

IALA Strategy 2010-2014

Monitoring List – Status Oct. 2010

Item	Prio*	Council	Secretary General / Secretariat	ANM	e-NAV	EEP	VTS	Other (wkshp / ad-hoc / etc.)	Progress [%]
1. Overall Policy									
1. Enhance the position of IALA as the one and only competent international marine aids to navigation association.	3	I	I						
2. Be at the forefront in the harmonised and standardised development of aids to navigation (AtoN), both traditional AtoN and e-Navigation and evaluate new technologies.	3			I	I	I	I	III (a)	
3. Adjust the internal organizational structure to best meet the needs and work program	2	I	I						
4. Ensure that the IALA budget has the capacity to respond to the demands placed on it to support these developments	2	I	I						
5. To keep IALA's financial position on a sound basis, any additional major tasks should be evaluated against the budget and the expected result.	2		I						

* 3: high >= 12 votes
 2: medium >= 5 and < 12 votes
 1: low < 5 votes

Assignment of Responsibility – Note that liaison may be required

I – Permanent Task / no specific action required II – Input / Liaison	III – Develop Documentation IV – Other
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2. The current structure of IALA Members differentiates between one type of member to another. Potential to optimize the operation and revenue of IALA can be achieved by									
1. Sharpening the profile of each category of membership	1	I	I						
2. Producing a document which high-lights the advantages and benefits of being an IALA Member separately for each group of membership	1	III	III						
3. Including specific funds in the IALA budget for the Secretariat to do marketing trips to visit non-member authorities and invite potential members of all categories to visit the Headquarters.	1	II	I					I (IMC)	
3. To foster the international cooperation IALA will:									
1. Support the coordination between National Members and other national AtoN and marine safety regulators, including a need to develop and exercise the legislative oversight responsibilities of the National IALA member.	2	I							
2. Facilitate national administrations' cooperation with research institutes and universities to improve the performance of AtoN.	1			I	I	I	I	III	
3. Support the collaboration of neighbouring countries to harmonize the service on their borders.	2	I	I						

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4. Provide guidance for improving operational procedures through coordination and sharing of services among National Members and private interests.	3			I	I	I	I		
5. Support coordinated waterways management, AtoN and VTS with other private and public sector organizations, and other governments.	2			I	I	I	I		
4. Improved utilization of all competencies of IALA membership by:									
1. Develop a catalogue of relevant competencies which are available within IALA Member organizations based on a standardized method for populating and validating the catalogue and the competencies (preferably online).	2	II	III	II	II	II	II	II (IMC)	
5. To support its membership IALA will:									
1. Support administrations in the protection of the marine environment	1	I	I			I&III 75%			
2. Support the free movement of maritime information and data across national borders to increase international cooperation. This calls for standards for data format and exchange. IALANET	3			II	I&III 50%	II	III 50%	III (IALA Net SC)	
3. Support administrations in charge of maritime safety to harmonize the objectives of the AtoN services with the training of mariners in the use of new technologies.	1			II	I&III 10%	I&III 10%	III 30%		

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4. Make the link between services provided and their effect on safety of navigation, and provide guidance on how to visualize and communicate this relationship to facilitate sustainable financing.	2			III 20%	II	II	III 40%		
5. Advise how to develop the ability to react more rapidly in coastal waters to incidents that create navigation hazards.	1			III 20%	III 20%	II	III 30%		
6. Advise how to meet the challenge of providing an efficient level of service at less cost.	2			III 20%	II	III 10%	II		
7. Give guidance on how to expand service delivery for marine traffic beyond traditional limits.	1			III 15%	III 15%	III 10%	III 80%		
8. Guide its membership to incorporate new developments and services in a responsible and standardized manner	2	I	III	I	I	I	I		
6. Resources of IALA membership: financial and workload Reduction of human and financial resources, the trend to outsource services are a challenge for many IALA members. To support the membership IALA will:									
1. Develop a methodology to evaluate the financial and resources situation	2			III*		III* 10%	II	*Worksh op	

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2. Develop a guideline to assist aids to navigation organizations to respond to this situation.	2			III*		III* 0%	II	*Worksh op	
3. Revise the existing guideline on outsourcing	2			III*		III* 0%	II	*Worksh op	
7. International benchmarking and quality management									
1. Quality management is an essential tool for improving the efficiency of members providing aids to navigation services. IALA will support the membership by coordinating and harmonizing the quality criteria through developing an "Aids to Navigation Quality Management Service Manual".	3			III 0%	II	II	II	II(IMC)	
8. To enhance mutual exchange of information IALA will:									
1. Coordinate actions on research, developments and innovation	2	I	I	I	I	I	I		
2. Develop methods and criteria to gather and analyze user requirements, and thus understand the very essence of safety of navigation and the marine risk.	3			III 20%	I	I	I	III (Risk Tool SG)	
3. Consider the implications of the presence of larger, faster, more sophisticated vessels.	2			I	I	I	I		
9. Influence of IALA Officers: Councillors, in particular IALA President and Vice-President									

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1. To increase the worldwide awareness of IALA and the services offered, IALA aims in bringing together the expertise of all members. To improve the administration of IALA a matrix shall be developed, identifying and capturing in particular the expertise and areas of national influence of each Council member.	1	I	III				II		
10. Guidelines and recommendations to be developed including, but not limited to:									
1. Management of information presentation in the VTS environment to support decision making.	3				II	II	III* 40%	*Consider Workshop	
2. Use of new models of effective luminous intensity of pulsed lights	3			II		III 50%			
3. Presentation of AIS AtoN information in coordination with IHO (check current output)	2			II	I&III* 15%	II&III 10%	II	*Consider Workshop	
4. On relationships between AtoN, VTS, traffic monitoring, pilotage services, routeing, channel features and their application to the ships using these services (possibly amended)	3			II	II	II	III 40%	III (Risk Tool SG)	

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5. On Implementation of systems such as e-ANSI, e-Navigation and AIS as an AtoN, so that the existing AtoN in the area and their operational state will be known by the mariner in the quickest and most efficient way, integrating traditional aids and new technologies as elements of the same system.	3			II	III 20%	II&III 20%	II		
6. On implications of new legal requirements on environmental matters that affect AtoN.	1			II		III 20%	II	II(LAP)	
7. Develop further the IALA Risk Management Toolbox and support its use by members; Ensure that the IALA Risk Management methods used are standardised and widely accepted.	3	I		I&III* 30%	II	II	II	I(Risk Tool SG) II(LAP) *Consider late seminar	
8. Develop quality management standards and measures of effectiveness for AtoN services and equipment that allows identification of improvements to maintain the highest level of services as possible, keeping in mind the technology, human and financial resources and capturing best practice.	3			III 0%	II	II&III 75%	II&III 20%	II(LAP)	
9. On IALA industrial members' list of products – the 'IALA Product Guide'. To be reviewed by the IMC	1			II	II	II&III 100%	II	III(IMC)	

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10. On conspicuity of lights and daymarks.	2			II		I&III 10%			
11. On the development of e-Navigation, to include: - Maritime Information Systems - Position, Navigation & Timing - Communications - Architecture	3			II	I&III 20%	II	II		
12. Adapt/develop a common generic method of calculating the CO2 Footprint for Aids to Navigation and IALA Member organisations which can be adopted by all Members	1			II		III 10%			
13. Produce Guidelines on carrying out carbon audits in common format and advising on carbon emission reduction plans	1			II		III 0%			
11. Polar Routes: Establish a future scenario and IALA's response to it. The importance of coordination and cooperation between polar interests, both public and private, is imperative for ensuring the best practice in safety of navigation. IALA shall provide the framework to move from the current level to a more appropriate level of navigation safety, given a projected increase in maritime usage of the waterways by:									
1. Performing an inventory of existing navigation and communication systems in the polar regions	3			III 0%	I&II	II	II		

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2. Expanding and further developing the inventory to include possibilities and required measures with respect to conditions associated with various future climate change scenarios	3			III	II	II	II		
3. Production of an IALA guideline on the establishment and operation of standard navigation and communication systems in ice covered waters for year-round polar route navigation	3			III ?	II&III 0%	II&III 10%	II&III 0%		
4. Liaise with other international bodies to establish a holistic, multi-lateral approach to navigation in polar regions.	3	I	I*					*Consider late workshop	
12. Security Management/disaster recovery/ business continuity									
1. IALA should provide internationally harmonized guidance (guidelines) and recommendations to IALA membership for the appropriate risk and security management regarding their assets, as well as regarding recommended measures for disaster recovery with the goal to achieve rapid business continuity.	1			II&III 10%	II&III 0%	II	III 10%		
13. To support the development of multi-purpose systems IALA will:									
1. Develop a vision for integration of current and future technology and information display to maximize benefit to all users in the maritime domain	2			II	I&III 20%	II	I&II		

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2. Lead the development of the e-navigation environment, and in future electronic systems that will alter the mix of AtoN and maritime information systems.	3			I&II	I&III 20%	I&II	I&II		
3. Develop Guidelines and Recommendations on AtoN Information Systems.	2			III 10%	I&III 20%	III 10%	III 30%		
4. Promote wider acceptance of VTM, including Electronic Maritime Traffic Corridor.	2	I		II	II		III 20%		
5. Develop and maintain means for collecting maritime traffic information from a variety of sources to improve service provision.	1			III 0%	II	II	II	II&III IALA Net SG II Risk Tool SG	
6. Determine the relevance of traditional AtoN alongside future digital electronic navigation systems.	3			III 25%	II	II&III 50%	II		
14. IALA's environmental advisory board									
1. IALA shall establish an Environmental Working Group, within one of the Committees, to respond to growing concerns on the impact of navigation on the marine environment in sensitive areas. The Working Group shall offer advice on environmental issues, both for traffic in environmentally sensitive areas and as they impact on the provision of an aids to navigation service.	2			II	II	I&III 75%	II		

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15. It is a substantial benefit for IALA to consult widely, engage with, relevant international, regional and national bodies to develop best practice. To assist other services or organizations IALA will:									
1. Liaise with world leading experts from universities and research institutions.	1		I	I	I	I	I		
2. Increase its cooperation with and participation in IMO, ITU and IHO	3	I	I	I	I		I		
3. Further develop the effective compatibility between IALA and IMO, ITU and IHO, so that the recommendations and guidelines of IALA are adhered to by national authorities.	3		I						
4. Improve relationships with regional organizations.	1	I	I						
16. IALA's need for strategic alliances									
1. The Strategy Group shall build and maintain a list of relevant international, regional and national organizations and periodically monitor the effectiveness of cooperation.	2	I	II						
2. The Legal Advisory Panel shall maintain the MoU template and give specific advice.	2							I(LAP)	
3. The Council shall agree a list of bodies that IALA should endeavour to establish MoUs	2	I	II						
17. IALA's Technical Assistance and Consulting Activities									

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1. IALA will further improve the provision of assistance to members, services or organizations by setting up a "IALA Consulting" business unit within IALA. The assistance will be provided in line with IALA's constitutional mandate and aim. The advice given will focus on the interpretation of rules and regulations. It is the role of industrial members to provide more specific advice.	2		I	II	II	II	II	II(LAP) Special advice from French lawyers	
18. The training of technical personnel in all aspects of aids to navigation, based on common standards, is seen as a key element for a worldwide, harmonized aids to navigation service. WorldWide Academy:									
1. To foster this aim IALA will develop model training courses covering the different aids to navigation systems and services.	1		III	II&III 10%	II&III 0%	II&III 10%	II&III 10%	Workshop	

Note:

The Strategy Group will monitor the implementation of the 2010 – 2014 Strategy based on the strategy implementation plan. End of October each year those bodies who have taken the responsibility to develop documentation or carry out a specific task are asked to report on the progress.

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