



REPORT OF THE 3RD SESSION OF THE IALA COUNCIL

8 – 12 December 2025, Mumbai, India



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OPENING

The 3rd session of the council meeting was held from 8 to 12 December 2025 at the Sofitel hotel in Mumbai, India and by videoconference.

The session commenced with a traditional lighting of the lamp and a formal felicitation ceremony. The IALA President, Marcos L. Almeida, delivered the opening address, setting the tone for the proceedings. A warm welcome address was then presented by Shri Mukesh Mangal, Joint Secretary, Ministry of Ports, Shipping and Waterways, Government of India, followed by a welcome address from Mr. Francis Zachariae, Secretary General of IALA. Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways, also addressed the councillors and observers, highlighting key initiatives and developments in the sector. The highlight of the opening was the launch of the Digital Ticketing Portal for Lighthouse Tourism, and the address from Shri Sarbananda Sonowal, Honourable Union Minister, Ports, Shipping and Waterways. The event concluded with a Vote of Thanks delivered by Shri Natarjan Muruganandam, Director General, Directorate General of Lighthouses and Lightships.

1. PRESIDENT'S OPENING REMARKS

The President, Marcos Almeida, welcomed one new councillor Hyung Jun Kim from Korea as well as the following Member States who were attending as observers: Portugal, Tunisia, Qatar, Oman, Russia.

2. APOLOGIES FOR ABSENCE

There were no apologies received for this session.

The AIMG was represented by the president Mr. Jinofer Bhujwala, Chairman & Managing Director of Aatash Norcontrol Ltd.

A list of participants is at Annex B.

3. APPROVAL OF THE AGENDA

Input paper C03-3.1 refers.

The agenda was approved.

The Council approved the agenda.

4. VACANT POSITION WITHIN COUNCIL

There was no vacant position within the Council.

5. REPORT OF THE 2nd SESSION

5.1 Matters arising from the session

Input paper C03-5.1 refers.

Communication Manager, Audrey Guinault, reported that most of the action items from the previous session were completed. There were two items ongoing as the need to host committee meetings outside of the Headquarters was to be completed in January 2026 and the tender for new auditors was not due before 2027.

The Council noted the report.

Action item 1

The secretariat to send a circular letter as soon as possible inviting members to host the IALA meetings in the first half of 2027 due to the move of the HQ.

6. REPORT BY THE SECRETARY-GENERAL

Input paper C03-6.1 refers.

The Secretary-General, Francis Zachariae, reported that the transition of membership into the newly established intergovernmental organization has been successfully completed. IALA currently comprised 347 members representing 101 countries and territories. While this figure reflected a net decrease of four members compared with the corresponding period in the previous year, it did not fully account for the substantial level of new activity. Since 1 January 2025, twenty-two new members joined the Organization, although this growth has been offset by consolidations into Member States, as well as terminations and resignations that took effect at the start of the year. Efforts related to the collection of contributions and fees have been highly effective, and additional details concerning outstanding balances and proposed terminations were addressed under the relevant agenda items.

Throughout the reporting period, the Organization's committees and subsidiary bodies have continued to fulfil their mandates. The ARM, DTEC, and VTS Committees convened between September and October in hybrid format, albeit with limited online participation. The ENG Committee met in Dublin, Ireland, in conjunction with the IALA Sustainability Workshop held in October 2025. Each committee recorded significant progress, and the results of their work were to be presented in detail under the corresponding agenda items. Two major workshops were organized during the period. The first, held at the Federal Waterways and Shipping Agency in Karlsruhe, Germany, focused on International Mobile Telecommunication (IMT) for Marine Aids to Navigation and provided a critical platform for discussions on the integration of next-generation IMT-2030 (6G) technologies into the maritime domain. The second workshop, hosted by Irish Lights in Dublin, addressed sustainability and included consideration of environmental, technological, operational, and training dimensions. It emphasized the relevance of the United Nations Sustainable Development Goals, the urgency of addressing climate change, and the importance of embedding sustainability principles into IALA publications, training activities, and collaborative initiatives. The Secretariat was in the process of developing a public document on sustainability based on the outcomes of this workshop.

Administrative developments have also progressed steadily. In April 2025, all staff members were formally transferred from the former Association to the newly established Organization. The combined staff of IALA and the World-Wide Academy comprised sixteen full-time employees and eight consultants, including seven in the Academy and one in the Communications section. On 1 October 2025, Mrs. Christina Schneider assumed the newly created position of Document Controller and Legal Advisor, a role considered essential to the Organization's internal quality control processes and legal advisory functions. Recruitment for a permanent Executive Assistant has been postponed until the following year.

Communication activities continued to be coordinated effectively by the Secretariat's Communication Group. The IALA website has undergone a series of visual and structural improvements to enhance user experience and ensure timely dissemination of information. Since attaining intergovernmental status, the Organization has received numerous invitations to participate in high-level international events, reflecting increased international recognition and influence resulting from its new legal status.

The Convention establishing IALA as an intergovernmental organization entered into force on 22 August 2024 and has been ratified, approved, accepted, or acceded to by forty-two States. The Headquarters Agreement was adopted by the General Assembly on 18 February 2025, signed by the French Government on 4 March 2025, and entered into force through Decree No. 2025-196 on 28 February 2025. With assistance from a French law firm and KPMG, the transition from the former Association to the new Organization has been fully completed, including the transfer of all assets and liabilities and the successful fulfilment of all French legal requirements. As a consequence of its new intergovernmental status, IALA was no longer in the position of consultative status with the International Maritime Organization. Instead, the relationship became governed by a formal agreement, approved by the IALA General Assembly in February 2025 and endorsed by the IMO Assembly on 1 December 2025.

Regarding infrastructure, the acquisition of new headquarters remained an urgent priority, as the existing premises were inadequate to support the Organization's growing membership and operational needs. Attendance during the September and October committee meetings exceeded the capacity of available facilities, including the plenary



room and ancillary areas. The French Government has offered its assistance in identifying a suitable location, and further details were given under agenda item 8.2.2.

The World-Wide Academy continued to experience significant growth under the leadership of the Dean and the Academy Board, chaired by Admiral Tsuguo Awai. The Academy's training activities have expanded markedly, with additional sessions on S-100/S-200 standards, a substantial number of Level 1.1 "Manager of AtoN" courses, and the delivery of the first Level 1.2 "Master of AtoN" course in the Americas, hosted in Chile. China and India each hosted two major sessions, contributing to a broader global capacity-building effort. Participation in risk-management courses using the IALA Toolbox reached unprecedented levels. In the area of technical assistance, the Academy completed its first mission in Iraq in support of the country's recovery initiatives. It also convened and chaired the annual meeting of the Joint Capacity Building Cooperation Group in September, bringing together seven international organizations to coordinate methodologies for joint activities under the United Nations "Deliver as One" framework. The Academy's sustained progress is supported by the contributions of its sponsors, whose financial and in-kind assistance—most notably the renewed and increased sponsorship from the United Kingdom—remains essential to its operations. A comprehensive briefing was delivered under the relevant agenda item.

The Council noted the Secretary-General's report.

7. NATIONAL MATTERS

Input papers were received from UK, China, India, Chile, Korea, Japan, Finland, Canada, Sweden, Ireland and Norway (C03-7.1 to C03C-7.10) and can be found on the website for reference. A summary of the papers can be found in the order they were received as follows:

United Kingdom

The Northern Lighthouse Board, responsible for Scotland and the Isle of Man, replace one of its vessels with the new NLV *POLE STAR*, built in Spain and delivered in the first week of December 2025. This would be the fifth vessel to carry the name since 1892. The new diesel-electric hybrid ship was designed to reduce environmental impact and will enhance the UK's buoy servicing, wreck response, and overall operational resilience. A detailed presentation was shown at the meeting.

A video of the very successful World Marine Aids to Navigation Day held in London in July 2025 was also presented to councillors.

The People's Republic of China

In 2025, several IALA-related events took place in China. In July, Haikou hosted the International Seminar on Heritage Lighthouse Protection, drawing participants from across Asia for discussions on heritage lighthouse preservation and digital aids to navigation. Later, in September, Wenzhou concluded the IALA Level 1.1 AtoN Manager and Level 1.2 AtoN Master courses, with 34 participants from 16 countries earning certification. On the same day, China MSA and IALA signed a new Memorandum of Understanding to strengthen international cooperation in marine aids-to-navigation personnel training.

India

India advanced several major maritime initiatives. At Lothal, Gujarat, work was underway on the National Maritime Heritage Complex, which included a future Lighthouse Museum featuring a 77-meter tower, immersive digital exhibits, and public spaces designed to showcase India's lighthouse and maritime history. In Kolkata, India continued to expand capacity building in Marine Aids to Navigation, hosting IALA Level 1.3 Risk Management Tools training for the first time and conducting the IALA Level 1.1 AtoN Manager Course with international participation. Additionally, the Directorate General of Lighthouses and Lightships has begun planning a new, technologically advanced and environmentally efficient buoy tender vessel to replace the aging MV Sagardeep-II, with commissioning expected by 2029.

Chile

Chile advanced several key initiatives in Marine Aids to Navigation in 2025. DIRECTEMAR delivered the first Spanish-language IALA Level 1.2 Master AtoN Management Course in the Americas, training 24 participants from 11 countries. The Chilean Navy also updated the competency-based training curriculum for its 120 Lighthouse Specialist Seafarers, incorporating IALA Level 2 technician standards. Regionally, Chile participated in the second Latin American Seminar on Aids to Navigation in Argentina, presenting its progress in AtoN maintenance and training. Additionally, Chile constructed the Monumental Lighthouse Piloto Pardo on Deception Island in the Antarctic Territory, serving both navigation safety and commemorative purposes, built with significant logistical effort while ensuring environmental protection.

Finland

Finland's Transport Infrastructure Agency (FTIA) completed an inventory of culturally and historically significant Marine Aids to Navigation on coastal waterways in 2025. The study evaluated 425 pre-1950 fixed AtoNs and related structures, identifying 100 as cultural heritage sites based on architectural, historical, navigational, and economic criteria. These findings would guide site-specific maintenance plans to ensure preservation using historically appropriate methods. Separately, FTIA was finalizing plans for a new B+ class icebreaker, to be built between 2027 and 2029 with €42 million in EU funding, to support icebreaking operations jointly with Sweden.

Republic of Korea

Korea advanced on several major maritime initiatives. The National Lighthouse Museum exhibited a historical first-order Fresnel lens from the UK's Pendeen Lighthouse, marking strong international cooperation in lighthouse heritage. Korea, the UK, and France also held a trilateral meeting to advance global eLoran standardisation and strengthen resilient PNT systems. Korea completed successful sea trials of its MIoT digital AtoN communication system, confirming readiness for nationwide deployment starting in 2026. Additionally, the Ministry of Oceans and Fisheries relocated its headquarters to Busan by the end of 2025 to enhance maritime policy coordination and international cooperation.

Japan

Japan and France formalized a partnership between Kannonsaki Lighthouse and Millier Lighthouse by signing a Memorandum of Cooperation in Yokosuka on 15 November. Representatives from government agencies, local authorities, and lighthouse associations of both countries participated. A Japanese lighthouse artist donated a painting of Millier Lighthouse to mark the occasion. The cooperation aimed to promote cultural and historical exchange through shared exhibitions and mutual visits, highlighting the historical connections between the two lighthouses, both originally linked through French engineering contributions.

Canada

In September 2025, the Canadian Coast Guard was integrated into the Department of National Defence while remaining a civilian agency, strengthening coordination and supporting its ongoing responsibilities in navigation safety, icebreaking, search and rescue, and environmental response. Canada also advanced digital navigation efforts by developing an S-100 testing tool to evaluate new standards and by conducting S-100 sea trials on the St. Lawrence River with international participation. The trials tested multiple S-100 products, helping assess their benefits for safer, more efficient navigation and providing feedback for further improvement.

Sweden

The Swedish Maritime Administration (SMA) has launched a design project for two new maintenance vessels to replace the over-40-year-old *Scandica* and *Baltica*. The new vessels were to support sustainable operations, provide light to moderate ice assistance, and be easily convertible between maintenance and surveying tasks.

SMA has also awarded a contract to HD Hyundai Heavy Industries in Korea to build a new icebreaker, though the decision was under legal appeal. A second state-funded icebreaker required a separate procurement process.

In 2025, GNSS disturbances increased across the Baltic Sea, prompting an extended notice to mariners. To support navigation without GNSS, Sweden installed radar beacons on tall coastal lighthouses, beginning with a pilot unit in December. Sweden also participated in the EU's ORMObAss (R-Mode Baltic Phase 2) project to develop GNSS integrity monitoring and a viable fallback positioning method.

Ireland

Ireland hosted a series of significant maritime events in October 2025, beginning with the IALA Sustainability Workshop in Dublin, where over 50 international experts convened to exchange best practices on sustainable aids to navigation. The programme, held at the Commissioners of Irish Lights headquarters and the Royal Marine Hotel, included technical sessions, a tour of the buoy refurbishment facility, and a cultural evening showcasing Irish traditions. Concurrently, Irish Lights organised the International Marine, Lighthouse Tourism and Maritime Heritage Conference at Dublin Castle, attracting more than 270 delegates from 23 countries. The conference highlighted the strong economic impact of lighthouse tourism in Ireland and celebrated a decade of the Great Lighthouses of Ireland partnership. Ireland also advanced its role in European lighthouse heritage by co-leading the proposal for a European Cultural Route of Lighthouses, hosting the partnership AGM and welcoming representatives from the Council of Europe. Additionally, Irish Lights hosted the ENG21 Committee meeting, bringing together working groups on physical aids to navigation, radionavigation, and heritage. Beyond these events, the Irish Government published its Sectoral Investment Plan for Transport to 2030, which includes a proposed replacement of the ILV *Granuaile*, and released the National Designated Maritime Area Plan to support the country's offshore renewable energy goals, with Irish Lights contributing navigational safety expertise throughout.

Norway

The Norwegian Coastal Administration recently completed a major milestone - the conversion of nearly 1800 sector lights in Norway to IALA Standard. Norway have more than 125 years of experience with the use of Sector lights, and these form the backbone of our Aids to navigation service, past and present. Because we started with Sector lights way ahead of the establishment of IALA in 1957, we developed our own standard over the years.

This means that the IALA G1041 was not always adhered to. Based on a thorough analysis for our Maritime Safety Services in 2014 (VTS, AtoN, AIS data, pilot service, and more) we found that human error and complexity in BRM often played a factor in accidents.

Based on this, the NCA decided to convert all our sector lights to LED and to follow IALA G1041 based on a cost/benefit analysis. This was to ensure higher reliability and enhance standardization (less complexity for the mariner). NCA started this project in 2019 and completed the conversion the 11th of November 2025.

Link to web article:

[The IALA conversion of coastal navigation aids along the Norwegian coast is complete | Kystverket - tar ansvar for sjøveien](#)

France

Inauguration of the new generation ocean buoy tender. A new ocean buoy tender was inaugurated on September 25th. As part of its fleet renewal and modernization program, the French Lighthouse and Beacon Service has ordered this new vessel from the SOCARENAM shipyard. With its dimensions — 54 m long, 12.7 m wide, and a 3.2 m draft when loaded — it becomes one of the largest armed buoy tenders in our fleet.

This new buoy tender - called « Augustin Fresnel » - expands the range of on board technologies and goes further in sustainable development solutions : it has a "zero emissions" navigation capability, with no CO2 or greenhouse gas emissions. Particularly innovative in environmental terms, this ship features electric propulsion powered either by diesel generators (compliant with IMO TIER III standards) or by batteries.

Furthermore, its electric range is extended by the production of a fuel cell powered by green hydrogen.

Manned by 2 watches of 12 sailors, it will ensure the maintenance of the floating beacons of the entire Bay of Biscay. That means the management of more than 340 maritime signaling establishments.

It is designed for sea campaigns of around twelve days, with a crew of up to 16 people. Maximum comfort is provided on board for the crew to enable them to carry out campaigns of several days on the high seas.

Use of the AIS system for signaling passive fishing gear.

France's maritime signalization services are currently focusing on the marking of passive fishing gear using AIS transmitters. The AIS1 (161.975 MHz) and AIS2 (162.025 MHz) frequencies are reserved for uses related to maritime navigation safety and search and rescue operations but this is clearly not very well known yet among

French fishermen, and an information and awareness campaign about the harmful effects of the development of this practice has therefore been launched.

The aim is to drive fishing vessel owners and professionals to use compliant alternative technologies, such as VHF beacons on the 160.9 MHz frequency, satellite systems, or devices based on mobile networks.

Singapore

Singapore noted that an MPA Officer will be seconded to the IALA World-Wide Academy for a period of 1 year, with an option to extend for an additional year. During the secondment, she will continue to work primarily from IALA WWA's office which is stationed within the MPA Academy. She will also be attached to the IALA HQ during the secondment period. The secondment will start from 1 January 2026.

Türkiye

Vessel Traffic Services (VTS) & Technology: We have achieved significant operational success with our VTS software, which combines Artificial Intelligence and Augmented Reality (AR) technologies. Through the fusion of data from electro-optic cameras, radars, and AIS, this system has proven highly effective in detecting difficult-to-track targets, such as Non-SOLAS vessels and Unmanned Surface Vehicles (USVs), thereby greatly enhancing our situational awareness.

Fleet Expansion: We have further strengthened our operational capacity by adding 12 Pilot Boats and 6 Tugs to our fleet.

Modernization & Inspections: Our modernization efforts include the standardization of remote control systems for marine aids to navigation. Additionally, we have transitioned from diver-based inspections to the use of Remotely Operated Vehicles (ROVs) for underwater controls. This shift has optimized operational efficiency while significantly increasing occupational safety.

Training Activities: In cooperation with IALA, we successfully provided VTS Operator and Supervisor training to a total of 37 trainees from our region in 2025.

Denmark

Denmark has successfully tested the broadcasting of navigational warnings from shore to ship using the new S-124 standard. The broadcasting was done by internet IP communication as well as terrestrial VDES from a shore station. The S-124 messages were authenticated using the SECOM standard. The test was done as a part of the EU Interreg. MaDaMe project.

Following the reports on national matters, the Deputy Secretary-General took the floor and highlighted some of the commonalities in the reports, such as heritage matters, buoy tender developments, and digitalization initiatives. He invited members to submit reports on these developments to the technical committees for inspiration.

The Deputy Secretary-General then addressed recent developments in international e-Loran coordination mentioned by the Republic of Korea and invited those involved to provide inputs on this matter to the ENG committee.

Finally, the Deputy Secretary-General addressed digitalization in the IALA domain and underlined that although there are no formal deadlines for implementing S-201 data products, it is important for members to be able to provide their Aids to Navigation data in the S-201 format as soon as possible in order to facilitate the development of S-101 chart data products which have a tight deadline.

The national matter reports were noted.

8. STRATEGY AND POLICY

8.1 Policy Advisory Panel

8.1.1 Report of PAP58

Input paper C03-8.1.1 refers.

The Vice Chair of the PAP, Serhat Aytugel, reported that the 58th session of the PAP was held in person from 9–12 September 2025 and resulted in several key strategic and operational decisions. Members agreed to undertake a review of the Strategic Vision and the Drivers and Trends, alongside developing the 2027–2030 Work Programme, both scheduled for submission to the Council in Q4 2026. The session also confirmed a review of committee structures and cross-committee collaboration for the same period. Delegates recognised the forthcoming formal agreement between IALA and IMO, expressing support for strengthened cooperation, and endorsed a proposal to pursue a formal MoU with CIE. With the General Regulations due for review by the General Assembly in 2027, members were encouraged to submit committee-related proposals. The PAP was tasked with coordinating digitalisation efforts and producing a consolidated roadmap, and acknowledged the conclusion of the MASS Task Force, with PAP assuming responsibility for future coordination. The session confirmed that IALA holds no formal position on remote pilotage but remains open to providing technical input. Continuous coordination on work items across committees was reaffirmed, along with recognition of the Task Register’s advancement and encouragement of further integration of committee processes. Members supported exploring collaborative platforms to enhance drafting and version control and agreed that AI may assist publication development when used with appropriate oversight. The Policy on Out-of-Session Co-Sponsoring was endorsed subject to editorial refinement, and participants supported further examination of IALA hosting an MCP instance.

The Council noted the report.

8.1.2 Report of PAP59

Input paper C03-8.1.2 refers.

The PAP Vice Chair Serhat Aytugel also reported that the 59th session of the PAP was held online on 12 November 2025. It reviewed progress from the second half of the 2025 committee season and identified the need for improved inter-committee communication, noting that new Secretariat-led systems were under development to address this. Members agreed to revisit the format and update cycle of the NAVGUIDE at PAP60, including considerations for graphical editing support. The session confirmed that IALA should continue to be referenced in IMO draft documents as a potential MCP provider and agreed that the results of the MCP feasibility study will first be presented to the DTEC Committee before returning to PAP for further review, accompanied by a gap analysis. PAP also noted that updates to the committee output quality-checking procedure will be presented at a future meeting. Preparations for a firm proposal on the 2027 schedule were endorsed for discussion at PAP60. The session concluded with congratulations to Norway for successfully completing its national programme to convert all sector lights in accordance with Guideline G1041 after seven years of effort.

The Council noted the report.

8.2 Change of status

The Secretary-General reported on this agenda point.

Input paper C03-8.2.1 refers.

8.2.1 Status on ratifications

The Convention was signed by 50 States by the close of the signature period on 26 January 2022 at IALA Headquarters in Saint-Germain-en-Laye. States that signed have been invited to submit their instruments of ratification, acceptance, or approval to France, the depositary. Other United Nations Member States that did not sign during the initial period may still accede to the Convention. The Convention entered into force on 22 August 2024. As of the present date, 42 States have ratified, accepted, approved, or acceded to it, an increase of three since the June 2025 C02 meeting, with further accessions anticipated. A list of Member States was provided in the annex to the referenced paper.

The Council noted the information.

8.2.2 Status on the new HQ

The French Government has confirmed its support in securing a new headquarters for the Organization, an urgent need due to the current facility’s insufficient capacity. The contract for the new premises was to be signed in

December 2025, with the facilities expected to be ready by March 2027. As a result, committee meetings from March to May 2027 needed to be held outside the headquarters, and a circular letter was to be issued once the timeline was finalized.

The Secretary-General thanked the Council member from France, Jean Pascal Devis, for his work and dedication to this important project.

The French Notary has noted that the decision of the General Assembly in Singapore to purchase the new HQ does not explicitly authorize the Secretary-General to sign the contract, which could present an issue under French procedures. It is therefore necessary for the Council to reaffirm the decision made in Singapore and to formally empower the Secretary-General to take all actions required to initiate and finalize the project.

A resolution empowering the Secretary-General regarding signing the contract for the new HQ was agreed.

The Council noted the status of the new HQ and approved the proposed resolution empowering the Secretary-General regarding the signing of the contract for the new HQ as attached in Annex E.

8.2.3 Termination of the Association

Input paper C03-8.2.3 refers.

The Council 81 of the Association met online on 20 November 2025 to note the closing of the Association's accounts and note that all formalities required by French law for the dissolution of the Association was completed. The Secretariat appointed a French law firm, Eltea Avocats, who - in its Legal Statement in Annex 8.2.3.2 - confirmed that the transition was now complete, with all assets and liabilities transferred. This included the successful transfer of staff from the Association to the Organization on 31 March 2025 and the transfer of the Headquarters in rue des Gaudines. The winding up (dissolution) of the legal structure Association IALA-AISM was to be duly formalized before the end of 2025.

The Council noted the termination of the Association.

8.2.4 Revision of the Staff Rules

Input paper C03-8.2.4 and C03-8.2.4.1 refer.

The Organization has completed all procedures required for the recognition of the jurisdiction of the International Administrative Tribunal of the International Labour Organization (ILOAT). This recognition was essential, as IALA, in its capacity as an intergovernmental organization, did not fall under any national judicial system and therefore required an international mechanism for the final adjudication of employment-related disputes. In accordance with Rule 31 of the Staff Rules for permanent staff and Rule 7 of the rules applicable to non-permanent staff, the ILOAT serves as the final appeals body once all internal procedures have been exhausted. The General Assembly in Singapore endorsed this approach and authorized the Secretary-General to undertake the necessary actions. Following the formal submission of relevant documentation and adherence to the ILOAT's internal approval schedule, the Tribunal's governing body approved IALA's request, with recognition taking effect on 26 November 2025. All legal formalities connected with the acceptance of ILOAT jurisdiction are therefore complete. In the course of the recognition process, the ILOAT Secretariat reviewed IALA's Staff Rules for both permanent and non-permanent staff members and provided recommendations aimed at improving clarity and procedural accuracy. The proposed amendments to the Staff Rules reflected this guidance. For permanent staff, revisions to Rules 31.1 and 31.3 introduced clearer procedures and deadlines for lodging complaints. Rule 31.4 has been amended to redefine the role of the Joint Appeals Board, which would serve in an advisory capacity to the Secretary-General rather than issuing binding decisions. This ensured alignment with the governance responsibilities established under the Convention. Subsequent provisions in Rules 31.5 through 31.7 have been adjusted accordingly. Amendments to Rule 4.1 address the election of staff representatives, noting that the limited number of personnel in Staff Category II rendered separate representation impractical; until staffing levels



changed, Categories I and II would therefore elect joint representatives. Additional revisions to Rules 27.11 through 27.16 clarified the eligibility criteria and conditions associated with the housing allowance for internationally recruited personnel, reflecting the diverse personal and financial circumstances of staff living in France.

Corresponding adjustments have been incorporated into the rules governing non-permanent staff, particularly regarding the appeals process, to ensure consistency with the updated framework for permanent staff members. All amendments were presented in input paper 8.2.4.1.

The Council approved the revised Staff Rules as presented in document C03-8.2.4.1.

8.3 Submission to other organizations

8.3.1 Policy on submission and co-sponsoring of documents

Input paper C03-8.3.1 refers.

To address concerns about the current process for out-of-session co-sponsorship of input papers to intergovernmental bodies, regarding alignment with Member State procedures and the absence of a mechanism to register dissent at receiving IGOs, the Council established a Drafting Group in June 2025. Chaired by Sweden and coordinated by the Secretariat, the Group was tasked with developing a policy that reflects Member State sovereignty, ensures transparent decision-making and supports IALA's commitment to responsiveness and agility. Following structured virtual meetings and written consultations, a revised draft procedure has been forwarded by the Policy Advisory Panel (PAP) and the Drafting Group (DG) for approval by the 3rd Session of the Council.

Johan Winell, councillor for Sweden and chair of the drafting group expressed sincere gratitude to the drafting group, the secretariat, and the Council for their support in developing a revised document on co-sponsoring input to other international organisations. Following PAP58's review, the original Policy was retitled as a Procedure, as it only covers the mechanism for out-of-session co-sponsorship approvals rather than all co-sponsorship decisions.

The Procedure now sets out that out-of-session approval applies only to input documents that express a position or request action from another organisation. Co-sponsorship proposals are circulated only when at least 30 days are available for Member State consideration, and any objections must be shared within 25 days. Silence signifies approval, and consensus—meaning no objections—is required for co-sponsorship to proceed. Even when co-sponsorship is not agreed, IALA may still intervene at the receiving organisation to provide technical information.

The Council approved the Draft policy on submission and co-sponsoring of documents.

8.4 IALA's presence Worldwide

8.4.1 IALA Technical centres of Excellence

Input papers C03-8.4.1, C03-8.4.1.1, C03-8.4.1.2, C03-8.4.1.3 refer.

The proposal to establish IALA Centres of Excellence (ICOEs) has arisen from the Organization's expanded mandate and the increasing global demand for technical development, standardization, training, and capacity-building support following its transition to an intergovernmental organization. Several Member States have expressed interest in hosting centres that would assist IALA in meeting its strategic objectives without increasing its budget or member contributions. This concept was built on long-standing cooperative arrangements within IALA, including various MoUs on technical assistance, training, and translation, as well as the activities of Accredited Training Organizations worldwide.

The idea of regional structures was previously considered by the Council in 2023 but deferred until after the transition to IGO status. Now that the Organization was fully operational, the matter was being revisited. Member States have proposed establishing regional hubs to provide focused technical support and capacity building. Comparable decentralized models exist within other maritime IGOs, such as the IMO's network of regional MTCCs and the IHO's regional hydrographic commissions and infrastructure centres.

The envisioned ICOEs would be national institutions hosted and managed by Member States but formally recognized by IALA. They would support the Organization's strategic goals through thematic work areas such as

digitalization, harmonization, heritage, education, and capacity building. Funding would be provided by sponsoring Member States with demonstrated expertise and commitment.

Governance would require approval from the General Assembly, as the Organization's primary decision-making body. It was proposed that the General Assembly would adopt a template Memorandum of Understanding for establishing ICOEs, while delegating the approval of individual centres to the Council and authorizing the Secretary-General to sign MoUs on its behalf.

Japan took the floor and introduced their paper as follows:

'Japan would like to thank the secretariat for the proposal regarding the Centers of Excellence.

As you are aware, Japan has submitted an input paper in response to the proposal submitted by the secretariat. Japan would like to emphasize at the outset that we are not opposing the proposal. On the contrary, we welcome the proposal and intend to engage actively in its development. With that understanding, we would like to make a few remarks.

The first point we would like to make concerns the past discussions in the secretariat. If any discussions have been taken place within the secretariat, we would appreciate it if the secretariat could provide us with internal papers, a draft MoU, and other related and available documents.

Second point concerns the necessity of establishing such a center. Based on the proposal, we understand in a general sense that there is a need to address emerging technologies. However, it has not been clearly explained why establishing such a center in this manner would be the best solution to respond to that need. Similarly, what about Heritage Center? What about Capacity Building Center? What about General Management Center?

If the intention is to take a thematic approach, through establishing such a center, then even at this consideration stage, various matters, including the necessity of each center, should be examined on a theme-by-theme basis. It is indeed difficult to encompass a variety of centers under a single set of concepts, or under a single governance and management framework.

The third point concerns the concept of the IALA centers of excellence, as set out in the lower portion of page 2 and onward in the proposal document. There are several factors or elements that remain unclear to us. We would like to present one simple example.

The centers of excellence are envisioned as national Institutions. The question is whether they need to be national institutions. The basic requirements concerning the implementing organizations are of critical importance. Any organizations that do not meet the basic requirements, including Non-Profitable Organization will not be recognized as a center.

The reason for restricting implementing organizations to national institutions only is to avoid too many entities becoming implementing organizations. If that is the case, then one option would be to allow only one center dedicated to one specific topic to be established in each member state or in each region. It's just a simple example for your consideration.

In conclusion, it is difficult for Japan to take a clear position of support or opposition, or to endorse this current concept before holding appropriate discussions and without consultations with the relevant partners and stakeholders in Japan.

However, we have no particular objection to endorsing the continuation of discussions and the establishment of a discussion framework for this matter. Even though we do not endorse this unclear concept at this stage, we believe it is possible to begin detailed discussions on this matter. And there will be sufficient time to conduct thorough discussions before the General Assembly in 2027.'

Korea took the floor and introduced their paper as follows:

'The Republic of Korea would like to share its views on document C03-8.4.1 regarding the establishment of IALA Centres of Excellence (ICOEs).

First, we extend our appreciation to the Secretariat for this timely initiative, and to Japan and Spain for their valuable written contributions.

As IALA transitions into an Intergovernmental Organization (IGO), our mandate has expanded significantly. As noted in our submission, current structures may face limitations in meeting the growing demands for specialized research, capacity building, and global standardization.

In this context, Korea believes that establishing ICOEs is a necessary and natural step forward, similar to the UNESCO Category 2 Centre model, where host countries manage independent centres under the umbrella of the international body.

Korea has carefully reviewed the comments from Japan. We fully acknowledge their concerns regarding governance, financial sustainability, accountability, and the need for thorough discussion.

However, we view these remarks not as opposition, but as essential guidance for building a sound framework.

We also align with Spain's observation that this concept is not entirely new but has been under consideration since 2021, and that a clear demand exists.

This brings us to the core of Korea's proposal. Korea has requested a conceptual endorsement of the ICOE and the establishment of a Secretariat-led Special Group.

I Believe that this proposal does not designate any centre at this stage. Rather, it asks the Council to provide the mandate needed to develop the governance, criteria, and sustainability mechanisms that Japan and other Members rightly expect.

Crucially, the detailed concerns raised by Japan—such as operational procedures and risk management—cannot be addressed effectively without launching this structured process.

Therefore, Korea proposes the formation of a Special Group, open to all interested Members—including experts from ENG, ARM, VTS, and DTEC Committees. This group will be tasked with drafting the complete framework, including the Agreement/MoU templates and designation criteria, to be presented to the 2027 General Assembly. Granting the mandate now allows us to address every concern in a systematic and inclusive manner.

Korea, therefore, respectfully requests the Council's conceptual approval to establish the Special Group and initiate this vital design work.

Thank you.'

Spain took the floor and introduced their paper as follows:

'Good morning, my intention is to complement what was expressed in the paper submitted to the Council by outlining the main aspects in relation to the Centers of Excellence:

The ICOE shall serve as a regional hub for IALA activities, supporting Member States—particularly in South America and other interested regions—in implementing IALA standards, recommendations, and guidelines, in full alignment with IALA's strategic plan and work program. The ICOE shall operate in close coordination with IALA Headquarters and shall, for example, perform some of the following functions:

1. Coordinate human and material resources among participating States for regional activities related to Aids to Navigation (AtoN) and Vessel Traffic Services (VTS).
2. Promote the conservation of maritime heritage, including historic lighthouses, optical equipment, and archival documentation.
3. Translate IALA documents into regional official languages, in addition to English and French, to enhance accessibility, especially in Spanish for the Spanish speaking countries.
4. Deliver IALA training courses (Level 1 and Level 2) and promote educational initiatives in relevant languages.
5. Organize regional IALA meetings, workshops, and Working Group sessions.
6. Facilitate the joint procurement of technical equipment and supplies for AtoN services.
7. Disseminate and promote IALA standards, recommendations, and guidelines within the region.
8. Provide technical assistance to Member States on regulatory, operational, or technical matters related to marine aids to navigation.
9. Encourage the exchange of information and best practices for AtoN management.
10. Develop and support the implementation of AtoN projects in coordination with IALA.
11. Undertake any other tasks mutually agreed by the Parties that contribute to IALA's objectives.

In the case of Spain, we have a special interest in establishing a Center of Excellence (or whatever it may be called) in _____

order to carry out several of the functions detailed above in South America, for the Spanish and Portuguese speaking countries, including establishing a committee where all the countries of this geographical area would be represented, as well as representatives of IALA. From our point of view, regarding the status and relationship with IALA the ICOE shall operate under the general supervision of IALA Headquarters and shall adhere to IALA's Constitution, internal regulations, and strategic priorities. The ICOE shall have no legal personality independent from IALA. Its activities shall be implemented in accordance with the policies and procedures approved by IALA. We also believe it would be desirable that IALA shall designate a Permanent Liaison Officer to coordinate and ensure consistency with IALA's overall work program. With regard to the responsibilities of Member States wishing to establish ICOEs we consider, for example, that they must provide suitable premises for the ICOE, including office space, furnishings, and necessary equipment, at no cost to IALA. Also, ensure the ICOE is appropriately equipped with communications, utilities, and information technology infrastructure. We believe that IALA should policy direction for the ICOE, designate a permanent liaison representative to participate in the ICOE's meetings and ensure alignment with IALA's work. Also support the ICOE in developing its annual work plan, aligned with IALA's strategic plan and approve its annual program of initiatives and monitors its progress. Regarding Financial Arrangements, we believe that the funding of the ICOE shall be completely independent from IALA's regular budget. It would be appropriate to establish a minimum annual contribution by the member state. We consider, as well, that a separate financial account shall be maintained for the ICOE's operations, and an annual financial statement shall be submitted to IALA for review.'

Denmark remarked that there was a difference between the C79 Paper and the C03 Paper on ICOE. C79 having a regional focus as well as a focus towards assisting the WWA. C03 introducing a thematic focus, eg. Digitalization and S-200, implying ICOE development of standards etc. . Denmark pointed out the importance of securing that an ICOE does not compete with the work of the committees and do not undermine the democratic working process of the committees.

Several council members expressed their concerns about the establishment of these Centres of Excellence. They required a more detailed framework and timeline for the development of the concept. The Chinese delegation expressed that China MSA is determined to offer to host one of these future ICOEs, in Shanghai, with a considerable budget.

It was agreed that Council members should consider sending comments and suggestions for the centres to the Secretariat before end of February 2026.

The Council endorsed to continue working on the concept of IALA Centres of Excellence as a strategic initiative to support IALA's global mandate, requested the Secretariat to develop a formal framework for ICOE designation, governance, timeline and integration into the work program of the Organization.

Action item 2

Councillors to send comments and suggestions for the IALA Centres of Excellence to the Secretariat by 27 February 2026. The Secretariat to gather the received input and prepare a new document about the ICOEs to be submitted at Council session 04.

9. FINANCE AND AUDIT GROUP REPORT

The Chair of the Finance and Audit Group (FAG), Iain Lower, introduced the paper under this agenda point.

9.1 Budget statement as of 31 October 2025

Input paper C03-9.1 and Annex C03-9.1.1 refer.

The association's accounts were closed on 31 July 2025. The budget presented in Annex 9.1.1 therefore includes the Association's figures for the period from 1 January to 31 July 2025; the IGO's figures for the period from 1 August to 31 October 2025; and a forecast for November-December 2025.

The accounts were impacted by the necessary recalculation of provisions and by pro rata rules. Personnel and social contributions were prorated based on staff transfer date (3 months for the Association and 9 months for the Organization). Other costs were prorated seven months for the Association and five months for the IGO.

As of 31 October 2025, total operating income is 3,3 million euros out of 3,4 million euros budgeted (98%) and total operating expenses account for 2.3 million euros out of 3,5 million euros budgeted (66%). Certain eligible expenses are recorded at their gross amount, as the Organization can now claim back VAT paid on French invoices.

Staff costs were finally lower than forecasted due to the late recruitment of two positions. The accounts also reflects lower-than-expected expenses and unexpected reversal of one staff provision during the transfer of staff.

The profit and loss account should be positive in 2025. Any budget surplus will be allocated to reserves for the relocation project.

The Council noted the budget statement as of 31 October 2025.

9.2 Budget for 2026-2027

Input paper C03-9.2 and Annex C03-9.2.1 refer.

The budget for the years 2026 and 2027 has already been approved by the 1st IALA General Assembly in Singapore in February 2025. The budget should be balanced at around €3.8 million in revenue and expenditure for both years and is subject to adjustments depending on the progress of the relocation project next year.

The Council noted the budget for 2026-2027.

9.3 Membership contribution status

Input papers C03-9.3 and Annex C03-9.3.1 Annex refer.

As of 31 October 2025, IALA welcomed 22 new members and recorded nine resignations, two mergers due to the change of status, and 16 terminations effective on 1 January 2025. This resulted in a decrease in the numbers of members as at 31 October 2025 (346 in total compared to 351 last year).

A list of outstanding membership balances is provided in Annex 9.3.1.

As an exceptional measure due to the change of status and in order to facilitate the transfer of membership from the association to the Organization, last year the Secretary-General granted a waiver of arrears to all members on condition that they pay their contribution/fees for 2024. Despite numerous reminders, some members have not responded or paid their dues. The financial impact of the proposed terminations in item 15 of the agenda amounts to €56,860 for the year 2025.

The Council noted the Membership contribution status.

10. TECHNICAL ACTIVITIES

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

10.1 Committee work organisation

10.1.1 Committee work programme 2025-2027

Input paper C03-10.1.1 and C03-10.1.1.1 refer.

All four technical committees conducted a comprehensive mid-term review of their task registers during the second half of 2025. Based on this review, the Work Programme for 2025–2027 has been updated to align with IALA's Strategic Vision and to reflect the growing demand for digital maritime services.

The updated programme places particular emphasis on:

- Advancing digital and data-centric AtoN services within the S-100/S-200 framework
- Strengthening inter-committee coordination on cross-cutting digitalisation tasks
- Supporting Member States preparing for the 2029 mandatory S-100 ECDIS implementation
- Increasing capacity-building activities in regions transitioning to digital AtoN and VTS systems

Key highlights include:

- ARM Committee: Continued work on harmonising S-201 and S-125, strengthening governance of the IALA Domain under the IHO GI Registry, and supporting S-200 product specification development. A new work item on developing AtoN for Support the development of the Low-Cost, Co-Designed Marine Aids to Navigation for Small Island Developing States (SIDS) and Least Developed Countries (LDC) (AtoN for SIDS).
- ENG Committee: Consolidation of PNT-related work into a coherent structure and expansion of sustainability-related AtoN initiatives.
- VTS Committee: Progress on S-212 VTS Digital Information Service, updates to VTS model courses, and enhanced cross-working with ARM and DTEC.
- DTEC Committee: Development of technical services, MSR architecture, cyber-resilience measures, and VDES-related interoperability.

The Council noted the information provided and approved the committee work programme 2025-2027 outlined in document C03-10.1.1.1.

10.1.2 Committee meetings and events plan

Input paper C03-10.1.2, C03-10.1.2.1 and C03-10.1.1.2 refer.

The Council reviewed the proposed schedule for committee meetings and technical events for 2026. The plan includes:

- Full committee sessions for ARM, ENG, VTS, DTEC, PAP and LAP
- Workshop on the Future of Radionavigation and Radiocommunication Systems, 9–13 February 2026, Edinburgh, UK
- Seminar on VTS Operational Experience and Challenges, 2–4 June 2026, Gijón, Spain

Summary reports from the IMT Workshop (Karlsruhe, September 2025) and the Sustainability Workshop (Dublin, October 2025) were presented, highlighting the increasing strategic relevance of digital connectivity and climate-resilient AtoN management.

The Council noted the plan and approved:

- The 3rd Joint IHO-IALA Workshop on S-100/S-200 Validation and Implementation
- The 2026 Digital@Sea International Seminar – “Resilient Navigation”

The Council noted the committee meetings and events plan outlined in C03-10.1.2.

The Council approved the proposal on the 3rd IHO IALA workshop on S-100/S-200 validation and implementation and the Seminar proposal on D@S International.

10.1.3 Appointment of LAP Chair and VTS Vice Chair

Input paper C03-10.1.3.1, C03-10.1.3.2, C03-10.1.3.3, C03-10.1.3.4, C03-10.1.3.5, C03-10.1.3.6 refer.

Under Article 8.8(k) of the Convention, the Council is responsible for approving the Chairs and Vice Chairs of IALA committees and subsidiary bodies. However, neither the Convention nor the General Regulations define a procedure for these approvals. When there is only one candidate for a position and no objections from the Council, the longstanding practice from the former association suggests that the appointment may proceed without further formalities.

Following consultation with Portugal, an agreement was reached to appoint the current Vice Chair, Thomas Arculus (United Kingdom), as Chair, and to appoint Tiago da Silva Benavente (Portugal) as the new Vice Chair. This arrangement is presented to the Council for acceptance. For the VTS Committee, however, there are multiple candidates for a single Vice Chair position.

Because no procedures exist for competitive appointments, the Secretariat proposes adopting, by analogy, the election method used for selecting the Secretary-General. This would involve a secret ballot, two scrutineers appointed from among non-nominating Council members, and election by simple majority, with successive voting rounds eliminating the lowest-ranked candidate if needed. In the event of a tie after two rounds, the final decision would be made by drawing lots.

The Secretariat further proposes incorporating this procedure into the General Regulations for formal adoption by the General Assembly in 2027.

The Council appointed Thomas Arculus (United Kingdom) as Chair of the LAP and Tiago da Silva Benavente (Portugal) as Vice Chair of the LAP.

After a voting session, the Council appointed Trond Ski (Norway) as Vice Chair of the VTS Committee.

10.2 LAP

10.2.1 Report of LAP28

Input paper C03-10.2.1 refer.

The 28th session of the Legal Advisory Panel (LAP) was held at IALA Headquarters and via videoconference on 29 October 2025, with Thomas Arculus serving as acting Chair and Christina Schneider as Secretary. Ms. Schneider had resigned as LAP Chair at the end of September 2025 before assuming her new role in the IALA Secretariat as Document Controller and Legal Advisor on 1 October. During the session, the LAP reviewed reports from Council 02, PAP 58, and recent committee meetings, received briefings on the latest ratifications of the Convention, the dissolution of the former association, and preparations for the next General Assembly in Mumbai in 2027. The Panel approved the new policy on advertising and sponsorship within the IGO and endorsed changes to G1153 on emerging technologies from the DTEC Committee, based on recommendations from LAP27.

The Council noted the LAP28 report.

10.2.2 Policy on advertising and sponsoring

Input paper C03-10.2.2 refers.

The paper has been prepared by the Secretariat and subsequently refined and endorsed by the Legal Advisory Panel (LAP). This policy sets out the conditions under which IALA may solicit or accept advertising and sponsorship. It applies in particular to IALA events—including conferences, symposia, workshops, and seminars—as well as to official publications such as the IALA e-Bulletin. The document provides guidance on the principles and procedures governing advertising and sponsorship arrangements, including those involving Affiliate Industrial Members. It further reinforces the Organization's commitment to transparency, integrity, and the responsible management of such agreements.

The Council approved the Policy on advertising and sponsoring.

10.3 ARM

10.3.1 ARM21 summary report

The ARM21 session reflected the growing workload related to the transition toward digital AtoN services and S-200 product specifications. Major outcomes included:

- Progress on harmonisation between S-201 Edition 2.0 and S-125
- Identification of challenges in S-201 data production, modelling, and portrayal, with a need for expanded training
- Continued integration of digital AtoN concepts and drone-based inspection practices
- Strengthening alignment between ARM, DTEC and VTS activities in preparation for upcoming IHO review cycles

The Council noted the ARM21 summary report.

10.3.2 New draft Recommendations on Digitalization of Marine AtoN and services for vessels of varying levels of autonomy

A new Recommendation was presented, addressing the digitalisation of AtoN and associated services in support of vessels operating at different levels of autonomy. While initially linked closely to the work of the MASS Task Force, the Recommendation was deliberately broadened to ensure applicability to all vessel types, not only fully autonomous vessels. It recognises that physical AtoN services are increasingly complemented by digital data services delivered via AIS, VDES, and future broadband communication systems, and that safe navigation in such an environment requires machine-readable, standardised information aligned with the S-100 and S-200 frameworks. The Council approved the new Recommendation.

The Council approved the new Recommendations on Digitalization of Marine AtoN and services for vessels of varying levels of autonomy.

10.3.3 Revised G1087 on IALA domain under the IHO GI Registry

The revised Guideline G1087 introduces updated procedures for the management of the IALA domain within the IHO GI Registry. The previous version had become outdated and no longer reflected the expanded role of IALA within the S-200 framework. The new edition clarifies the responsibilities of the IALA Domain Manager, the IHO Registry Manager, and S-200 development teams, and establishes a modern workflow for creating, updating, validating, and retiring S-200 feature types. The Council approved the revised Guideline.

The Council approved the revised G1087 on IALA domain under the IHO GI Registry, Ed4.0

10.3.4 New draft guideline on drone operation for Marine AtoN and VTS infrastructure management

The new guideline provides practical, harmonised guidance for Member States adopting drone-based methods for AtoN inspection, monitoring, and maintenance support. It includes:

- Operational categories and safety procedures
- Operator qualifications and regulatory compliance
- Risk management and emergency planning
- Data governance, integration with AtoN asset systems, and secure storage practices

The Council approved the new Guideline on drone operation for Marine AtoN and VTS infrastructure management

10.4 DTEC

10.4.1 DTEC5 summary report

Input paper C03-10.4.1 refers.

The Council noted the summary of the fifth DTEC Committee meeting. The Committee reported progress on VDES implementation, including efforts to harmonise terrestrial and satellite segments to ensure continuity of coverage. It also continued work on aligning the Maritime Connectivity Platform with SECOM security requirements, particularly in relation to service identity and authentication processes. Further progress was made on the technical structure of the Maritime Service Registry, supporting the registration of S-100 and S-200 digital services. The Committee also provided cross-cutting support to other committees on matters relating to S-200 development, digitalisation, and connectivity.

The Council noted the summary report of DTEC5.

10.4.2 Revised R0144 on harmonised implementation of ASM

Input paper C03-10.3.2 refers.

Edition 2.0 of R0144 significantly modernises the Recommendation by:

- Expanding its scope from AIS-only ASM to AIS + VDES (including VDE-TER and VDE-SAT).
- Incorporating developments from ITU-R and IMO (including MSC 110 decisions on VDES).
- Providing updated national/regional guidance on ASM management, priority, and integrity.

The Council approved the revised R0144 on harmonised implementation of ASM, Ed2.0

10.4.3 Revised G1191 on MSR technical specification

Input paper C03-10.3.3 refers.

The revised Guideline G1191 provides a significantly enhanced and more mature technical specification for the Maritime Service Registry. It restructures the material for clarity, strengthens identity management and security provisions in line with SECOM and MIR requirements, formalises REST API definitions, and expands operational use cases. These improvements support harmonised implementation of the MSR at global scale. The Council approved the revised guideline.

The Council approved Revised G1191 on MSR technical specification, Ed1.1.

10.5 ENG

10.5.1 ENG21 summary report

Input paper C03-10.5.1 refers.

The Council noted the summary of the 21st ENG Committee meeting held in Dublin. The Committee reported progress across its three working groups, including updates to guidance on leading lines, floating AtoN maintenance, and methods for measuring marine light performance. It also finalised major PNT-related Recommendations and continued work on GNSS resilience measures, SBAS services, and the S-241 PNT Station Almanac. The heritage working group completed several guideline updates and continued its support for the Heritage Lighthouse Programme.

The Council noted the summary report of ENG21.

10.5.2 Revised R0146 Strategy for maintaining Racon service capability

Input paper C03-10.5.2 refers.

Edition 2.0 of Recommendation R0146 provides an updated strategic framework for maintaining Racon services within a modern radar environment. It recognises the continuing importance of Racons as part of a resilient PNT solution and recommends continued provision of both X-band and S-band Racons, taking into account evolving radar technologies. Outdated material and historical explanations have been removed to produce a clearer and more operationally focused document. The Council approved the revised Recommendation.

The Council approved the revised R0146 Strategy for maintaining Racon service capability, Ed2.0.

10.5.3 Revised R0101 Marine Racon

Input paper C03-10.5.3 refers.

The revised Edition 3.0 restructures R0101 as a purely technical standard by removing operational material that is now addressed in R0146. It updates several technical parameters to reflect modern radar systems and identifies swept-frequency Racons as obsolescent. The Council approved the revised Recommendation.

The Council approved the revised R0101 on Marine Racon, Ed3.0.

10.5.4 Revised G1074 Branding and marketing of heritage lighthouse

Input paper C03-10.5.4 refers.

The Council approved the revised edition of G1074, which introduces only editorial corrections without modifying the technical content or structure of the guideline.

The Council approved the revised G1074 Branding and marketing of heritage lighthouse, Ed1.2.

10.6 VTS

10.5.1 VTS58 summary report

Input papers C03-10.6.1 refers.

The Council received the summary report of the 58th session of the VTS Committee. The session demonstrated steady progress across all working groups, particularly in the development of digital VTS services under the S-100/S-200 framework. Significant work was carried out on the S-212 VTS Digital Information Service, including refinements to service structures for traffic clearance, navigational assistance, and route exchange. The Committee also advanced the update of the S-210 Inter-VTS Exchange data model, ensuring improved interoperability among national and regional VTS systems.

The meeting reflected close coordination with IMO, IHO, and other partner organisations as Member States prepare for future regulatory and technological advances in the VTS domain.

The Council noted the information on VTS58 summary report.

10.6.2 Revised R1012 VTS Communications

Input papers C03-10.6.2 refers.

The Council considered the revised Edition 1.3 of Recommendation R1012 on VTS Communications. The revision is modest but significant, incorporating references to the newly developed Guideline on VTS English Communication Competency Testing to ensure that communication procedures remain aligned with competency requirements for VTS personnel. Minor editorial updates were introduced, but no changes were made to the technical or procedural framework of VTS communications. The Recommendation therefore remains familiar to VTS authorities while ensuring consistency with current training and assessment practices.

The Council approved the revised R1012 VTS Communications, Ed1.3.

10.6.3 Revised G1156 on Recruitment, training and certification of VTS

Input papers C03-10.6.3 refers.

The revised edition of Guideline G1156 was introduced, reflecting updates to the recruitment, training, and certification framework for VTS personnel. The guideline now incorporates the latest developments in VTS competency requirements, remote training methodologies, and the integration of MASS-related tasks into the VTS operating environment. It also aligns more closely with IMO Resolution A.1158(32) and the evolving digital services landscape, ensuring that Member States have an updated and consistent foundation for national VTS personnel schemes.

The Council approved the revised G1156 on Recruitment, training and certification of VTS, Ed2.0.

10.6.4 New draft Guideline on VTS English communication competency testing

Input papers C03-10.6.4 refers.

A new guideline was presented establishing a harmonised global framework for assessing the English communication competency of VTS personnel. The document introduces evaluation criteria for message structure, delivery, interpretation, and standard phraseology; outlines principles for test design; and provides detailed guidance on AI-based, computer-based, and simulation-based assessment methods. It also includes rating scales, descriptors, sample tasks, and annexed competency matrices.

This guideline represents an important step toward greater global consistency in VTS communication standards and addresses a long-identified need among Member States for a structured and modernised testing approach.

The Council approved the new Guideline on VTS English communication competency testing.

10.6.5 Revised C0103-5 Revalidation training for VTS personnel

Input paper C03-10.6.5 refers.

The updated edition of Model Course C0103-5 was submitted for consideration, reflecting current training needs and operational realities in VTS centres. The revision aligns revalidation training with emerging technologies, updated communication competency frameworks, and modernised traffic service concepts. It also clarifies the learning outcomes and assessment methods necessary to ensure that VTS personnel maintain proficiency throughout their certification cycle.

The Council approved the Revised C0103-5 Revalidation for VTS personnel, Ed2.0.

10.7 Product Specifications and Technical Services

10.7.1 Report on S-200 PS Development

Input paper C03-10.6.1 and C03-10.6.1.1 refer.

The Council received an overview of ongoing S-200 product specification development. Several specifications progressed significantly during the reporting period, including S-201 AtoN Information, S-212 VTS Service Information, and the emerging PNT-related product specifications (S-241 and S-242). These developments reflect increasing Member State demand for digital services that can support hybrid navigation environments and future autonomous operations.

The work also strengthens interoperability with S-100-based hydrographic products and supports broader international efforts to prepare for the introduction of S-100 ECDIS.

The Council noted the report on S-200 PS development and approved the S-200 Ed.2.0.0 as presented in document C02-10.6.1.1.

10.7.2 Report on Technical Service Development

Input paper C03-10.6.2 refers.

The Technical Services programme continued to advance implementation support tools that underpin the S-100/S-200 ecosystem. Progress was made on the validation methodologies required for consistent production of S-200 datasets, as well as on the architecture of connectivity and identity-management systems that support the delivery of digital maritime services. The Council noted the ongoing development of these services as essential to ensuring global interoperability and robust operational uptake.

The Council noted the report on the Technical Service development as presented in C02-10.6.2.

11. WORLD-WIDE ACADEMY

11.1 Progress report

11.1.1 WWA Progress report

Input paper C02-11.1.1 refers.

The Dean reported on the current activity of the Academy and stated that the Academy remains committed to helping coastal States implement IALA standards, recommendations, and guidelines through education, training,

and capacity building closely aligned with SOLAS with Chapter V, ensuring safe navigation worldwide.

The Academy participated in several important international and regional events aimed at sharing knowledge and foster partnerships, including the meetings of several IHO Regional Hydrographic Commissions. The IHO Regional meetings are important for the Academy, since they provide opportunities to connect with coastal States in need of assistance from the Academy.

Education remains at the core of the Academy mission with still high number of operations. In 2025, the Academy contributed to seven Level 1.1 AtoN Manager course as well as a number of Risk Management international courses across various regions, and in various languages. AtoN Manager courses were held in China, Columbia, India, Indonesia, Morocco, Suriname and the United Kingdom, training more than a hundred AtoN managers in hybrid and in-person course formats. The Academy delivered targeted Risk Management courses in Spain and Cameroon, either as full Level 1.3 Model course in India, Italy and Portugal, equipping participants with tools like PAWSA, SIRA and IWRAP for safer waterway management.

The Level 1.2 Master of AtoN Management Course was delivered in Chile and China with participation from several countries.

Furthermore, with the collaboration of the Republic of Korea, the Academy delivered a training on S-200 Data production, and lectured at the IMO International Maritime Law Institute in Malta.

Through technical visits and tailored assistance, the Academy has continued building capacity worldwide and building long term relationships with coastal States in need. Several Technical Needs Assessment missions to coastal states in need of assistance are conducted, including a mission to Costa Rica, Dominican Republic, Indonesia, Iraq, Honduras and Sri Lanka.

The Dean then presented the highlights of 2026, particularly the project to review the L1.1 Model course (AtoN Manager) and the delivery of the Level 1.4. Model course (GNSS and e-navigation) and further training sessions on S-200 Data production.

The Council noted the Academy progress report.

A ceremony was held for the signing of the 2026 Records of Discussion that fit into the respective Sponsorship Memoranda of Understanding between the WWA and the Republic of Korea and between the WWA and Singapore.

12. INTERNATIONAL

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

12.1 IEC

12.1.1 Liaison note to IEC on TC80 WG15 on AIS Authentication

Input paper C03-12.1.1 refers.

The Council was informed of the liaison communication sent to IEC TC80/WG15 concerning the ongoing work on AIS authentication. The note reflects IALA's continued support for the development of reliable and secure AIS message authentication mechanisms, particularly as digital maritime services become increasingly dependent on trusted data exchange. The communication also conveys IALA's intention to work closely with IEC to ensure coherence between emerging security frameworks, the evolving VDES environment, and the broader needs of maritime authorities. The Council noted the information.

The Council approved the liaison note to IEC on TC80 WG15 on AIS Authentication.

Action item 3

The Secretariat to send the liaison note on TC80 WG15 on AIS Authentication to IEC.

12.2 IMO

12.2.1 Information paper to IMO NCSR on harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP

Input paper C03-12.2.1 refers.

The Council was briefed on the information paper submitted to the IMO NCSR. The paper outlines a harmonised connectivity architecture to support the operational implementation of S-100 ECDIS, drawing on the Maritime Connectivity Platform (MCP) and SECOM security framework. It explains how secure identity management, protected data communication, and globally consistent service discovery are essential for reliable S-100/S-200 service delivery. The submission aims to enhance IMO's understanding of the infrastructure requirements associated with digital maritime services and to promote harmonisation across the regulatory, technical, and operational dimensions of S-100 implementation.

A question was raised regarding the work of IMO, IHO, and IALA on MCP-related initiatives. IMO is developing an MSC circular to provide guidance on establishing a framework for data distribution and global IP-based connectivity supporting S-100 ECDIS products, with MCP cited as an example. Meanwhile, IHO is expected to approve its MCP instance at the upcoming Assembly in April 2026. Although the details differ, these efforts are aligned and collectively support interoperability and consistency in maritime digital services.

The Council approved the information paper on Harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP for submission to the IMO NCSR.

Action item 4

The Secretariat to send the information paper on harmonized connectivity architecture for S-100 ECDIS implementation using SECOM and MCP to IMO NCSR.

12.2.2 Information paper to IMO NCSR on the result of IALA workshop on IMT for Marine AtoN

Input paper C03-12.2.2 refers.

The Council also received information regarding a second submission to IMO NCSR, summarising the outcomes of the IALA Workshop on International Mobile Telecommunications (IMT) for Marine Aids to Navigation. The paper highlights the workshop's main findings, including the increasing relevance of 5G/6G technologies for maritime communication, the need for integrated terrestrial-satellite coverage models, and the importance of ensuring that maritime-specific operational requirements are reflected in future IMT standards.

The submission emphasises that IMT will likely serve as an essential component of future connectivity for digital AtoN services, VTS applications, and resilient navigation frameworks. By presenting these conclusions to IMO, IALA contributes to raising international awareness of the technological transition facing Member States and the operational implications for the future maritime communication landscape.

The Council approved the information paper on the result of IALA workshop on IMT for Marine AtoN for submission to IMO NCSR.

Action item 5

The Secretariat to send the information paper on the result of the IALA workshop on IMT for Marine AtoN to IMO NCSR.

13. AFFILIATE INDUSTRIAL MEMBERS GROUP

The President of the Affiliate Industrial Members Group (AIMG) highlighted India's role in hosting the 3rd Council Meeting in Mumbai and the upcoming 2027 IALA Conference. He emphasized AIMG's mandate to support IALA's Strategic Vision, advise the Council, promote global harmonization of AtoN standards, and strengthen industrial engagement.

Key achievements include the successful adoption and rollout of the Industrial Members' Code of Conduct, improved communication channels, and strong collaboration with the World-Wide Academy on global AtoN

training. Results from the Rio Industrial Members Survey showed high exhibitor satisfaction, support for dedicated exhibition hours, and improved engagement through redesigned layouts.

Looking ahead, AIMG plans to refine membership criteria, enhance the 2027 exhibition, clarify IALA's non-certification role, and support industry adaptation to IALA's new Intergovernmental Organization framework.

The address concluded with an invitation to the 2027 IALA Conference in Mumbai and a reaffirmation of AIMG's commitment to innovation, integrity, and partnership in strengthening global maritime safety.

The council noted the report from the AIMG.

14. IALA CONFERENCES, SYMPOSIA AND OTHER EVENTS

14.1 2027 – 21st Conference – India

India renewed its commitment to making every effort to host a successful conference in 2027, as councillors could see while visiting the Conference Centre Venue booked for the event as well as the outstanding arrangements made for this 3rd session of the Council meeting.

The Council noted the update on the 21st Conference in India on 8 to 12 November 2027 and approved the suggested venue.

14.2 2029 – 15th Symposium

Input paper C03-14.2 refers.

In accordance with Convention Article 8.8(I) and General Regulations Article 15, IALA organizes conferences to exchange information on all types of Marine Aids to Navigation and symposia to discuss specific topics in the field, with venues and dates determined by the Council. The 21st Conference was scheduled for 8–12 November 2027 in Mumbai, with the following conference planned for May/June 2030. Traditionally held between conferences, symposia were to be proposed approximately 1.5 years after a conference. Accordingly, the 15th IALA Symposium was proposed for January 2029. The symposium would be open to international organizations, companies, and individuals, and would include an exhibition of Marine Aids to Navigation equipment and services. While previous symposia often focused on Vessel Traffic Services, the most recent in 2021 emphasized connectivity for maritime safety and efficiency. The proposed theme for the 15th Symposium was Artificial Intelligence, Cyber Security, and Resilient Infrastructure.

The Council approved the proposal to organize the 15th IALA Symposium in January 2029 and agreed to consider hosting the symposium.

14.3 World Marine Aids to Navigation Day

14.3.1 WATON Day 2026

Input paper C03-14.3.1 refers.

The World Marine Aids to Navigation Day (WAToN), held on 1 July 2025, was a great success and was celebrated worldwide by many IALA Members, showcasing the IALA Family Spirit across the globe. The main event in London, United Kingdom, was hosted by the Northern Lighthouse Board and Trinity House, who made excellent arrangements for the occasion.

Following the event, the Secretariat sent a circular letter to IALA Member States and Associate Members on 15 September 2025, inviting proposals for the venue of the 2026 main event, which was themed "Marine Aids to Navigation for a Successful Voyage and a Sustainable Planet." The deadline for submissions was 27 October 2025.

By this date, the Secretariat had received two official offers and expressions of interest to host the 2026 WAToN main event. The Republic of Korea proposed Busan, coinciding with the relocation of its Ministry of Oceans and Fisheries and the opening of a permanent exhibition of the historical UK lighthouse lens at the National

Lighthouse Museum, emphasizing the symbolic value and opportunity to strengthen international collaboration. Georgia proposed Batumi on the Black Sea coast, highlighting its maritime heritage, modern infrastructure, connectivity, and hospitality, and noting the event would provide a platform for knowledge exchange, collaboration, and promotion of innovation in aids to navigation.

Official offers were attached in the annexes.

The Council noted the information provided and approved the first proposal to host the main event of the World Marine Aids to Navigation Day in 2026 in Korea, and the second one for the World Marine Aids to Navigation Day in 2027 in Georgia.

14.4 Heritage Lighthouse of the Year

14.4.1 ENG proposal to change the selection process of the Heritage Lighthouse

Input C03-14.4.1 refers.

ENG21 reviewed the Heritage Lighthouse of the Year (HLY) 2026 process and evaluated the newly approved selection rules. While the HLY accolade remains an important tool for recognising exemplary lighthouses, Working Group 3 found aspects of the revised eligibility and celebration criteria to be overly restrictive. The Group recommends extending eligibility to both IALA Member States and Associate Members, and aligning celebrations with World Marine Aids to Navigation Day where feasible.

Due to the cancellation of the ENG Autumn 2027 session, deliberations for the 2028 accolade cannot proceed as originally scheduled. The Engineering and Sustainability Committee therefore proposes holding the deliberation session during ENG24 (Spring 2027), with adjustments to the nomination period to accommodate this change.

The Council reviewed and approved the proposal from ENG to change the selection process of the Heritage Lighthouse.

14.4.1.1 Commendation for the IALA Heritage Lighthouse of the year 2026

Input paper C03-14.4.1.1 refers.

The Incheon Declaration (2018) reaffirmed IALA's commitment to recognising and preserving the cultural and historical value of Aids to Navigation. In support of this objective, the Heritage Lighthouse of the Year (HLY) award highlights lighthouses that excel in heritage conservation, public engagement, and educational contribution.

During ENG21, participants submitted 14 ranking sheets to assess the nominations. The results identified three finalists—Evangelistas Lighthouse (Chile), Mull of Galloway Lighthouse (United Kingdom), and Portopi Lighthouse (Spain). Although all nominees were deemed highly deserving, the Committee reached a consensus to recommend Evangelistas Lighthouse, Chile, for the HLY 2026 accolade.

The Republic of Korea took the floor and offered, as usual, to produce the trophy to be awarded during the WATON DAY celebrations of 2026.

The Council decided Evangelistas Lighthouse, Chile, for the Heritage Lighthouse of the year 2026 accolade.

15. MEMBERSHIP

Finance and Administration Director, Christine Philip introduced the input papers related to membership.

15.1 Applications for membership

Input papers C03-15.1 and C03-15.1.1 refer.

The Council approved Affiliate Industrial membership for:

- Gatehouse Maritime A/S, Denmark
- AAC Clyde Space, Sweden
- Shandong Province Lenrinc Technology Development Co., Ltd. People's Rep. of China
- Cosco Shipping Technology Co; Ltd. People's Rep. of China

- **Lloyd's List Intelligence, the United Kingdom**

The Council approved Affiliate membership for:

- **Tanger Med Port Authority, Morocco**

15.2 Changes in membership and resignations

Input paper C03-15.2 refers.

The Council noted the following changes:

Change of category from Associate membership to Member State for:

- **Argentina**
- **Iceland**
- **Italy.** The Council noted that IALA used to have two Associate members in Italy. They will now jointly represent the Member State. This results in the loss of one member in accounting terms.

Merger and transfer of Membership:

- **Vietnam Maritime Safety North and South, Vietnam** (Associate member) merged into one organization renamed **Vietnam Maritime Safety Corporation.**
- **Dubai Maritime City Authority, The United Arab Emirates.** Their Associate membership has been transferred to the **Federal Maritime Authority of the Ministry of Energy and Infrastructure.**
- **State Hydrographic Service, Georgia.** Their associate membership has been transferred to the **Maritime Transport Agency of the Ministry of Economy and Sustainable Development.**

The Council noted the resignations from Affiliate Industrial membership for:

- **India Navigations Aids, India**
- **Maxseas Naval SL Timezero, Spain**

The Council noted the resignation from Affiliate membership for:

- **Antwerp Maritime Academy, Belgium**

The Council noted the membership relocation of **Wärtsilä Voyage** from Ireland to Canada and the change in name to **Wärtsilä Voyage Canada.**

15.3 Membership update and Terminations

Input paper C03-15.3 refers.

To members who have not met their financial obligations for the year 2024 consecutively to the waiver of prior debts by the Secretary General in November 2024, the Secretariat has applied the December Council decision to suspend their rights to participate in the IALA Technical Committees in 2025.

The Council decided to terminate Affiliate Industrial membership for:

- **Chittagong Dry Dock Limited, Bangladesh**
- **Dockyard and Engineering Works Limited, Bangladesh**
- **Salvage Certificação, Projetos e Serviços Offshore, Brazil**
- **Marine Navaid & Solar Auto Pvt Ltd, India**
- **Malsa Equipos Industriales S.A de CV, Mexico**
- **Oceans Works Pacific Limited, Papua New Guinea**

The councillor of the Republic of Korea explained that, after contacting **Ducksung Ocean Development Co., Ltd, Republic of Korea**, this company expressed its wish to remain a member of IALA and should take the necessary steps to settle its membership fees.

The Council decided to terminate Affiliate membership for:

- **Albatroz Apoio Marítimo Portuário Ltda, Brazil**
- **Dongnan University, People's Rep. of China**
- **Abu Dhabi Marine Operations and Services Company LLC, United Arab Emirates**

16. COMMUNICATION

16.1 Update on communication matters

The Communication Manager, Audrey Guinault, reported that the Secretariat Communication Group has continued to play a central role in ensuring coherent, timely, and strategic outreach across all of IALA's communication channels. The Group was working well and has maintained consistent oversight of content development, coordinating regular updates to both social media platforms and the official website to keep members and stakeholders informed. Since IALA's transition to Intergovernmental Organisation (IGO) status, the Organisation has been increasingly recognised on the global stage, receiving numerous invitations to contribute to high-level international events. The numerous communication posts reflected this growing influence. In parallel, the Communication Team has been actively developing new concepts for branded memorabilia and identifying additional media avenues to further enhance IALA's profile as an IGO. The official website has also benefited from a series of visual and structural improvements, designed to deliver a more intuitive user experience and ensure that the latest news, resources, and organisational updates are readily accessible to the wider IALA community. The new News page can be seen here: <https://www.iala.int/news-events/news-from-linkedin/>.

The Council noted the information provided.

17. ANY OTHER BUSINESS

17.1 Input proposal from Romania and Australia

Input paper C03-17.1 refers.

The Councillor for Romania introduced the paper on 'Empowering women in IALA'. After some discussion and support given by several members, the Secretary-General proposed a way forward. The Secretariat would draft a more detailed paper with the framework and timeline for this project in the view of presenting a new document at the next council session for councillors to consider.

The Council noted Romania and Australia's proposal and agreed to follow up on the development of the document.

Action item 6

The Secretariat to draft a paper based on 'Empowering women in IALA' as suggested by Romania and Australia and submit it for consideration and comments by the council at its next session.

17.2 Input proposal from Romania

Input paper C03-17.2 refers.

The council decided to not follow the proposal of Romania as described in document C03-17.2 mainly due to limited resources in the Secretariat.

17.3 Input proposal from Romania

Input paper C03-17.3 refers.

The Council decided to not follow the proposal of Romania as described in document C03-17.3 mainly due to limited resources in the Secretariat.

Romania also invited Councillors to join a 100-year anniversary event on Hydrography organized on 26-27 February 2026 in Romania.

Singapore noted the findings from the survey conducted by ARM Working Group 3, which demonstrates that a wide range of risk assessment tools are currently being used. Singapore sought Council's view on the value of conducting a more holistic evaluation of member states' practical experiences and challenges in adopting risk management tools. As a follow-up, Singapore will submit an input paper on this matter at the next ARM meeting for the committee's consideration.

18. DATES AND PLACES FOR NEXT MEETINGS

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

- Session 04: 8 to 12 June 2026, HQ, France.
- Session 05: 7 to 11 December 2026, Guangzhou, China.
- Session 06: 7 to 11 June 2027, Madrid, Spain.

Signature of the IALA President



Signature of the IALA Secretary-General



ANNEX A – AGENDA FOR THE MEETING

ITEM	ACTION REQUESTED
1. PRESIDENT’S OPENING REMARKS <ul style="list-style-type: none"> Arrival of Chief Guest (Shri Sarbananda Sonowal, Hon’ble Union Minister, Ports, Shipping and Waterways) and dignitaries Lighting of Lamp by dignitaries and Felicitation Opening address by Rear Admiral Marcos L. Almeida, President, IALA Welcome address by Shri Mukesh Mangal, Joint Secretary, Ministry of Ports, Shipping and Waterways, GoI Address by Mr. Francis Zachariae, Secretary General, IALA Address by Shri Vijay Kumar, Secretary, Ministry of Ports, Shipping and Waterways, GoI Launch of Digital Ticketing Portal for Lighthouse Tourism & Address by Chief Guest Shri Sarbananda Sonowal Hon’ble Union Cabinet Minister, Ministry of Ports, Shipping and Waterways, Government of India Vote of Thanks by Shri N Muruganandam, Director General, Directorate General of Lighthouses and Lightships 	Note
2. APOLOGIES FOR ABSENCE	Note
3. APPROVAL OF THE AGENDA 3.1 Draft Agenda	Approve
4. VACANT POSITIONS WITHIN THE COUNCIL	Note
5. REPORT OF THE 2nd SESSION 5.1 Matters arising from the session	Note
6. REPORT BY THE SECRETARY-GENERAL 6.1 Report from the Secretary-General	Note
7. NATIONAL MATTERS	Note
8. STRATEGY AND POLICY 8.1 Policy Advisory Panel 8.1.1 Report of PAP58 8.1.2 Report of PAP59 8.2 Change of status 8.2.1 Status on ratifications 8.2.2 Status on the new HQ 8.2.3 Termination of the Association 8.2.4 Revision of the Staff Rules 8.2.4.1 Proposed changes to Staff Rules	Note Note Note Note Note Approve

ITEM		ACTION REQUESTED
8.3	Submission to other organizations	Decide
8.3.1	Policy on submission and co-sponsoring of documents	
8.4	IALA's presence worldwide	Note/decide
8.4.1	IALA Technical Centres of Excellence	
8.4.1.1	Comments from Japan	
8.4.1.2	Comments from Spain on the comments from Japan	
8.4.1.3	Comments from Korea	
9.	FINANCE AND AUDIT GROUP REPORT	Note
9.1	Budget statement as of 31 October 2025	Note
9.2	Budget for 2026-2027	Note
9.3	Membership contribution status	Note
10.	TECHNICAL ACTIVITIES	
10.1	Committee work organisation	Note
10.1.1	Committee work programme	Approve
10.1.1.1	Committee work programme 2025-2027	Note
10.1.2	Committee meetings and events plan	Approve
10.1.2.1	Proposal on the 3 rd joint IHO IALA workshop on S-100/200 validation and implementation	Approve
10.1.2.2	Seminar proposal on D@S International	Approve
10.1.3	Appointment of LAP Chair and VTS Vice Chair	Appoint
10.1.3.1	Nomination from Argentina (VTS)	
10.1.3.2	Nomination from China (VTS)	
10.1.3.3	Nomination from Norway (VTS)	
10.1.3.4	Nomination from UK (LAP)	
10.1.3.5	Nomination from Portugal (LAP)	
10.1.3.6	Nomination from India (VTS)	
10.2	LAP	Note
10.2.1	Report of LAP28	Approve
10.2.2	Policy on advertising and sponsoring	
10.3	ARM	Note
10.3.1	ARM21 summary report	Approve
10.3.2	New draft Recommendation on Digitalization of Marine AtoN and services for vessels of varying levels of autonomy	Approve
10.3.3	Revised G1087 on IALA domain under the IHO GI registry	Approve
10.3.4	New draft Guideline on drone operation for Marine AtoN and VTS infrastructure management	Approve
10.4	DTEC	Note
10.4.1	DTEC5 summary report	Approve
10.4.2	Revised R0144 on harmonised implementation of ASM	Approve
10.4.3	Revised G1191 on MSR technical specification	
10.5	ENG	Note
10.5.1	ENG21 summary report	

ITEM		ACTION REQUESTED
10.5.2	Revised R0146 Strategy for maintaining Racon service capability	Approve
10.5.3	Revised R0101 Marine Racon	Approve
10.5.4	Revised G1074 Branding and marketing of heritage lighthouse	Approve
10.6	VTS	
10.6.1	VTS58 summary report	Note
10.6.2	Revised R1012 VTS communications	Approve
10.6.3	Revised G1156 on Recruitment, training and certification of VTS	Approve
10.6.4	New draft Guideline on New Guideline on VTS English communication competency testing	Approve
10.6.5	Revised C0103-5 Revalidation training for VTS personnel	Approve
10.7	Product Specifications and Technical Services	Note
10.7.1	Report on S-200 PS development	Note
10.7.2	Report on Technical service development	
11.	WORLD-WIDE ACADEMY	
11.1	Progress report and future actions	Note
11.1.1	WWA Progress Report	
12.	INTERNATIONAL	
12.1	IEC	Approve
12.1.1	Liaison note to IEC TC80 WG15 on AIS Authentication	
12.2	IMO	Approve
12.2.1	Information paper to IMO NCSR on harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP	Approve
12.2.2	Information paper to IMO NCSR on the result of IALA workshop on IMT for Marine AtoN	Approve
13.	AIMG	
13.1	Report from the AIMG representative	Note
14.	CONFERENCES, SYMPOSIA, AND OTHER EVENTS	
14.1	2027 – 21st Conference – India	Note
14.2	2029 – 15th Symposium	Approve
14.3	World Marine Aids to Navigation Day	Approve
14.3.1	WATON Day 2026	
14.3.1.1	Proposal from Georgia	
14.3.1.2	Proposal from Korea	
14.4	Lighthouse of the Year	Approve
14.4.1	Selection of the Heritage Lighthouse of the Year 2026	Decide
14.4.1.1	Commendation for IALA Lighthouse of the Year 2026	
15.	MEMBERSHIP	
15.1	Applications for Membership	Approve

ITEM		ACTION REQUESTED
15.2	Changes in Membership and resignations	Note
15.3	Membership update and terminations	Note / Decide
16.	COMMUNICATION	Note
16.1	Updated on communication matters	
17.	ANY OTHER BUSINESS	Note/Decide
17.1	Input proposal from Romania and Australia	
17.2	Input proposal from Romania	
17.3	Input proposal from Romania	
18.	DATES AND VENUES FOR NEXT MEETINGS	Note / Decide
18.1.1	Proposal from China	

ANNEX B – LIST OF PARTICIPANTS

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ANNEX C – ACTION ITEMS

Action item 1

The secretariat to send a circular letter as soon as possible inviting members to host the IALA meetings in the first half of 2027 due to the move of the HQ.

Action item 2

Councillors to send comments and suggestions for the IALA Centres of Excellence to the Secretariat by 27 February 2026. The Secretariat to gather the received input and prepare a new document about the ICOEs to be submitted at Council session 04.

Action item 3

The Secretariat to send the liaison note on TC80 WG15 on AIS Authentication to IEC.

Action item 4

The Secretariat to send the information paper on harmonized connectivity architecture for S-100 ECDIS implementation using SECOM and MCP to IMO NCSR.

Action item 5

The Secretariat to send the information paper on the result of the IALA workshop on IMT for Marine AtoN to IMO NCSR.

Action item 6

The Secretariat to draft a paper based on ‘Empowering women in IALA’ as suggested by Romania and Australia and submit it for consideration and comments by the council at its next session.

ANNEX D – RECORD OF DECISIONS OF THE 3rd SESSION OF THE IALA COUNCIL

The Council noted the status of the new HQ and approved the proposed resolution empowering the Secretary-General with regard to the acquisition of the new HQ as attached in Annex E.

The Council approved the revised Staff Rules as presented in document C03-8.2.4.1.

The Council approved the Draft policy on submission and co-sponsoring of documents.

The Council endorsed to continue working on the concept of IALA Centres of Excellence as a strategic initiative to support IALA's global mandate, requested the Secretariat to develop a formal framework for ICOE designation, governance, timeline and integration into the work program of the Organization.

The Council noted the information provided and approved the committee work programme 2025-2027 outlined in document C03-10.1.1.1.

The Council approved the proposal on the 3rd IHO IALA workshop on S-100/S-200 validation and implementation and the Seminar proposal on D@S International.

The Council appointed Thomas Arculus (United Kingdom) as Chair of the LAP and Tiago da Silva Benavente (Portugal) as Vice Chair of the LAP.

After a voting session, the Council appointed Trond Ski (Norway) as Vice Chair of the VTS Committee.

The Council approved the Policy on advertising and sponsoring.

The Council approved the new Recommendations on Digitalization of Marine AtoN and services for vessels of varying levels of autonomy.

The Council approved the revised G1087 on IALA domain under the IHO GI Registry, Ed4.0

The Council approved the new Guideline on drone operation for Marine AtoN and VTS infrastructure management

The Council approved the revised R0144 on harmonised implementation of ASM, Ed2.0

The Council approved Revised G1191 on MSR technical specification, Ed1.1.

The Council approved the revised R0146 Strategy for maintaining Racon service capability, Ed2.0.

The Council approved the revised R0101 on Marine Racon, Ed3.0.

The Council approved the revised G1074 Branding and marketing of heritage lighthouse, Ed1.2.

The Council approved the revised R1012 VTS Communications, Ed1.3.

The Council approved the revised G1156 on Recruitment, training and certification of VTS, Ed2.0.

The Council approved the new Guideline on VTS English communication competency testing.

The Council approved the Revised C0103-5 Revalidation for VTS personnel, Ed2.0.

The Council approved the liaison note to IEC on TC80 WG15 on AIS Authentication.

The Council approved the information paper on Harmonised connectivity architecture for S-100 ECDIS implementation using SECOM and MCP for submission to the IMO NCSR.

The Council approved the information paper on the result of IALA workshop on IMT for Marine AtoN for submission to IMO NCSR.

The Council approved the proposal to organize the 15th IALA Symposium in January 2029 and agreed to consider hosting the symposium.

The Council noted the information provided and approved the first proposal to host the main event of the World Marine Aids to Navigation Day in 2026 in Korea, and the second one for the World Marine Aids to Navigation Day in 2027 in Georgia.

The Council reviewed and approved the proposal from ENG to change the selection process of the Heritage Lighthouse.

The Council decided Evangelistas Lighthouse, Chile, for the Heritage Lighthouse of the year 2026 accolade.

The Council approved Affiliate Industrial membership for:

- Gatehouse Maritime A/S, *Denmark*
- AAC Clyde Space, *Sweden*
- Shandong Province Lenrinc Technology Development Co., Ltd. *People's Rep. of China*
- Cosco Shipping Technology Co; Ltd. *People's Rep. of China*
- Lloyd's List Intelligence, *the United Kingdom*

The Council approved Affiliate membership for:

- Tanger Med Port Authority, *Morocco*

The Council noted the following changes:

Change of category from Associate membership to Member State for:

- Argentina
- Iceland
- Italy. The Council noted that IALA used to have two Associate members in Italy. They will now jointly represent the Member State. This results in the loss of one member in accounting terms.

Merger and transfer of Membership:

- Vietnam Maritime Safety North and South, *Vietnam* (Associate member) merged into one organization renamed Vietnam Maritime Safety Corporation.
- Dubai Maritime City Authority, *The United Arab Emirates*. Their Associate membership has been transferred to the Federal Maritime Authority of the Ministry of Energy and Infrastructure.
- State Hydrographic Service, *Georgia*. Their associate membership has been transferred to the Maritime Transport Agency of the Ministry of Economy and Sustainable Development.

The Council noted the resignations from Affiliate Industrial membership for:

- India navigations aids, *India*
- Maxseas naval SL Timezero, *Spain*

The Council noted the resignation from Affiliate membership for:

- Antwerp Maritime Academy, *Belgium*

The Council noted the membership relocation of Wärtsilä Voyage from Ireland to Canada and the change in name to Wärtsilä Voyage Canada.

The Council decided to terminate Affiliate Industrial membership for:

- Chittagong Dry Dock Limited, *Bangladesh*
- Dockyard and Engineering Works Limited, *Bangladesh*
- Salvage Certificação, Projetos e Serviços Offshore, *Brazil*



- **Marine Navaid & Solar Auto Pv Ltd , *India***
- **Malsa Equipos Industriales S.A de CV, *Mexico***
- **Oceans Works Pacific Limited, *Papua New Guinea***

The Council decided to terminate Affiliate membership for:

- **Albatroz Apoio Marítimo Portuário Ltda, *Brazil***
- **Dongnan University, *People's Rep. of China***
- **Abu Dhabi Marine Operations and Services Company LLC, *United Arab Emirates***

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

- **Session 04: 8 to 12 June 2026, HQ, France.**
 - **Session 05: 7 to 11 December 2026, Guangzhou, China.**
 - **Session 06: 7 to 11 June 2027, Spain (To Be Confirmed).**
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ANNEX E – RESOLUTION ON EMPOWERING THE SECRETARY-GENERAL

Council 3rd session

International Organization for
Marine Aids to Navigation



8 to 12 December 2025

Mumbai, India

Empowering the Secretary-General with regard to the acquisition of the new Headquarters

Resolution on empowering the Secretary-General

Resolution C03-01

Adopted on 12 December 2025

Agenda item 8.2.2.

(effective immediately)

THE COUNCIL,

BEARING IN MIND the role of the General Assembly as the principal decision-making organ of the Organization in Article 7 of the Convention and the Council as the executive organ of the Organization in Article 8 of the Convention;

RECALLING the decision of the Organization to acquire new Headquarters in the immediate vicinity of the current Headquarters in St Germain en Laye, France and the considerations in the approved 3-year budget (2025-2027) of the Organization at its first General Assembly in February 2025 in Singapore;

MINDFUL OF the financial support of the French Republic as the host nation for the Organization;

RECOGNIZING the responsibilities of the Secretary-General for the day-to-day management of the Organization in Article 10 of the Convention;

APPROVES to empower Francis Zachariae, as Secretary-General, to negotiate and formalize the Preliminary Reservation Agreement with SAS SAINT GERMAIN EN LAYE – RUE DES GAUDINES (managed by SAS NOVAXIA ONE) as well as the subsequent deeds of sale (and, if necessary, corrective or supplementary deeds), and more generally to do everything that is useful and necessary for the acquisition of the real estate properties that are part of a real estate complex in a construction programme located in SAINT GERMAIN EN LAYE (YVELINES) 78100, 3 rue des Gaudines, 12 rue de Témar, 9 rue Saint Vincent (cadastral section AS nos. 2590, 2594, 2595, 2614 and 2613) and consisting, upon completion, of an office building to be renovated (1,426 m² of floor space) and a plenary room to be built (450 m² of floor space) for a total price of €4,400,000.00 excluding VAT (applicable to the office building for €3,500,000.00 excluding VAT, and the plenary room for €900,000.00 excluding VAT), all intended to relocate the IALA headquarters in accordance with Agenda point (h) of the General Assembly of 20 February 2025.

Signature of the IALA President

Marcos Almeida

Signature of the IALA Treasurer

Iain Lower





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International Organization for Marine Aids to Navigation