



# SAFETY OF NAVIGATION CONFERENCE

Cape Town, South Africa, 29 August 2016

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**Session 1-2:** IALA Mandate and Overview



## A Brief History of IALA

Technical lighthouse conferences had been convened since 1929

IALA was formed in 1957 as a technical association based in Paris to support the goals of those earlier conferences

The organisation today, based in St Germain-en-Laye, France, has a consultative, recommendatory, and technical nature and is a not-for-profit and non political international technical association with Non-Governmental Organisation status



## Aids to Navigation

A marine **aid to navigation** (AtoN) is:

“a device, system or service, **external to vessels**, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic”

(Reference: NAVGUIDE 1.8 and introduction to Ch 3)

Not to be confused with a navigational aid (**navaid**) which is:

*“an instrument, device or nautical publication (NP) carried **on board** a vessel for the purpose of assisting navigation”.*



## The Aim of IALA and its Motto



- to harmonise standards for Aids to Navigation systems worldwide
- to facilitate the safe and efficient movement of shipping
- to enhance the protection of the marine environment
- "Successful voyages, sustainable planet."



## IALA – Core Activity

To gather together international AtoN experts to enable them to exchange and compare their experiences and achievements in technical committees and working groups

IALA committees develop common best practice standards in the form of Recommendations and Guidelines to ensure that mariners have AtoN which will meet their needs both now and in the future

IALA encourages cooperation between nations to assist developing nations in establishing AtoN networks based on the degree of risk for the waterway concerned

IALA contributes to a reduction in marine accidents; increased safety of life and property at sea and the protection of the marine environment



# Strategic Vision in 2014 and Goals for 2026

## Goal 1

Ensure that aids to navigation systems and related services, including e-Navigation, Vessel Traffic Services, and emerging technologies, **are harmonised through international cooperation and the provision of standards.**

## Goal 2

All coastal states have contributed to an **efficient global network** of aids to navigation and services for the safety of navigation, **through capacity building and the sharing of expertise.**



## IALA's Future

In May 2014 the IALA General Assembly passed a Resolution supporting the change of from that of a NGO to that of an international intergovernmental organisation (IGO) - a major step in the evolution of IALA

The Government of France has commenced diplomatic activities to inform the Governments of Member States of this proposed evolution

A Diplomatic Conference will be convened – hopefully by 2018

IALA's core activities will not be affected



## Advantages of IGO Status

Increased international acceptance of Standards and existing Recommendations and Guidelines due to direct participation by Governments. Harmonization will be enriched.

Enhanced liaison with IMO and IHO with IALA as an equal partner. Synergies between this trinity of excellence would make more efficient use of the resources available

Headquarters agreement with host nation will provide additional financial, operational and human resource capabilities and less bureaucratic hurdles for Members





## Governance



General Assembly meets every 4 years (next 2018)

24 Member Council meets biannually

Council Working Groups:

- Strategy Group
- Policy Advisory Panel (PAP): S-G; Dean WWA and Chair/Vice Chairs of Committees
- Legal Advisory Panel (LAP)
- Finance and Audit Committee



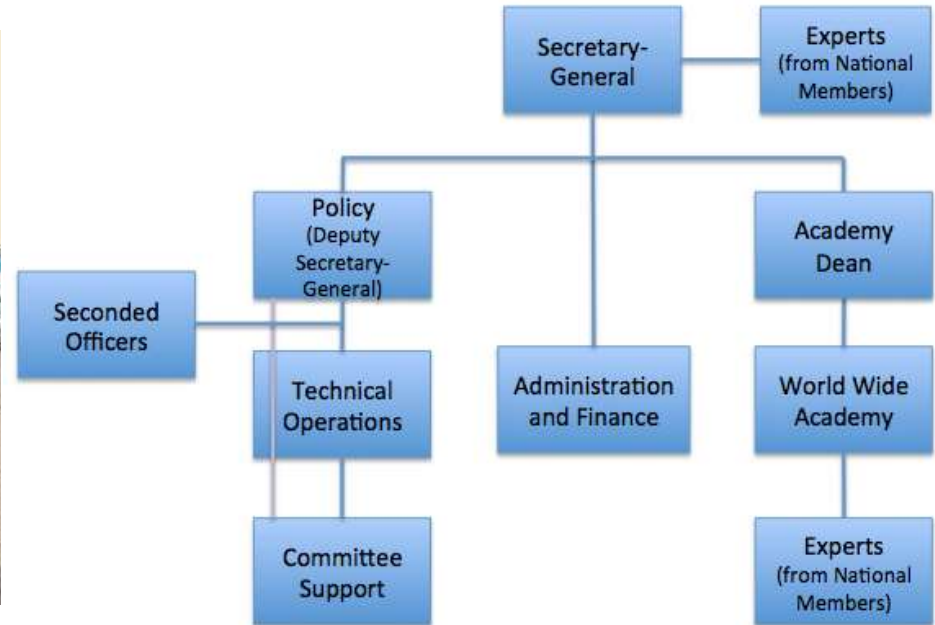
## Four Types of Membership

- About 80 National Members (Coastal States)
- 50 Associated Members (Organisations with related maritime activities such as Port Authorities)
- 115 Industrial Members
- 47 Honorary Members (Individuals who have made a significant contribution to navigation safety and IALA)





# The Structure



## “Three Pillars”

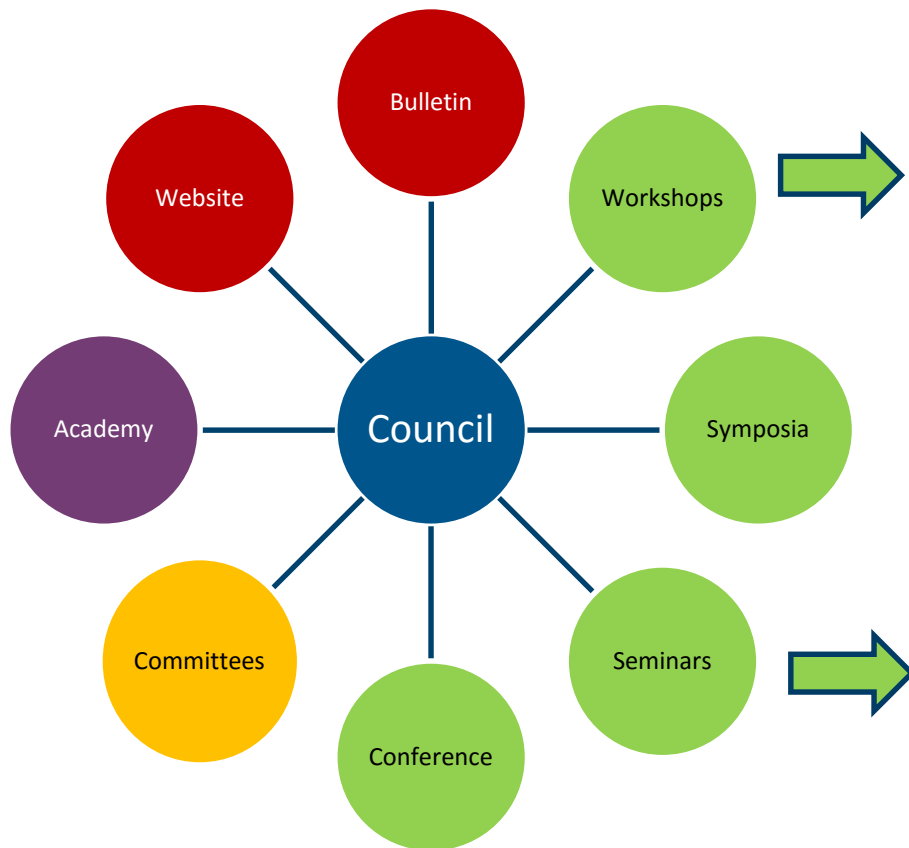
- Policy and Technical Operations
- Administration and Finance
- The Academy



IALA Secretary-General  
Mr Francis Zachariae



# The IALA Toolbox



Workshops of technical experts in a specific subject generate draft Guidelines and/or enable new skills to be acquired

Seminars gather specialists together to deliver papers on a specific topic followed by a Q&A session



## Pillar 1: Policy and Operations

- Develop policy in accordance with Strategic Goal 1
- Provide technical advice and expertise
- Administer Conferences, Seminars and Council events
- Website, Bulletin and annual reports
- Support the Committees - the “Power-House” of IALA
- AtoN Requirements and Management (**ARM**)
- Engineering and Sustainability (**ENG**)
- Vessel Traffic Services (**VTS**)
- e-Navigation (**ENAV**)

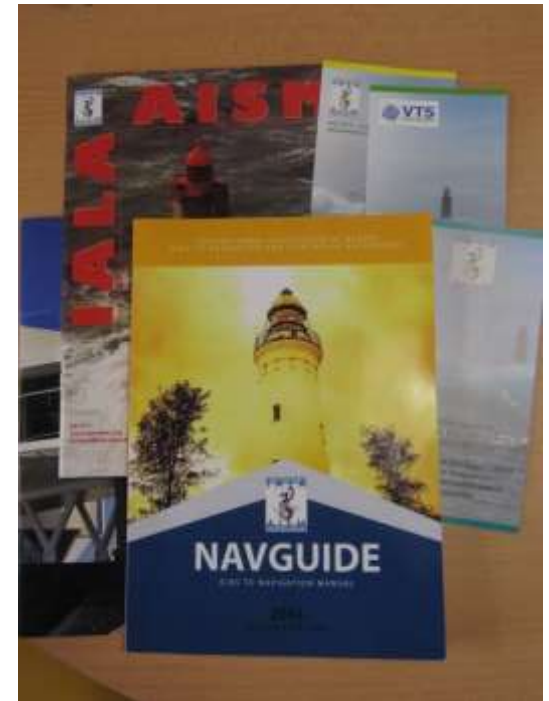


Committees draft IALA Publications, Recommendations and Guidelines for Council approval



# IALA Publications

- Standards which can be referred to directly in IMO and other Conventions and national maritime laws
- Recommendations carry a prefix which specifies which Committee drafted them e.g. E-141 = ENG Committee
- Recommendations advise **what** should be done
- Guidelines advise **how** to implement the recommendations as “best practice”
- Recs and GL are available free from [www.iala-aism.org](http://www.iala-aism.org)
- Manuals (NAVGUIDE; MBS; VTS Guide; IALA Dictionary)
- Model courses





# Pillar 2 – Finance and Administration

IALA is funded by its Members on a not-for-profit basis

Finance and Administration Department:

- Financial and legal services
- Human resources
- IT services
- Secretariat and administrative services



# Pillar 3 – World Wide Academy

See next presentation





**Thank you.**

**Questions?**

**Chief Engineer Jacques Manchard**  
**IALA Senior Adviser, IALA World-Wide Academy**