



Conference Conclusions	
Conference Conclusion	PAP28 Comment and Action
1. IALA should consider providing guidance on anomalous behaviour recognition to improve VTS operations and ship monitoring.	The VTS and ENAV committees will take account of the conclusion on anomalous behaviour recognition to improve VTS operations and ship monitoring and incorporate this in their work programmes, either amending existing guidance or providing new guidance.
2. An evolving mix of communication systems is needed to convey maritime safety information and e-Navigation services. The need for protection of radio frequencies will continue.	The ENAV Committee will note this conclusion and include work items in its work programme as necessary.
3. There is an emerging consensus to adopt the Maritime Cloud concept as a logical infrastructure for e-navigation, with communications standardisation and resilient PNT.	The ENAV Committee will note and consider any possible work items that arise from the conclusion.
4. Apparent Intensity compared to Effective Intensity may be more suitable for characterizing the range of Marine Signal lights and requires further study.	A work item has been included in the ENG work programme for 2014-2018 work period regarding apparent intensity, to include consultation with other Committees.
5. Shore based authorities should recognise that there is a significant population of smaller and non SOLAS vessels that is not equipped to take advantage of all aspects of e-Navigation services.	The ENAV Committee will take note of this in its work, and may prepare a position paper for consideration by a future PAP meeting.
6. Recognising the IMO/IALA zero accident campaign, there is a need for standardised reporting, investigating and analysing vessel near misses.	The VTS Committee notes this conclusion and will update the relevant work items to incorporate near misses reporting, investigation and analysis.
7. The need for training and capacity building was recognised to ensure correct assessment, specification, delivery and quality assurance of AtoN. This should include safe maintenance practices and the use of personal protective equipment.	The IALA Committees will note and take account of safe maintenance practices and the use of personal protective equipment when developing and reviewing IALA document products.

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8. Marine Spatial Planning could have a significant economic benefit if successfully implemented. Maritime authorities should take account of route topology modelling and the analysis of risk using the IALA risk management toolbox..	Marine Spatial Planning and the analysis of risk using the IALA risk management toolbox is included in the ARM work programme for 2014-2018.
9. Comprehensive planning for the protection of aids to navigation from significant weather or environmental events (e.g. hurricanes, tsunamis or earthquakes) is an effective risk mitigation strategy.	Disaster recovery is included in the ARM work programme for 2014-2018.
Recommendations from Pre-Conference Seminar, A Coruna	
10. The establishment of accredited national and regional training organizations should be considered and Competent Authorities are encouraged to implement training consistent with IALA	These two recommendations were derived from the IALA / IMO Singapore VTS forum and were already conveyed to the IMO.
11. A framework for the mandatory training of VTS personnel in a manner similar to the provisions for navigating officers provided in STCW Convention should be considered Recommendations E-141; V-103 and associated Model Courses.	