 5 – 9 October 2026.

4.2. EVENTS

4.2.1. WORKSHOP ON SUSTAINABILITY

Alwyn Williams reported that arrangements for the upcoming sustainability workshop are in place, with a number of participants already registered. Sponsorship has been secured for the evening dinner and presenters have received guidance and templates.

The workshop will explore how IALA and its members can enhance sustainability. While no formal output is expected during the event, the Secretariat will assist to produce a position paper on the subject.

4.2.2. WORKSHOP ON FUTURE RADIONAVIGATION AND RADIOCOMMUNICATION SYSTEMS

The Panel received an update on preparations for the upcoming workshop on future radionavigation and radiocommunication systems in Edinburgh.

The Steering Committee has met three times, and a technical programme has been developed the workshop is expected to explore both SOLAS and non-SOLAS communication systems, with potential outputs including a new manual, complementary to the existing radionavigation manual, focused on radiocommunication.

4.2.3. RESULTS FROM THE WORKSHOP ON IMT FOR AtoNs

The Panel received a summary of outcomes from the recent workshop on International Mobile Telecommunication (IMT) for AtoN, hosted by IALA in association with the Federal Waterways and Shipping Agency (WSV), Germany. The event took place from 1 – 5 September 2025 at the Federal Waterways Engineering and Research Institute (BAW) in Karlsruhe. It served as a forum for discussion, knowledge-sharing

and the development of a position on the application of IMT technologies, particularly in relation to 5G, 6G and IoT-based systems.

Key themes included the potential for mobile networks to support maritime communication in regions lacking dedicated infrastructure and the role of IMT in enhancing sustainability and operational resilience for developing countries. The workshop also explored integration with 3GPP frameworks and the use of mobile devices as viable communication platforms for AtoNs.

4.2.4. IALA CONFERENCE

Planning is underway for the next IALA Conference, with early engagement with further DGLL and Indian representatives scheduled for December at the Council. With only three years between conferences, plans for 2030 are already being considered.

Members also expressed interest in a new VTS symposium and emphasised the value of industrial input and experience sharing.

4.2.5. VTS SEMINAR ON VTS OPERATIONS

Spain is hosting a VTS seminar on VTS operations, with dates to be confirmed. A Steering Group meeting is planned for the next VTS Committee session.

4.2.6. 3RD JOINT IALA / IHO WORKSHOP

Following successful workshops with the IHO, a third joint event is being planned next year with Türkiye volunteering to host, pending confirmation from IHO. A proposal will be submitted from the next ARM session and the Secretariat is tasked with confirming dates and initiating the Steering Committee..

4.3. ONLINE WORK PROGRAMME, TASK PLAN AND TASK REGISTER

Alisa Nechyporuk, Technical Officer, introduced the updated Online Task Register, confirming its successful use during the first half of the committee session. The tool had been developed in response to feedback from Chairs, working groups and committee participants, with the aim of improving usability, reducing administrative burden and enhancing transparency across committee operations.

The platform now supported a range of new features. A dual-period filter allowed users to view and compare tasks from both the current and previous work programmes (2023–2027 and 2025–2027), supporting continuity and traceability. A “finished tasks” view enabled users to review completed items and their outcomes.

User management had been significantly improved. The system now displayed full participant details, including name, email, position and last login, helping to clarify task ownership and reduce memory usage from inactive accounts. A new structure for complex tasks allowed recommendations and guidelines to be managed in parallel across committees, while remaining linked within a single task entry.

Document handling had also been enhanced. The register now supported multiple file formats including DOCX, PDF, XML and RTF. Users could upload the latest version of documents directly to the task entry, ensuring version control and reducing reliance on external storage. A visible “update” button had been added to all edit screens, streamlining the process and removing the need to scroll.

The system retained a full history of task edits, including user attribution, with the option to correct errors if needed. A new action plan module had been introduced, allowing working group Chairs and committee leads to define and manage session-level priorities. This included direct links to meeting rooms, email contacts and task descriptions, improving coordination and accessibility. The action plan was designed to support pre-meeting preparation and session planning, with several Chairs confirming its usefulness during recent committee work.

The red–amber–green status column was highlighted, providing a visual summary of progress and helping Chairs track delivery against the work programme. This feature could be exported and adapted to support reporting and oversight. The PAP noted its potential for future committee-level monitoring.

The Panel discussed the evolving terminology around task plans, action plans and input papers and agreed that a review of naming conventions would help reduce confusion. It was also suggested that liaison notes and intersessional contributions should be better integrated into the register to ensure continuity and avoid omissions. The Secretariat confirmed that these enhancements were under consideration for future editions.

Cybersecurity was raised as a key concern, particularly as the Task Register became central to committee operations. The Secretariat confirmed that work was underway to migrate to a more secure platform, with plans to adopt Microsoft-based authentication and single sign-on. This would improve resilience and traceability, while reducing the need for manual certificate installation. Members noted that some organisations had restrictions on installing certificates or accessing external authentication systems and the Secretariat agreed to consider these limitations during implementation.

The Panel also discussed data transparency and data protection compliance. The Secretariat confirmed that Chairs had given consent for their names to be published and that a GDPR statement was included at the start of each committee session. It was suggested that this statement be updated to clarify to encompass all operational activity. Members agreed that while the work programme should remain publicly accessible, detailed task plans and contact information should be restricted to logged-in users.

The PAP agreed that the Task Register had matured encouraged continued development. It was noted that further integration of committee processes, such as tracking, reporting and liaison, would strengthen its role as the central platform for committee work.

Action Items:

That the Secretariat provide online and in-person training on the Online Task Register during committee weeks.

That the Secretariat consider reviewing the information accessible outside the password-protected area, with particular attention to contact details.

4.4. INTER-COMMITTEE COMMUNICATION, COORDINATION AND DRAFTING ON TASKS

The Panel revisited ongoing challenges and opportunities in coordinating cross-committee work, noting that IALA's programme increasingly involves topics that span multiple committees. While tools such as the committee dashboards and online work programme have improved visibility, further enhancements to structure and collaboration methods are under review.

Recent issues were raised regarding the circulation of multiple document versions between committees. A proposal was discussed to streamline sequencing, ensuring outputs are sent only to the next scheduled committee, with onward transmission managed from there. While this approach may reduce duplication, inconsistencies in meeting schedules sometimes complicate the process.

The use of liaison notes was debated, with suggestions to reduce their volume by embedding action items directly into committee reports. Emphasis was placed on the quality and clarity of communication, whether formal or informal.

The Panel explored collaborative platforms to support drafting between meetings. GitHub was cited as a possible tool for guideline development, offering version control, issue tracking and markdown-based editing. Some members noted its advantages over traditional Word documents, particularly for contentious items requiring traceable revisions. Others raised concerns about user access and file management.

The Secretariat was encouraged to investigate sustainable, browser-based solutions that retain final outputs and support collaboration.

The structure of committees was also discussed. The new headquarters, with expanded space and flexible configuration, may support a different approach to IALAs work. Joint technical committees and midterm symposia were other ideas mentioned to foster integration.

Action items:

That the Secretariat will explore collaborative platforms for collaborative document development.

That the Secretariat will examine different options for structuring IALAs committees in order to continue to remain effective.

4.5. PAP FUTURE MEETING SCHEDULE

This item was deemed to have been covered under other items on the agenda.

4.6. CATEGORISATION OF “OTHER APPROPRIATE PAPERS”

Minsu Jeon introduced the item by noting that several outputs, such as Product Specifications, Technical Service and Model Courses, fall into the document category “other appropriate papers.” As referenced in the Convention.

The Panel was informed that the MARCOM Manual has now been added to in the Manual category as a new one. Minsu also noted ongoing efforts to promote S-201 through alternative channels. The panel discussed that Product Specifications could be referenced within a dedicated guideline to improve visibility, implementation and uptake. It was noted that edition 2.0.0 of S-201 is the first Product Specification to be issued as an official document. Accordingly, PAP agreed to examine the most effective ways to promote S-201 and encourage its practical use.

Following discussion, it was agreed that these papers, along with other supporting tools, should be included in the Technical Catalogue.

Action item:

That the Secretariat updates the Technical Catalogue to include “other appropriate papers” and associated tools.

That the Secretariat assess and propose the most effective approach to promote S-201 and support its practical use, and to initiate promotion activities.

5. ANY OTHER BUSINESS

CIE MoU

The Panel recognised the potential for increased collaboration between the International Commission on Illumination (CIE) and IALA, particularly in areas of shared technical interest and capacity-building.

It was proposed that this cooperation be formalised through a MoU, for mutual benefit across both organisations. The arrangement would support the work of the technical committees and the World-Wide Academy.

The Panel agreed with the proposal and the Secretariat will liaise with CIE to progress the MoU.

Action item:

That the Secretariat explore the possibility of an MoU with CIE.

Use of AI in IALA documentation

The Panel considered the emerging role of AI in the development of publications. While the initial query focused on AI-generated drawings and illustrations, the discussion acknowledged that the issue extends naturally to text, formatting and editorial support.

The discussion concluded that AI can be a valuable tool when used critically. Like any source of information, its outputs must be assessed by the relevant Task Group, Working Group, Committee and Council from a technical standpoint. Editorially, AI-generated content may improve readability and efficiency, provided it is subject to quality assurance.

On attribution, it was agreed that AI-generated images do not require referencing, in line with standard practice for other applications but must be accurate and technically correct.

The PAP agreed that AI is a useful tool for publication development, provided it is used critically and subject to appropriate review.

The PAP agreed that no formal referencing is required for AI-generated images.

6. CLOSING OF MEETING

6.1. REVIEW OF KEY OUTPUTS FROM MEETING

See Annex D.

6.2. REPORT OF THE MEETING

The final report was approved by correspondence.

6.3. DATE AND VENUE OF NEXT MEETING

PAP59 is scheduled for 12:00 UTC 13 November 2025 online.

PAP60 is scheduled for 3 – 6 February 2026 at IALA HQ.

7. LIST OF ANNEXES TO THE REPORT

- 1 Agenda
A copy of the agenda is at ANNEX A.
- 2 Participants
A list of participants is at ANNEX B.
- 3 Input papers
A list of input papers is at ANNEX C.
- 4 Output papers
A list of output papers is at ANNEX D.
- 5 Action items
A list of action items is at ANNEX E.

ANNEX A AGENDA



58th Meeting of the IALA Policy Advisory Panel (PAP58)

The 58th meeting of the Policy Advisory Panel will be held on 9 – 12 September 2025 at IALA HQ. The timings of the meeting are:

Tuesday 9/09/2025	14:00 – 17:00 CEST
Wednesday 10/09/2025	10:00 – 17:00 CEST
Thursday 11/09/2025	10:00 – 17:00 CEST
Friday 12/09/2025	10:00 – 12:30 CEST

In accordance with the Convention Article 9.1, the Policy Advisory Panel will support the aims and objectives of the Organization by:

- a) Proposing the meeting dates of all Committees for a given year for approval by the Secretary-General at least one year in advance, for notification to all participants through the IALA website.
- b) Considering and advising the Council and the Secretariat on policy and strategy matters concerning the development and harmonisation of Marine Aids to Navigation systems, with specific emphasis on the Strategic Vision.
- c) Co-ordinating the work of the Committees and providing a forum for Committee Chairs to share progress, challenges and operations to provide a collegiate delivery of the various work plans with the Secretariat.
- d) Carry out such other work as the Council may from time to time require.

Agenda

1 Welcome and Opening Remarks

1.1	Welcome by Deputy Secretary-General	OFE	
1.2	Approval of agenda	PD	Approve
1.3	Apologies and introductions	PD	Note
1.4	Review of action items	TS	Note
1.5	Review of input papers	TS	Note

2 Committee Coordination and Work Programme

2.1	Updates from other bodies:		
2.1.1	IALA internal organs	MJ	Note
2.1.2	IMO	MJ	Note
2.1.3	IHO	MJ	Note
2.1.4	ITU	MJ	Note
2.1.5	Digital@Sea	MJ	Note
2.1.6	3GPP	MJ	Note
2.1.7	ISO	MJ	Note
2.1.8	Other (PIANC, CIRM, IMPA, & IHMA etc.)	MJ	Note
2.1.9	DTEC	HN	Note
2.1.10	VTS	MS	Note
2.1.11	ENG	AW	Note
2.1.12	ARM	GT	Note
2.1.13	IMG	MN	Note
2.1.14	LAP	CS	Note
2.1.15	WWA	VD	Note

2.2	Committee Work Programme 2025 – 2027	MJ	Discuss
2.3	IALA's involvement in MASS	MJ	Discuss
2.4	Implementation of S-100 / S-200 series updates	MJ	Note
2.5	Technical Service Documents	MJ	Note
2.6	Digitalization of waterways and VTS	HN	Discuss
2.7	Disaster response (ASM)	MJ	Discuss
2.8	MRN update	MJ	Discuss
2.9	VDES update	HN	Discuss
2.10	Future work programme	MJ	Note

3 Policy and strategy matters

3.1	IGO matters		
3.1.1	Policy on out-of-session approval of co-sponsoring of inputs to IGOs	TS	Note
3.1.2	IALAs work with the IMO	OFE	Discuss
3.2	IALA MCP instance	OFE	Discuss
3.3	Project on AtoN for Small Island Developing States and Small States	OFE	Note
3.4	JCG Proposal for ITU WRC27 Position	MS	Discuss
3.5	Data Harmonisation in Maritime	MJ	Discuss
3.6	Strategic matters		
3.6.1	Strategic vision	OFE	Discuss
3.6.2	Drivers and trends	OFE	Discuss
3.7	General Regulations related to committees	PD	Discuss
3.8	DanPilot's Remote Pilotage initiative	OFE	Discuss

4 Operational and Administrative Matters

4.1	Proposed meeting dates	AG	Agree
4.2	Events		
4.2.1	Workshop on Sustainability	AW	Note
4.2.2	Workshop on Future Radionavigation and Radiocommunication Systems	HN	Note
4.2.3	Results from the Workshop on IMT For AtoNs	HN	Note
4.2.4	IALA Conference	OFE	Note
4.2.5	VTS Seminar on VTS Operations	MS	Note
4.2.6	3 rd Joint IALA / IHO Workshop	GT	Discuss
4.3	Online Work Programme, Task Plan and Task Register	MJ	Discuss
4.4	Inter-committee communication, coordination and drafting on tasks	OFE	Discuss
4.5	PAP future meeting schedule	PD	Discuss
4.6	Categorisation of "Other appropriate papers"	MJ	Agree

5 Any other business

6 Closing of meeting

6.1	Review of Key Outputs from Meeting
6.2	Report of the meeting
6.3	Date and venue of next meeting



ANNEX B LIST OF PARTICIPANTS

_PAP	Chair	Phil Day phil.day@nlb.org.uk
	Vice-Chair	Serhat Aytugel serhat.aytugel@kiyiemniyeti.gov.tr
ARM Committee	Chair	Guttorm Tomren guttorm.tomren@kystverket.no
	Vice-Chair	Natasha McMahon natasha.mcmahon@dfo-mpo.gc.ca
DTEC Committee	Chair	NOGUCHI Hideki hideki.noguchi@gmail.com
ENG Committee	Chair	Alwyn Williams alwyn.williams@gla-rad.org
	Vice-Chair	Michel Cousquer michel.cousquer@cerema.fr
VTS Committee	Chair	Monica Sundklev monica.sundklev@transportstyrelsen.se
LAP	Vice-Chair	Thomas Arculus thomas.arculus@trinityhouse.co.uk
IMG Representative		Malcolm Nicholson malcolm.nicholson@spx.com
Secretary-General		Francis Zachariae fza@iala.int
Deputy Secretary-General		Omar Frits Eriksson ofe@iala.int
Technical Director		Minsu Jeon mje@iala.int
Technical Operations Manager		Thomas Southall tso@iala.int
Technical Officer		Alisa Nechyporuk ane@iala.int

ANNEX C LIST OF INPUT PAPERS

Meeting	Agenda Item	Input Paper Title	Source
PAP58-	1.2.1	Provisional Agenda	Secretariat
PAP58-	1.4.1	Action items	Secretariat
PAP58-	1.5.0	Input paper template	Secretariat
PAP58-	1.5.1	Input paper list	Secretariat
PAP58-	2.1.2.1	Report on MSC110	Secretariat
PAP58-	2.1.2.2	Report on NCSR 12 v2	Secretariat
PAP58-	2.3.1	LN from ARM to PAP Draft RecRelated to Digitalization of AtoN (ARM20-11.2.5)	ARM20
PAP58-	2.3.1.1	Draft Rec Digitalization of AtoN and Services for Vessels of Varying Levels of Autonomy (ARM20-11.2.5.1)	ARM20
PAP58-	2.3.2	LN to ARM on MASS Recommendation (ENG20-9.2.2.2)	ENG20
PAP58-	2.3.3	LN from VTS to PAP on interaction between VTS and participating ships (VTS57-12.1.2)	VTS57
PAP58-	2.4.1	LN from DTEC to PAP and ARM on S-100 AtoN Authority Perspective (DTEC4-15.3.4)	DTEC4
PAP58-	2.4.1.1	WSV IMT Application Workshop (DTEC4-15.3.4.1)	DTEC4
PAP58-	2.6.1	LN from DTEC to PAP on IALA Digitalisation Discussion Paper (DTEC4-15.3.5)	DTEC4
PAP58-	2.6.2	Liaison note from ENG to DTEC on IALA Digitalisation Discussion Paper (ENG20-9.2.2.3)	ENG20
PAP58-	2.6.3	LN from ARM to DTEC Discussion on Digitalization (ARM20-11.1.1)	ARM20
PAP58-	3.1.1	Policy on out-of-session approval for co-sponsoring inputs to IGOs	Council Drafting Group
PAP58-	3.1.2.1	IALA's work with the IMO	Secretariat
PAP58-	3.1.2.1.1	A.1168(32)	Secretariat
PAP58-	3.1.2.1.2	C133-12(b)-1 (b) Relations with IGOs new arran... FR on behalf of IALA	Secretariat
PAP58-	3.4.1	LN to DTEC4 and PAP on JCG Proposal for ITU WRC27 Position (VTS57-12.3.3)	VTS57
PAP58-	3.4.1.1	Propose on the development of IALA's position on the WRC-27 (VTS57-7.2.9)	VTS57
PAP58-	3.5.1	Data Harmonization in Maritime	Secretariat
PAP58-	3.5.1.1	Draft PCO guide	Secretariat
PAP58-	3.6.1.1	Strategic Vision (A14-6.1)	Secretariat
PAP58-	3.6.2.1	Current drivers and trends (A14-6.2)	Secretariat
PAP58-	3.8.1	Cover note - DanPilot's Remote Pilotage initiative	Secretariat
PAP58-	3.8.1.1	DanPilot - Remote Pilotage initiative correspondance	DanPilot
PAP58-	3.8.1.2	IMPA comments on Danpilot's Remote Pilotage Initiative	IMPA
PAP58-	4.1.1	Tentative meeting dates 2026	Secretariat



ANNEX D LIST OF OUTPUT PAPERS

Meeting	Agenda Item	Output papers
PAP58-	6.2.1	Report of PAP58

ANNEX E ACTION ITEMS

<i>That the ARM and DTEC committees designate leads and initiate the inter-committee task group to define the scope of S-230 and conduct a technical review.....</i>	<i>16</i>
<i>That PAP members provide feedback from their Committee Management Teams on any possible committee-related adjustments to the General Regulations.....</i>	<i>24</i>
<i>That the Secretariat provide a tracker of IALA owned product specifications to future PAP meetings so an overall picture can be seen.....</i>	<i>14</i>
<i>That the Secretariat combine items relating to Digitalization under one for a clearer narrative on these matters.....</i>	<i>15</i>
<i>That the Secretariat prepare an input paper for a future PAP outlining the implications of establishing and operating an intergovernmental MCP instance.....</i>	<i>20</i>
<i>That the Secretariat liaise informally with IHMA to highlight similar work to the PCO Guidance in other regions/organisations and encourage broader collaboration.....</i>	<i>22</i>
<i>That the Secretariat add Digitalisation Harmonisation to the agenda for PAP60.....</i>	<i>22</i>
<i>That the Secretariat add a one-day workshop on the Strategic Vision and Drivers and Trends to the agenda of PAP60.....</i>	<i>23</i>
<i>That the Secretariat forwards the input papers relating to the DanPilot Project to the VTS and DTEC committees.....</i>	<i>25</i>
<i>That the Secretariat provide online and in-person training on the Online Task Register during committee weeks.....</i>	<i>27</i>
<i>That the Secretariat consider reviewing the information accessible outside the password-protected area, with particular attention to contact details.....</i>	<i>27</i>
<i>That the Secretariat will explore collaborative platforms for collaborative document development.</i>	<i>28</i>
<i>That the Secretariat will examine different options for structuring IALAs committees in order to continue to remain effective.....</i>	<i>28</i>
<i>That the Secretariat updates the Technical Catalogue to include “other appropriate papers” and associated tools.....</i>	<i>28</i>
<i>That the Secretariat assess and propose the most effective approach to promote S-201 and support its practical use, and to initiate promotion activities.....</i>	<i>28</i>
<i>That the Secretariat explore the possibility of an MoU with CIE.....</i>	<i>28</i>

