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EXTERNAL RELATIONS

(d) Relations with non-governmental organizations

Submitted by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA)

SUMMARY

Executive summary: This submission is intended to update the IMO Assembly on the planned change of status of IALA from a non-governmental international organization to an intergovernmental organization, including the scheduled submission of a new treaty instrument to a diplomatic conference to be held in Kuala Lumpur from xx to xx February 2020.

Strategic direction, if applicable: 1.2

Output: 1.2.1.1

Action to be taken: See paragraph 14

Related documents: IMO Assembly resolution A.42(II); document A 29/INF.8 of 13 November 2015 (IALA)

1 This submission provides updated information on the planned transition of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) from a non-governmental international organization to an intergovernmental organization (IGO). IALA is pleased to inform the IMO Assembly that the enabling treaty instrument for the new IGO status is ready for submission to a diplomatic conference. The conference is scheduled to take place from X to X February 2020 and will be hosted by the Government of Malaysia in Kuala Lumpur.

2 Once adopted, the "Convention on the International Organization for Marine Aids to Navigation", which has been drafted in a manner meeting the requirements of the Vienna

[https://edocs.imo.org/Final Documents/English/A 31-INF.X \(E\).docx](https://edocs.imo.org/Final Documents/English/A 31-INF.X (E).docx)

Convention for International Treaties, will be registered with the United Nations (UN) in New York by the French Republic, which, as the Organization's host nation, will be its depository. The Convention will be open for signature by all UN members, in accordance with the decision of the 12th IALA General Assembly held in A Coruña, Spain in May 2014 (GA Resolution A.01 of 27 May 2014). It will enter into force upon fulfilment of the ratification requirements, to be decided by the 2020 diplomatic conference. As an IGO, IALA will be known as the International Organization for Marine Aids to Navigation.

3 While the change of status will mark a major milestone in the life of IALA, it will not alter its nature and principal aim. The Organization will remain a consultative, technical and not-for-profit organization. Its principal aim will continue to be the same: sharing maritime knowledge and working together to foster the safe and efficient movement of vessels through the improvement and harmonization of Marine Aids to Navigation worldwide for the benefit of the maritime community and the protection of the marine environment.

4 Also very important is the assured participation in the new Organization foreseen by the Convention for those currently qualifying as Industrial and Associate members. It will thus continue to be open to wide membership from Marine Aids to Navigation suppliers and other technical and scientific communities under the new, combined category of Affiliate members.

Background: Pre-diplomatic conferences of 2017, 2018 and 2019

5 Multilateral negotiations on the draft text of the Convention commenced at the First Preparatory Diplomatic Conference, held under the auspices of the Foreign Office of the Government of France in Paris in April 2017 (France being IALA's host nation since its establishment in 1957). They were continued at the Second Preparatory Diplomatic Conference, hosted by the Kingdom of Morocco in Marrakesh in February 2018. Most of the outstanding drafting work was successfully concluded at the Third Preparatory Diplomatic Conference, hosted by the Republic of Turkey in Istanbul in March 2019. All three conferences were chaired by His Excellency Ambassador Serge Ségura, French Ambassador for the Ocean, and attracted large as well as geographically diverse participation by National members and Government representatives, reaffirming the global reach of IALA in Africa, Asia-Pacific, Europe, and North and South America. Discussions were conducted in an atmosphere of mutual understanding, cooperation and confidence in the future of IALA as an IGO. The conferences also benefited substantially from the significant amount of initial drafting work done by the Legal Advisory Panel of the IALA Council over a number of years. This expert approach, which continued once the pre-diplomatic conferences were underway, ensured progress in the draft text and improved its quality.

6 It will be the prerogative of the 2020 diplomatic conference to finalize the draft text with a view to achieving agreement on it by consensus and, in so doing, decide on several outstanding matters, such as the ratification requirements and the choice of official languages of the new IGO.

IALA's global presence and cooperation with other international organizations

7 The IGO transformation of IALA will provide new opportunities for broader participation by States, at Government level. This will assist the aim to accomplish global uniformity in Marine Aids to Navigation and related services such as Vessel Traffic Services. Direct involvement of Governments in the developing world will help to ensure that the wished-for improvement and harmonisation of Marine Aids to Navigation receive the necessary high-level support, through

the introduction of appropriate national policy measures and adequate resource allocation for capacity building and the recruitment and training of cadres of competent personnel.

8 A record number of new members have joined IALA in recent years⁽¹⁾, reflecting also a growing interest on the part of developing countries, in particular from the Asia-Pacific and increasingly also from Africa. As they wish to develop their maritime economy, lesser developed countries are in need of expert information and advice to build up experience and robust competence. An increasingly important factor in the global reach of IALA is the delivery of numerous technical needs assessments and other missions for capacity building and training by its World-Wide Academy (WWA). The WWA's core objective is to bring developing countries into the fold of generally recognized and accepted international standards. Its activities for capacity development are carried out jointly by IALA, the IMO and the International Hydrographic Organization (IHO) in the spirit of UN initiatives such as the 2030 Sustainable Development Agenda and "Delivering as One".

9 The success of the WWA, which became operational in 2012, is reflected in the considerable inroads it has made in reducing the number of 'States in need'. The steady expansion of accredited training organizations (ATOs) – both for Aids to Navigation and Vessel Traffic Services – in key maritime regions is becoming more critical to achieving sustainable education and training. The ATOs are proving to be an effective approach to spreading awareness of the numerous IALA Recommendations and Guidelines as authoritative reference materials, further aided by the effective implementation of the IALA Model Courses. The Academy also sees promising opportunities in developing long-distance learning to accelerate the pace of training worldwide.

IALA Standards

10 As a high-level, referencing framework covering both technologies and services, IALA Standards provide a useful, transparent structure for understanding and applying the Recommendations and Guidelines and the associated, extensive technical documentation. Once IALA becomes an IGO, member Governments, other Governments, intergovernmental and other international organizations, as well as maritime industry stakeholders, can have enhanced confidence to cite IALA Standards directly in legislation, other rules and regulations, industry codes of good practice, etcetera.

11 The first suite of seven IALA Standards was adopted by the IALA General Assembly at its 13th session, held in Incheon, Republic of Korea, in June 2018. They cover the principal technical domains addressed in IALA Recommendations and Guidelines and are a vital aspect of the IALA Strategic Goal that by 2026, coastal States should contribute to a global network of Marine Aids to Navigation that is harmonized, efficient and sustainable. The Standards are not legally binding. However, IALA will encourage – and the WWA will assist in – their implementation by coastal States, proportionate to their needs and taking account of both the informative and normative aspects of the Standards, as appropriate.

IALA's role in the digital age

12 In recent years, IALA's collaboration with the IMO and the IHO has increasingly focused on the development of common standards in the information structure and communications for maritime navigation. The development of e-navigation holds great potential to manage the safe and efficient passage of ships, provided there are harmonized standards in place. Standardisation in e-navigation is also key to achieving worldwide interoperability of shore-based and ship-based systems. As digital connectivity is fast taking hold of every aspect of civic society, with its attendant cyber risks, the significant implications for the safety and

security of civic society are causing concern to Governments around the world. IALA, as an IGO, will be in a strong position to help promote unambiguous and resilient solutions to safeguard the safety, efficiency and security of shipping traffic around vulnerable coasts and vital seaways.

Conclusion

13 The Convention reaffirms and preserves IALA's position as the leading international technical organization to inform and assist coastal States in the fulfilment of their international legal obligations pertaining to the provision of Marine Aids to Navigation (i.e. as signatories to the International Convention for the Safety Of Life At Sea). In this regard, and perhaps most importantly, it provides robust and transparent arrangements during the IGO transition period in order to ensure that the activities of IALA's organs and its technical work will continue uninterrupted and with the usual efficiency, and that its responsibilities towards the maritime community will be undiminished and maintained with the customary high level of commitment. IALA, when initially established as an IGO, will be fully engaged in ensuring a smooth transition. This will also safeguard the existing, cohesive membership of IALA that is so central to its success.

Action requested of the Assembly

14 The Assembly is invited to note the information provided.

(1) On 1 January 2019, the total number of members reached 305 – consisting of 87 National members, 152 Industrial members and 66 Associate members. National members are coastal State authorities responsible for the provision of Marine Aids to Navigation and related services, including Vessel Traffic Services. Industrial members include equipment manufacturers, other suppliers and distributors of Marine Aids to Navigation. Associate members include scientific and research organizations, ports and other organizations with an interest in marine aids to navigation.