

Consideration on IALA status change/ Submitted by JAPAN

Item	Consideration	Explanation	Others
Rationale	<ul style="list-style-type: none"> Concrete and detailed merit of the status change that could be acceptable to many IALA member States and other IALA members should be identified. Timeliness of the status change should be identified. 	<p>General merits and benefits for the proposed IALA status change are described in the brochure. However, in order for each National Member to facilitate the conclusion of an agreement for realizing the IALA status change through its domestic procedure, more concrete merit and/or reason for status change is required. In addition, the reason of urgency for such status change at this timing should also be clearly explained before considering concluding an agreement.</p> <p>(In Japan in order to conclude such an agreement, generally it is necessarily to obtain the approval thereof by its national Diet.)</p>	
Demarcation	<ul style="list-style-type: none"> Demarcation of the functions between IALA and other relevant organizations, especially IMO, should be clarified. 	<p>As an inter-governmental organization that handles maritime safety and efficiency of shipping, IMO was already established. IMO has authority to be engaged in AtoN and VTS under SOLAS. If IALA becomes an inter-governmental organization with the purpose included in that of IMO and deals with matters concerning AtoN and VTS, the functional demarcation between IMO and IALA should be clearly distinguished. It should be noted in this regard that drafting of legally binding document such as convention or agreement is one of the functions of IMO. In addition, if new IALA has consultative and purely technical nature, document to be developed by IALA should be of non-legally binding nature such as recommendation, guideline, manual.</p>	
Language	<ul style="list-style-type: none"> Official languages of IALA should be minimal. 	Enlarging the membership of new IALA may significantly	

		increase operational costs of inter-governmental organization in respect of, for example, translation and interpretation in several required languages. Therefore, the official languages should be limited to one or at most two languages, preferably English and, if necessary, host nation's language, unless compelling need of other language is clearly stated, and also estimated costs of translation and interpretation in such language is covered by the contribution of States that request it.	
Fund	<ul style="list-style-type: none"> Major increase of member fee should be avoided, when, in particular, taking into account the domestic consideration for concluding an agreement for IALA status change. The number of contracting states which enables to entry into force an agreement for IALA status change should be carefully considered in terms of financial stability and sustainability of IALA after the status change. 	<p>It is expected that new IALA as an inter-governmental organization will become similar to IHO regarding its roles and the number of contracting states. However, annual budget of IHO, 2,911 kEuro in 2013, is about 140% of IALA, 2,045 kEuro in 2013. Although some expenses will be saved by Headquarters agreement, major increase of member fee can be expected.</p> <p>Furthermore, when IALA becomes inter-governmental body just by 15th conclusion of the agreement, other present national members will become affiliate members subject to their agreement. However the annual fee of affiliate members should be reduced from contribution of national members, maybe two thirds or half, due to its limitation of right. In this case, sustainable operation of IALA will be jeopardized unless the number of national members returns to the present number.</p>	
Contribution	<ul style="list-style-type: none"> Contribution of national members should be equal and same. 	Other maritime inter-governmental organization, such as IMO or IHO, decides member's contribution by the tonnage of their fleet. Considering that new IALA will	

		handle mainly issues of coastal States, this principle of members' contribution should not be applied.	
Membership	<ul style="list-style-type: none"> Inclusion of non-governmental members to inter-governmental body should be carefully considered, though they bear one third of IALA income at the present. 	Other maritime inter-governmental organization, such as IMO or IHO, does not confer its membership to parties other than state. Especially, if new IALA wants to handle regulatory matters, involvement of commercial sector in the discussion should be carefully considered. Expertise, knowledge or experience of commercial/ civilian sector can be used without conferring membership on it as IMO and IHO do.	
General Assembly	<ul style="list-style-type: none"> General Assembly and Conference should be clearly separated. 	The General Assembly of inter-governmental organization should be the highest governing body and therefore it should be held immediately if necessary in addition to the regular basis. On the other hand, the Conference is more academic event rather than management of organization. The present IALA General Assembly is held with the IALA Conference in every four years in different venue and thus lost flexibility. Therefore it is better to hold General Assembly separated from the Conference and to have a permanent facility for General Assembly.	
Sponsor	<ul style="list-style-type: none"> A sponsor state for the proposal of status change should be clarified. 	Establishment of new IALA as an inter-governmental organization should be considered by diplomatic authorities of States as well and thus a state sponsoring for the proposal of the IALA status change should be identified in order to have it clarity and start the diplomatic negotiation.	