



# REPORT OF THE 70<sup>TH</sup> SESSION OF THE IALA COUNCIL

*10-13 December 2019, Noumea, New Caledonia*



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## OPENING

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The 70th session of the IALA Council was held in the Pacific Community (SPC) HQ, Noumea, New Caledonia. The meeting was opened at 10h00 on 10th June 2019 by Ms Young-shin KIM, IALA President.

### 1. PRESIDENT'S OPENING REMARKS

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The IALA President, Ms Young-shin Kim thanked the government of New Caledonia and France for hosting the 70th Council meeting in beautiful Noumea. She also thanked the SPC for providing the venue.

Ms Kim welcomed all councillors and participants, especially the councillor who was in attendance for the first time: Mr Niels Peter Fredslund from Denmark. She also welcomed Mr Javier Argul from Spain who acted as the deputy and technical advisor to the new Councillor from Spain, Mr Leandro Melgar.

Ms Kim wished all participants a fruitful meeting.

### 2. APOLOGIES FOR ABSENCE

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The Councillors for the United Kingdom (Ian McNaught), Turkey (Seryat Aytugel), and Morocco (Mostapha Chafi) sent their apologies. Dato' Baharin replaced Capt. McNaught as Chair of the FAC at this meeting. Australia, Chile, China, Japan and Singapore have sent representatives for their usual Councillors. M. Julian Mitchell provided information about Gary Prosser's replacement after his departure from AMSA in 2019.

A list of participants in the meeting is at Annex B.

### 3. APPROVAL OF THE AGENDA

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The Agenda (input paper C70-3.1) was approved and is at Annex A.

### 4. VACANT POSITION WITHIN COUNCIL

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There was no vacant position within the Council.

### 5. REPORT OF THE 69<sup>th</sup> SESSION

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#### 5.1 Report of Council 69

Input paper C70-5.1 refers.

#### 5.2 Matters arising from the session

Input paper C70-5.2 refers.

Finance and Administration Manager, Christine Philip, reported that all action items from the 69<sup>th</sup> session were completed except action item 7. It was decided to postpone it to Council 71.

Regarding action item 6, Japan thanked Councillors who sent beautiful pictures of their lighthouses for the World Marine Aids to Navigation Day event in Japan and reported that the event was very successful.

Technical Operations Manager, Minsu Jeon, confirmed that the Secretariat had prepared a paper as regards to action item 3 in cooperation with the ARM and ENG Committees. He also added that a joint workshop with IHO is under preparation and planned to be held in the second week of June 2020 in Norway as regard to action item 8.

**The Council noted the information provided.**

*Action Item 1:*

*The secretariat, in collaboration with The Netherlands, to produce a document on further development of MASS as input paper to C71.*

## **6. REPORT BY THE SECRETARY-GENERAL**

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Secretary-General Francis Zachariae presented his report to the Council (input paper C70-6 refers).

Well over 400 participants from around the world achieved a great amount of excellent work during the intensive period of meetings of the four technical committees and the Policy and Legal Advisory Panels – all held in quick succession during September and October. The IALA headquarters at times resemble a buzzing beehive but nothing ever deters the small Secretariat team from attending to the meeting requirements with the usual high standard of professional and friendly service.

There was a four-day workshop on Ranging Mode (R-Mode), which took place in St Germain-en-Laye in the second week of September. The workshop sought to take stock of worldwide R-Mode research activities and results and to agree on the way forward to achieve standardization and implement R-Mode as a terrestrial transnational navigation system capable of backing up the Global Navigation Satellite System for vessels operating in coastal waters.

Another milestone in this area was achieved in November when the World Radiocommunication Conference completed its allocation of frequencies for the VHF Data Exchange System (VDES) to also enable data communications ship-to-satellite and satellite-to-ship on a global basis. With this allocation, VDES now has the potential to provide secure global access to the Maritime Services in the context of e-navigation and other valuable maritime services for all ships.

Resilient positioning, navigation and timing continue to be a major strategic concern of IALA. A special working group of the ENG Committee is tasked to look deeper into alternative backup solutions for the GNSS. The last session of the Council, hosted by the Port of Rotterdam, included a substantive discussion on the future of Differential GNSS services. It was recognized that many national authorities were facing the need to refurbish their DGNSS/DGPS stations. At the Council's request, IALA has planned a workshop to discuss and develop guidance on the future of maritime radio beacon services. The Northern Lighthouse Board has kindly offered to accommodate the workshop in Edinburgh from 27 to 31 January 2020 and online registration is open on the IALA web site.

At this session, the Council is invited to approve a draft Strategy White paper developed at a workshop held during C69. The paper takes a longer-term perspective on trends and developments in the maritime sector which are likely to have an impact on IALA. They should, therefore, be closely monitored and call for a flexible and agile approach to priority setting and the structure and activities of IALA. The eight core areas range from digitalization and increased connectivity to cybersecurity, the development of autonomous ships, the growth of cruise shipping in remote regions, and increased competition for the use of the world's seas and oceans. They further concern changes in world trade patterns due to global economic developments, and efficiency pressures in the transport logistics chain.

Meanwhile, the Policy Advisory Panel has taken into account of the numerous comments submitted by the technical committees in order to conduct its annual review of the IALA position document on the development of Marine Aids to Navigation services. The updated, high-level management document is part of the agenda point 8 concerning Strategy and Policy, alongside the draft Strategy White Paper.

The action plan for the change of status project has progressed to a stage allowing the convening of the Diplomatic Conference in order to consider the draft text of the Convention that will govern the Intergovernmental Organization, once established. This is a significant milestone in shaping the future of IALA and National members and Government representatives are strongly encouraged to participate in the Conference and to register online on the web site. I am very grateful to the Government of Malaysia for its offer to host the Conference in Kuala Lumpur, from 25 to 28 February 2020 and of course to France – our host nation, Morocco and Turkey for hosting the previous Conferences.



The World-Wide Academy (WWA) continues to succeed with its intensive programme of assisting lesser developed countries. This focuses increasingly on how the proper implementation of the seven IALA Standards enables effective compliance with the legal responsibilities coastal States have, as Contracting Parties to the SOLAS Convention, to provide Marine Aids to Navigation and Vessel Traffic Services.

Following on from the WWA Seminars on Safety of Navigation held in Marrakech in February 2018 and in Istanbul in March 2019 a third seminar will take place in Kuala Lumpur, Malaysia on 24 February 2020. This is the day immediately preceding the Diplomatic Conference. The aim is to provide information and advice to coastal States on the structure, nature and scope of the seven IALA Standards.

Preparations continue for the first, combined VTS-ENAV Symposium – on the theme of “Enhanced Maritime Safety and Connectivity” – and the accompanying Industrial members’ exhibition due to take place in Rotterdam in May 2020. The official website is open online where an overview programme is available.

Some 250,000 vessel movements pass through Dutch waters every year and as a major world port Rotterdam is an ideal location for the Symposium. This will also be a useful forum to explain and discuss further the drafting work achieved by the VTS Committee in updating the International Maritime Organization’s Guidelines for Vessel Traffic Services. The IMO aims to complete the revision of the relevant instrument – Assembly Resolution A.857(20) – by 2021 with the first and important presentation during NCSR7 in January 2020 in London.

The Secretary-General reported that the inaugural World Marine Aids to Navigation Day, held on 1st July, received fantastic support around the world and thanked Puertos del Estado for a fantastic day and experience for the IALA Staff during the celebration on Mallorca. He is looking forward to next year’s celebration being even more widespread and enthusiastic. Our dedicated webpage should provide plenty of inspiration and pictures from events from all around the world. Meanwhile, proposals received for hosting the main 2020 World Marine Aids to Navigation Day event provide the Council with attractive choices to make the final decision on its location or locations.

It will be the task of the ENG Committee to consider all nominations received for the selection of the 2020 Heritage Lighthouse of the Year. Submissions must be received no later than 28 February 2020 by e-mail. This will allow the Committee to select three nominations and forward them in good time, together with its chosen recommendation, to the Council, which will make the final decision at its June 2020 session.

With the latest reorganization the IALA and WWA staff now consist of 12 full time employed members and four consultants (three in the WWA section and one for Communication). Marie-Hélène Grillet and Virginia Marshall will retire in 2020. It was decided that Marie-Hélène Grillet will be replaced by Audrey Guinault who has been part of the IALA team since 2015. The Secretariat is in the process of recruiting a new administrative staff with Spanish language skills to replace Audrey Guinault as administrative assistant.

With the growing number of members and participants and the growing involvement of IALA in international guidance on Safety of Navigation, more resources are needed in the technical department to work alongside the Technical Operations Manager, Minsu Jeon. It has therefore been decided to recruit one more technical officer as secretary for the Committees and advisor on technical matters. Tom Southall and this new person will then take care of two Committees each and the related seminars, workshops etc. This will also give the needed resources for improved necessary quality assurance of the guidance documents before they are submitted to Council and posted on the web site. This small reorganization and the new recruitments can be covered by the present budget as described under agenda point nine.

As 2019 rushes towards its year end, the membership of IALA has grown to 306 – that is 11 members more than at the same time last year and it includes three new National members as well as new Industry and Associate members. This is the net result after the termination of 6 membership for non-payments and 15 resignations.

**The Council noted the Secretary-General’s report.**

## 7. NATIONAL MATTERS

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All participants reported on national matters of particular interest to the Council. These included for instance:

- The future of DGPS services in conjunction with SBAS developments
- Digitalization of information services
- AIS spoofing and possible sharing of cybersecurity relevant information
- Sustaining the success of the first World marine AtoN day
- Ongoing and increased collaboration with the World-Wide Academy

Cdr James Crawford, the representative of Chile at the Council meeting, informed that due to his promotion, he would not attend the future Council meeting and thanked the Secretariat and other Councillors for the support and friendship during the past 11 years. In response, the Secretary General expressed his deep appreciation to him for the long commitment and great contribution to IALA and wished a success of his new assignment.

**The reports were noted.**

More detailed information, provided in writing by some Councillors are listed in Annex C.

## 8. STRATEGY AND POLICY

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### 8.1 Council Strategy Drafting Group

Input paper C70-8.1.1 refers.

The councillor from Germany Christian Forst, Chair of the Council Strategy Drafting Group, reported on the Strategy Workshop held on Monday 9 December. 26 members participated in the meeting.

The Secretary-General gave a short overview of the IALA Strategic Vision and Goals and then went on to compare the accident rate of the maritime domain with the avionic domain, highlighting that the root cause of unwanted incidents is by far the human element. Currently, the maritime community seems to believe that removing the human element through the development of autonomy may be the way forward and the Secretary-General noted the conservative nature of the maritime domain and the need to strike the best balance between the two extremes, traditional “look out the window” navigation and fully autonomous operations. He pointed out that there is a trend to hype technology-driven developments and was of the opinion that the concept of fully autonomous vessels seems to be at the peak of the hype curve at the moment.

The chair of the Strategy Drafting Group then described two inland waterway projects which could be of interest and inspiration for IALA.

The first project, titled RIS COMEX gathers 15 partners from 13 countries with a budget of 25,6 million euros, is aimed at improving transport planning, improving the efficiency of the transport chain, improving information sharing and maximizing the utilization of infrastructure of the inland waterways. This requires transnational and harmonized River Information Services and the implementation of a Masterplan for this development.

The second project, titled Masterplan Digitalization of Inland Waterways or DIWA, was about an integral digitalization strategy for inland waterways and a roadmap for its implementation in Germany, Belgium, France, Austria and the Netherlands.

A discussion took place on opportunities for IALA to engage with some of the matters addressed within these projects, such as the interfacing of marine and inland waterways and the concept of harmonized e-navigation type information services.

The draft Strategy white paper was discussed, and a few amendments were made. These were primarily aimed at widening the scope of the paper and to include the possibility for IALA to consider engaging with issues relating to inland waterways.

Document C70-8.2.1.2, Position on the development of marine aids to navigation services 2019, was discussed and agreed with one editorial generalization of the last sentence of section 5.1.10.

The meeting was concluded with a short, written brainstorming exercise attempting to answer the question “What will be IALA’s main role(s)/task(s) in the development of MASS?”. Several suggestions were received for the Secretariat to amalgamate into a draft document.

The Chair concluded his report by thanking the Councilors present, the facilitator and the Secretariat.

**The Council noted the Strategy Drafting Group report.**

The Swedish councillor noted that the draft Strategy white paper does not address environmental drivers and requested that IALA develops a firm position on environmental issues. It was agreed that the Secretariat should look into the matter.

The Council considered document C70-8.1.1 Draft Strategy White Paper and tasked the Secretariat with developing the content of the paper into a new document titled “Drivers and Trends 2020” for publication.

The Secretary General then presented the amalgamated result of the MASS brainstorming exercise. This information will be utilized in the further development of a MASS document by the Netherlands and the Secretariat as an input to C71 (*Action item 1*).

*Action item 2:*

*The Secretariat to develop a new paper entitled “Drivers and Trends 2020” based on the Strategy White Paper and publish it.*

*Action item 3:*

*The Secretariat to provide the published paper (Action Item 2) entitled “Drivers and Trends 2020”, based on Strategy White Paper, as an input to C71 for further review.*

*Action item 4:*

*The Secretariat to consider how to strengthen the IALA position on environmental issues and provide input to C71.*

## **8.2 Position on the Development of AtoN Services**

Input papers C70-8.2.1 and C70-8.2.2 refer.

Deputy Secretary-General Omar Frits Eriksson introduced the papers. Together, the Strategic Vision of IALA and the Position on the Development of AtoN Services document provide the technical policy for the organization at the time of writing. In conjunction with Council 69, a strategy workshop which identified a number of megatrends affecting the organization and its members was conducted. The output of the workshop is similar in nature to the first part of the IALA Position Paper on the Development of Marine Aids to Navigation which describes drivers and trends. After discussion within the Secretariat, it was therefore decided to pull out the first part of the original Position Paper into a separate document titled Current Drivers and Trends 2018. This leaves two documents:

- C70-8.2.1.1 Current Drivers and Trends 2018; and
- C70-8.2.1.2 IALA Position Paper on the Development of Marine Aids to Navigation 2019.

The first document can then be static while the second paper expresses the technical policy of the organization in 2019 and can be reviewed periodically.

**The council noted document Current Drivers and Trends 2018; and approved the IALA Position Paper on the Development of Marine Aids to Navigation 2019.**

## 8.3 Policy Advisory Panel

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### 8.3.1 Report of PAP38

Input paper C70-8.3.1 refers

Deputy Secretary-General, Omar Frits Eriksson introduced the report of PAP 38. The 38th session of PAP was held at IALA Headquarters from 11 to 13 September 2019. The meeting was updated on the latest decisions made at Council that have an impact on the work of the Committees. The progress made in the revision of IMO Resolution A.857(20) on Vessel Traffic Services was noted as nearing completion with a submission to IMO planned for early 2020. The work on the IALA Position Paper on Marine Aids to Navigation was completed and forwarded to this council meeting. Consideration was given to the update and release of the IALA NAVGUIDE, VTS Manual and Questionnaires. There were discussions around the WWA looking further into how VTS training and accreditation has been implemented world-wide. A VTS strategy for the Academy was later discussed at the Academy board meeting and the VTS committee tasked the Academy to report on this matter at future committee meetings.

**The Council noted the report of PAP38.**

## 8.4 S-200 Product Specification

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### 8.4.1 S200 Product Specification development status

Input papers C70-8.4.1 refers.

Technical Operations Manager, Minsu Jeon made a presentation and introduced the document on S-200 Product Specification (PS) development status as a summary document of the S-200 related works within the Committees for the second half of 2019.

ARM is the main coordinating Committee for S-200 development in IALA and ARM 10 finished the version 1 S-201 Aids to Navigation information PS and it will be tested by members in Oct 2019. ENG 10 made good progress on S-240 series on PNT related issues. VTS 47 initiated developing a PS on VTS digital information service.

Regarding the version control of the Product Specification, he underlined that version 1.0.0 is not for implementation. This version is for testing and after trials of stakeholders, version 2.0.0 will be the one to use for implementation.

IALA has been closely involved in the development of e-Navigation and the Common Maritime Data Structure (CMDS) necessary to support it. It is expected that IALA in cooperation with IHO, will continue to play a leading role in coordinating S-200 specifications and data exchange formats that will underpin e-Navigation services in the future.

**The Council noted the information provided.**

## 8.5 Change of Status

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### 8.5.1 Preparation of Diplomatic Conference February 2020

Secretary-General, Francis Zachariae recalled that in the General Assembly resolution of 27 May 2014 in A Coruna, Spain, it was decided that international intergovernmental organization status would best facilitate IALA's aims into the future, and it determined that IALA should strive to achieve such status as soon as is possible by supporting the development of an international convention.

The French Republic hosted a First Preparatory Conference in Paris on 18-19 April 2017, where the preparation of a consolidated text of a draft Convention of the International Organization for Marine Aids to Navigation began. A Second Preparatory Conference took place in Marrakesh on 7-8 February 2018 hosted by the Kingdom of Morocco, followed by a Third Preparatory Conference in Istanbul on 12-14 March 2019 hosted by the Republic of Turkey, where the preparation of the consolidated text of a draft Convention continued. The Third Preparatory Conference

agreed that the prepared text of a draft Convention on the establishment of the International Organization for Marine Aids to Navigation was sufficiently advanced for consideration at a Diplomatic Conference.

This Diplomatic Conference will be convened in Kuala Lumpur from 25-28 February 2020, following the kind invitation of the Government of Malaysia.

He has invited National members, the Points of Contact and relevant international organizations to attend by letter of 20 September 2019. As attachments to the invitation were the draft Rules of Procedure and a Credentials form. The procedure of the Diplomatic Conference follows the procedures agreed and used at every diplomatic conference organized by the International Maritime Organization. The Conference will be held at Grand Hyatt Kuala Lumpur Hotel, from Tuesday 25 February to Friday 28 February 2020. The opening session of the Conference will take place at 10.30 a.m. on Tuesday 25 February 2020. This will be preceded by an informal meeting of the Heads of Delegation at 9 a.m. The Conference will use as the basis for its deliberations the text of the draft Convention on the International Organization for Marine Aids to Navigation, as agreed by the Preparatory Diplomatic Conference 14 March 2019 in Istanbul.

The main objective of the Conference is to finalize and adopt the text of the draft Convention and sign the Final Act. The Final Act may be signed by any or all members of the governmental delegation at the discretion of the delegation itself. No commitment is involved in signing the Final Act and, therefore, only signatures are inscribed, no other statement or declaration should be added to the document. Signature of the Final Act attests to the work and structure of the Conference and records the adoption, by the Conference, of an agreement on the Convention of the International Organization for Marine Aids to Navigation. However, the Final Act is not itself a treaty instrument and, therefore signing the Final Act does not constitute a legal commitment on the part of the country of the signing delegations with regard to the instrument adopted. Any such commitment will need to take place in accordance with the provisions of the Agreement and principles of the treaty law as well as the practice and legal arrangements followed by each national Government.

The draft Convention and the draft Final Act will already before the Conference be translated in French and Spanish with the help of our member in France and Spain.

The Adopted Convention will then hopefully be open for signatures in Paris preferably later in 2020 and in the Ministry of Foreign Affairs.

According to Rule 4 of the Rules of Procedure, participating States must send the credentials of their representatives to me before the opening of the meeting. When States send these credentials in, they are formally notifying the Secretary-General of the Conference that these representatives are entitled to speak on their behalf. They must be sent by the Head of State, Head of Government or by the Minister for Foreign Affairs. The Conference formally acknowledges the representatives of the States by approving their credentials as proposed by the Credentials Committee.

Then he went on with the details of the programme.

Malaysia gave a presentation on the venue in Kuala Lumpur.

**The Council noted the information provided.**

The Secretary-General has provided clarifications about the diplomatic procedure in response to the comments and questions received from Japan, the Netherlands, Singapore and Brazil. Japan suggested to replace “shall” with “should” in the example of Final Act (C70-8.5.1) if the Final Act would not be a legal binding document. The Secretary-General replied that the text of the Final Act is just an example and it will be developed by the drafting committee of the conference.

#### *Action item 5:*

*The Secretariat to make the further explanations by the Secretary-General about the Diplomatic Conference available to participating delegations by mid-January 2020.*

## **8.6 Legal Advisory Panel (LAP)**

### **8.6.1 Report of LAP20**

Input C70-8.6.1 refers

Secretary-General, Francis Zachariae introduced the report of the 20th meeting of the Legal Advisory Panel.

The 20th session of the Legal Advisory Panel was held on 29 October 2019 at IALA Headquarters, with Christina Schneider as Chair, Henning Osnes Teigene as Vice-chair.

The Panel considered the input paper from ARM on regions at the poles and whether these regions are covered by IALA system A or B. They decided to go back to the original text of the agreement in the MBS to study the question and then revert to ARM after the next meeting of the LAP.

The Panel considered the input paper from ENG on a patent issue with the company True Heading and decided that the Secretariat will state IALA's view in an official letter addressed to the CEO, which has been executed. You will also find a new Patent Policy as part of the Staff rules and Secretariat procedures that Christine will brief you on later.

LAP considered the input paper from VTS about Chapter 4 of the VTS Manual. It was decided to establish an intersessional working group to review the text to be submitted to the next VTS committee meeting and a special thank was expressed to Matti Eronen from Finland for taking the leadership for this group.

Regarding the enquiry from the European Satellite Service Provider (ESSP) on SBAS/EGNOS, LAP confirmed that SBAS can be considered as a Marine Aids to Navigation defined in the IALA Constitution but was not in a position to have a view on the related liability issues.

The revision of the Basic Documents was postponed to the next meeting as the participants wished to have more time to consider the changes and up-dated Basic Documents will be presented to the Council at the next meeting.

The rest of the meeting was routine business including the review of the Risk Registers for IALA and the World-Wide Academy.

The Secretary-General expressed his wish to thank Ms Christina Schneider and Mr Henning Osnes Teigene for excellent leadership and much support to the secretariat and himself.

**The Council noted the report from LAP20.**

### **8.6.2 IALA Risk Register**

Input paper C70-8.6.2 was introduced by Secretary-General Francis Zachariae.

LAP first prepared a List of IALA's Main Activities and Associated Risks in May 2007. The risks were (and remain) for the most part of a legal / liability nature. The document has since been regularly reviewed by the LAP in line with its agreed terms of reference, updated and enhanced as necessary in line with best practice and passed to Council for information. Five levels of risk are shown in the register: very high, high, medium, low and very low. The format of the Register follows internationally recognised standards including those of the Federation of European Risk Management Associations (FERMA).

Risk management is a central part of any organisation's strategic management and good governance. It is the process whereby an organisation methodically identifies and addresses the risks attaching to its functions and the achievement of its objectives.



The risks facing an organisation and its operations can result from factors both external and internal to the organisation. Risks are often categorised or grouped into types of risk such as strategic, financial, operational and hazard, as recommended by FERMA. The IALA Risk Register adopts this method of categorisation.

The IALA risk management process follows a recognised approach as shown in the Risk Register. The process:

- describes each risk which has been identified, and its various aspects;
- sets out the consequences for IALA of the risk being realised;
- analyses and estimates the probability and impact of the risk being realised (against set criteria shown at the end of the Register) prior to any internal controls or treatment being applied, often described as ‘the raw risk’;
- considers how the risk is currently mitigated;
- re-assesses the risk in terms of probability and impact in the light of those internal controls being applied (against the same criteria), the result of which is often described as the ‘residual risk’;
- considers whether any additional controls are required to mitigate the risk further; and
- assigns ownership at a high level for each risk to an individual or body within the organisation.

Accountability helps to ensure that ‘ownership’ of the risk is recognized, and appropriate management resources are allocated accordingly.

The use of arrows against each risk on the Register (other than any new risks) shows whether the level of risk is rising, falling or static.

The results of this process show that IALA has few residual risks, which are greater than ‘low’ or ‘medium’. There are no changes to the rating of any of the risks as a result of this latest review, although a few minor changes to the narrative have been made. The overall level of risk faced by the organization is assessed as static or falling.

**The Council noted the document on the IALA Risk Register.**

## **8.7 World Marine Aids to Navigation Day**

### **8.7.1 World AtoN Day 2019**

Secretary-General Francis Zachariae recalled that the General Assembly in Incheon it was decided to establish the World Day of Marine Aids to Navigation the 1st July each year, bearing in mind that this is the date of the creation of IALA, with the first celebration this year. The principal objective of the day is to promote greater awareness of IALA and its work by bringing to the attention of the wider public the role of Marine Aids to Navigation and the significance of IALA’s technical work in enhancing the safety of navigation worldwide.

In December 2018 the council decided, based on input from many members, to have a broad theme for the inaugural WAtON Day:

#### **Marine Aids to Navigation**

##### **Successful Voyages, Sustainable Planet**

This theme served as an umbrella to encompass the suggestions proposed by members and accommodated all aspects of each Committee. Through the use of IALAs motto, it reinforces its mission in the maritime arena for worldwide harmonisation of AtoN standards, the facilitation of the safety and efficiency of navigation and the protection of the marine environment.

On 1st July 2019, the main event of the first WAtON day was successfully celebrated on the beautiful island of Mallorca hosted by Puertos del Estados, Spain. He expressed special thanks to our Spain and especially to the former president Juan Francisco Rebollo for an outstanding day and a perfect event. It exceeded expectations and it was a fantastic celebration and success.

Parallel events were also enthusiastically celebrated world-wide by many members of IALA, including Argentina, Brazil, Denmark, India, Japan, Korea, Malaysia, Singapore, United Kingdom, Uruguay and Industrial members in Spain and Finland, who held an exhibition stand at the event venue. These are the events that the Secretariat knows of, but the day may have been celebrated in many other places. There is a dedicated place on the IALA website where you can find reports and pictures from the different events.

**The Council noted the information on the World AtoN Day.**

#### **8.7.2 Arrangements for WAtON Day 2020**

Secretary-General Francis Zachariae introduced input paper C70-8.7.2.

Following the success of the initial Day in 2019 in Spain, a letter was sent to all IALA Members on 15th July 2019 thanking everyone for their enthusiastic participation. In this letter, all members were invited to submit their proposals for a venue for the next main event. The deadline was set by the end of October 2019.

Before the deadline end of October Bulgaria and Japan have sent their proposals.

**The Director-General of the Bulgarian Ports Infrastructure Company** suggested hosting a main event in the newly build Congress centre in the city of Burgas. Burgas is the fourth largest city in Bulgaria and it is located on the Black Sea. The port is the largest in Bulgaria with a very modern VTS centre.

**The Director-General, Maritime Traffic Department, Japan Coast Guard** suggested hosting the main event in Japan. He mentioned that 2020 will be a historic year for Japan as it will host the Olympic and the Paralympic Games in Tokyo and it is expected to be a historic year for IALA as the planned Diplomatic Conference in Malaysia will adopt the draft Convention text for the change of status of IALA.

Invitations from Bulgaria and Japan can be found as attachments to the input papers.

**The Council approved both proposals from Bulgaria and Japan to host the WAtON Day in 2020 and proposed to consider having them on two different days close to the 1<sup>st</sup> of July 2020.**

### **8.8. Communication Policy and Patent Policy**

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#### **8.8.1 IALA Staff rules and secretariat procedures – Communications Policy**

Input papers C70-8.8.1 and C70-8.8.2 refer.

Finance and Administration Manager, Christine Philip introduced the papers.

During the IALA day in July 2019, the Secretariat has developed a new Communications Policy. The purpose of the policy is to ensure that the aim, objectives and activities of IALA are communicated properly by stating them in clear, coherent, consistent and well-targeted messages for prompt communication with all relevant stakeholders. The policy identifies the relevant stakeholders, possible messages, various channels of communication, their intended purpose and the roles and responsibilities of the staff in accessing and using them.

**The council noted the information provided.**

#### **8.8.2 IALA Staff rules and secretariat procedures – Patent Policy**

This Patent Policy establishes the IALA policy relating to Patentable subject matter, Patent Applications and Patents covering, in varying degrees, the subject matters of IALA Documents (Standards, Recommendations, Guidelines, Manuals, etc.). The Patent Policy encourages the early disclosure and identification of Patents, Patent Applications and of potentially Patentable subject matter relevant to the work of IALA and to IALA Documents under development.

The purpose of the Policy is twofold, namely on the one hand to prevent IALA Committee participants or third parties from patenting the contents of IALA Documents and thereby creating obstacles to the work of IALA and on the other hand, to avoid infringements.

**The council noted the information provided.**



## 9. FINANCE AND AUDIT COMMITTEE REPORT

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Member of the FAC, M. Dato' Baharin, introduced the input papers related to financial matters.

### 9.1 Cash flow situation as of 31st October 2019

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Input papers C70-9.1.1 and C70-9.1.2 refer.

The Cash-flow statement shows a positive result of €150,000 as of 31st October 2019 and is explained by two main reasons:

- **An increase in general revenues (+11%)** due to better recovery of membership contributions (+5% for the 2019 contributions and +64% for the overdue contributions).
- **A 3% decline in general expenditure** compared to 2018 which was a busy year with the organisation of the IALA Conference and the recruitment of three new employees.

**The Council noted the Cash flow situation as of 31<sup>st</sup> October 2019.**

### 9.2 Budget for 2020

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Input papers C70-9.2.1 and C70-9.2.2 refer.

The 2020 budget amounts K€2,657 for income and K€2,462 for expenditures.

Compared to the 2019 budget, a 2% decrease in both revenues and expenditures is proposed.

With respect to membership contributions, the budget is based on a realistic collection rate of 90% and takes into consideration the significant decrease in bad debts.

**The Council approved the budget for 2020.**

### 9.3 Draft outline budget 2021-2023

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Input papers C70-9.3.1 and C70-9.3.2 refer.

The outline budget is made for IALA as an NGO under French law. Most budget items increase in line with inflation and the budget for 2022 is marked by the IALA Conference in Brazil. The Finance and Audit Committee has recommended raising the provisions dedicated to the Conference in 2022 by increasing the budget for Travels and Events. The Secretariat will make the necessary adjustments and will submit a revision of this document at the next Council meeting.

**The Council noted the outline budget for 2021-2023.**

*Action item 6:*

*The Secretariat to provide a revised budget for 2022 to Council 71 with increased provisions dedicated to the IALA Conference in Brazil in 2022.*

### 9.4 Membership contribution status

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Input paper C70-9.4.1 and C70.9.4.2 refer.

A situation of outstanding contributions is presented in annex 9.4.2. Due to a focused effort of the Secretariat, considerable improvement can be noted in the collection ratio. As decided by Council 69, the secretariat has considered individual cases and has waived part of the outstanding contributions, where appropriate, for the concerned members. In return, some of these members have paid their 2019 contribution.

**The Council noted the membership contribution status.**

## 10. INDUSTRIAL MEMBERS COMMITTEE

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Mr John Sugarman reported the following information:

- The Industrial Members Committee is preparing a mid-term IMC General Assembly on 4 to 5 October 2020 at IALA Headquarters.
- IMC intends to create a code of conduct for Industrial members to ensure that members act in an ethical way and develop standardized and sustainable equipment.
- IMC intends to ensure effective coordination between a growing number of Industrial members.

**The Council noted the information provided.**

## 11. TECHNICAL ACTIVITIES

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All input papers under this Agenda item were introduced by Technical Operations Manager, Minsu Jeon.

### 11.1 Committee work organisation

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#### 11.1.1 Committee work programme

Input paper C70-11.1.1 refers.

Document C70-11.1.1 is on the Committee Work Programme for 2018-2022 which reflect the changes during the Autumn sessions of the Committee meetings.

VTS 47 in September 2019 had looked at the Work Programme again and proposed few changes as summarize in C70-11.1.1. and, there is a proposal from ARM to delete a task on developing a recommendation and guideline on legislation and regulation for Competent Authority, following advice from LAP. And ARM started updating the guideline on Maritime Resource Names (MRN) since the approval of Ed 1.0 by Council 69.

**The Council noted the committee work programme.**

#### 11.1.1.1 Proposed changes to the VTS Committee tasks

Input paper C70-11.1.1.1 refers.

Document C70-11.1.1.1 is on the proposed change to the VTS Committee tasks. VTS 47 drafted this input requesting to merge two tasks 1.2.7 and 1.2.4 both on the Maritime Services. And delete a task 3.3.3 VTS training manual, as there is no longer need for a VTS training manual. These changes are reflected in the document C70-11.1.1.

**The Council approved the proposed changes to the VTS Committee tasks.**

#### 11.1.2 Committee meeting dates and events plan

Input papers C70-11.1.2 refers.

The input is on the Committee meeting dates and the events plan for next 2 years including 3 workshops and 1 seminar in 2020. It is a revised version that includes ENAV 27 and the MASS workshop. The Council 69 report states that Japan is planning to host ENAV 27 and a MASS workshop in March 2021 in Tokyo and that it was subject to the approval of the financial arrangements. There is also an update on the heritage seminar in Brazil, the date of the event has been changed to 25-26 April 2020 after the decision of the Steering Committee of the event.

**The Council noted the committee meeting dates and events plan.**

#### *Action item 7:*

*The Councillor from Japan to provide a proposal of the MASS workshop and ENAV 27 to PAP and all technical committees for discussion.*

## 11.2 ARM

### 11.2.1 Summary report of the 10<sup>th</sup> session of the ARM Committee

Input C70-11.2.1 and Input C70-11.2.1.1 refer.

The 10th session of the ARM Committee was held at IALA from 14 – 18 Oct 2019. The session was attended by 79 participants, and the group considered 52 input papers and produced 52 output papers and working documents.

**The Council noted the information provided.**

### 11.2.2 Liaison note to CMSA regarding AtoN provision in cold climates

Input paper C70-11.2.2 refers.

This document is on AtoN provision in cold climates. ARM considered input from China MSA regarding the provision of AtoN in severe ice conditions during winter. ARM recommended CMSA to visit one or more other Competent Authorities with established methods, and also to ask to the ENG committee to consider developing relevant guidance on this matter.

**The Council approved the liaison note to CMSA regarding AtoN provision in cold climates.**

### 11.2.3 Liaison note to CMSA regarding Met and Hydro Monitoring in Port Waters

Input paper C70-11.2.3 refers.

This document is on providing standardized real-time hydrological and meteorological information in port waters. This liaison note requests CMSA to consider providing their Harbor Environmental Monitoring System (HEMS) data via existing and planned internationally agreed mechanisms for internationally trading ships and to continue using their existing delivery mechanism.

**The Council approved the liaison note to CMSA regarding Met and Hydro Monitoring in Port Waters.**

### 11.2.4 Input paper to ITU on AMRD

Input paper C70-11.2.4 refers.

The councillor from the Canadian Coast Guard expressed concerns on part of the document that would need to be more detailed and asked for the paper to be sent back to the ARM committee for further debate. The councillor from Norway supported this view. They proposed to coordinate a response and a proposal for the next ARM committee meeting.

**The council agreed to send the proposal of re-examination of the content of the document (C70-11.2.4) to ITU on AMRD to PAP 39.**

*Action item 8:*

*The Councillors from Canada and Norway to draft an information paper on the AMRD issues to be sent to PAP, ARM and ENAV.*

### 11.2.5 Input paper to ITU on Recommendation M.1371-5

Input paper C70-11.2.5 refers.

The councillor from Norway expressed concerns about part of the document, particularly about special marks, and asked that it would be sent back to the ARM committee for further discussion. The councillors from Canada, Japan and Finland also supported this view.

**The Council agreed to send the proposal of re-examination of the content of the document (C70-11.2.5) to ITU on Recommendation M.1371-5 to PAP 39.**

#### *Action item 9:*

*The councillors from Norway, Canada and Finland to draft an information paper on Recommendation M.1371-5 issues to be sent to PAP, ARM and ENAV.*

#### *Action item 10:*

*The Secretariat to send the two documents C70-11.2.4 Liaison Note to ITU on AMRD and C70-11.2.5 Liaison Note to ITU on Recommendation M.1371-5 back to PAP, ARM and ENAV for further discussion.*

### **11.3 ENG Committee**

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#### **11.3.1 Summary report of the 10<sup>th</sup> session of the ENG Committee**

Input C70-11.3.1 and Input C70-11.3.1.1 refer.

The 10th session of the ENG Committee was held at IALA from 30 September to 4 October 2019. The session was attended by 82 participants, and the group considered 66 input papers and produced 25 output documents.

**The Council noted the information provided.**

#### **11.3.2 Recommendation R0111 on Port Traffic Signals**

Input paper C70-11.3.2 refers.

This draft Recommendation R0111 (E111) on Port traffic signals, Ed 1.2 is an updated Recommendation. The document recommends National Members and other Lighthouse Authorities providing port traffic signals to ensure they comply with the principles, rules and port traffic signals set out in the Annex to this Recommendation.

From the Edition 1.1, the codes and its messages remain the same, but the text overall has been updated by the ENG Committee.

**The Council approved Recommendation R0111 Port Traffic Signals (Ed.1.2).**

#### **11.3.3 Guideline G1148 Determination of required luminous intensity for marine signal lights**

Input paper C70-11.3.3 refers.

This is a draft Guideline G1148 on Determination of required luminous intensity for marine signal lights, Ed 1.0

The document provides guidance to Competent Authorities on the determination of the light intensity to provide a good service to the user in a given area, whilst maintaining a balance between performance and cost. In this document, practical examples such as finding the intensity based on the range, and on the contrary to this, finding the range based on the intensity are included.

**The Council approved Guideline G1148 Determination of required luminous intensity for marine signal lights (Ed.1.0).**

#### **11.3.4 Recommendation R1018 on Design and Operation in the Provision of Marine Aids to Navigation**

Input paper C70-11.3.4 refers.

The scope of this draft Recommendation R1018 is on responsible design, operation and maintenance in the provision of marine aids to navigation, Ed 1.0.

The document recommends National Members and other Marine Aids to Navigation authorities responsible for the provision of AtoN to implement systematic procedures for the design, maintenance, and safe and sustainable operation of their Marine Aids to Navigation and associated equipment to meet or exceed the required performance.

**The Council approved Recommendation R1018 on Design and Operation in the Provision of Marine Aids to Navigation (Ed.1.0).**

#### **11.3.5 Guideline G1151 Ed.1 Maintenance of AtoN Structures**

Input paper C70-11.3.5 refers.

The draft Guideline G1151 is on Maintenance of AtoN structure, Ed 1.0. This document revokes two old Guidelines,

- G1007 Ed.1.1 on Lighthouse Maintenance
- G1076 Ed1 Building Conditioning of Lighthouses

The Guideline provides general guidance and advice on the types of structures, component materials, maintenance, refurbishment and repair techniques. Much of the information provided is in the context of civil engineering and building construction technology.

**The Council approved Guideline G1151 Ed.1 Maintenance of AtoN Structures and revoked Guidelines G1007 and G1076 (Ed.1.0).**

#### **11.3.6. Level 1.1 Marine Aids to Navigation Management Course**

Input paper C70-11.3.6 refers.

The draft Model Course L1.1 is on Marine Aids to Navigation – Manager training, Ed 3.1

The purpose of this model course is to assist ATOs and their teaching staff with the preparation and introduction of new training courses for personnel concerned with AtoN service provision; or in enhancing, updating or supplementing existing training material where the quality and effectiveness of the training courses may thereby be improved.

ENG 10 made editorial reviews of the entire document. Modification of entry-level requirements and changes to the structure of Module 3.

**The Council approved the Level 1.1 Marine Aids to Navigation Management Course (Ed.3.1).**

#### **11.3.7. Guideline G1152 on SBAS Maritime Services**

Input paper C70-11.3.7 refers.

The scope of draft Guideline G1152 is on SBAS Maritime Service, Ed 1.0

The scope of this document is to identify aspects that maritime or coastal administrations may take into account when considering the use of SBAS by ships in their waters. The guideline provides the description of all the elements of SBAS relevant to the maritime administrations (direct reception of SBAS Signal in Space (SiS) onboard the vessels). This includes the reference requirements, the user equipment, and also the description of the service and the operational scheme.

China took a floor and endorsed this document.

**The Council approved Guideline G1152 on SBAS Maritime Service (Ed.1.0).**

#### **11.3.8. Liaison note to RTCM**

Input paper C70-11.3.8 refers.

This liaison note to the RTCM is on IALA's response to RTCM liaison note on SC-104 & SC-134 activities. In this document, IALA is inviting their members to the DGNSS workshop in Edinburgh next January. It also welcomes the opportunity to provide an update to RTCM on R-Mode development.

**The Council approved the liaison note to RTCM.**

#### **11.3.9. Report on the Workshop on Ranging Mode**

Input C70-11.3.9 refers.

**The Council noted the Report on the Workshop on Ranging Mode.**

#### **11.3.10. Selection of IALA Heritage Lighthouse of the year**

Input C70-11.3.10 refers.

The Secretary-General kindly reminded the Councillors to send their proposals before 28th February 2020 for submission to the Heritage Group of the ENG Committee. A form is available on the website: <https://www.iala-aism.org/heritage/>

**The Council noted the invitation to send proposals for Heritage Lighthouse of the year in due time.**

*Action item 11: Councillors are invited to consider sending their proposals for Lighthouse of the year to the heritage working group of the ENG committee using the form provided on the website: <https://www.iala-aism.org/heritage/>*

#### **11.3.11. Recommendation R1004 on Sustainability in the provision of Marine Aids to Navigation**

Input C70-11.3.11 refers.

The draft Recommendation R1004 is on sustainability in the provision of marine Aids to Navigation, Ed 2.0. This is an updated Recommendation. The document recommends National members and other Marine AtoN authorities responsible for the provision of AtoN endeavor to support the United Nations Sustainable Development Goals (UN SDG) and implement formal systems to protect the marine environment and promote sustainability to minimize the impact on the world's resources.

**The Council approved Recommendation R1004 on Sustainability in the provision of Marine Aids to Navigation (Ed.2.0).**

### **11.4 VTS Committee**

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#### **11.4.1 Summary report of the 47th session of the VTS Committee**

Input C70-11.4.1 and Input C70-11.4.1.1 refer.

The 47th session of the VTS Committee was held at IALA from 23-27 September 2019. The session was attended by 94 participants, and the group considered 55 input papers and produced 24 output documents.

**The Council noted the information provided.**

#### **11.4.2 Revision of IMO Resolution A.857(20) – Guidelines for Vessel Traffic Services**

Input papers C70-11.4.2 refers.

This paper provided the Council with an update on the revision of the IMO Resolution A.857(20) on Guidelines for Vessel Traffic Services.

The Secretary-General expressed special thanks to Neil Trainor, ex Vice-Chair of the VTS Committee, for his involvement. He also invited each country to support and/or to help to gain support for the resolution as much as possible.

**The Council noted the information.**

#### **11.4.3 Update to IALA VTS Documentation Post Adoption of Revised IMO Resolution on Vessel Traffic Services**

Input paper C70-11.4.3 refers.

The document was approved by the email approval process. This document is the result of a top-level review to assess the implications of the IMO adoption of a new Resolution providing "Guidelines for Vessel Traffic Services" on existing IALA VTS documentation. The councilor from Italy expressed concerned regarding training after the adoption of the resolution. The Secretary-General clarified that it was just a start and there will be a follow up on the document.

**The Council noted the update on IALA VTS Documentation Post Adoption of Revised IMO Resolution on Vessel Traffic Services.**

#### **11.4.4 Guideline on VTS Training for Deck Officers**

Input paper C70-11.4.4 and C70-11.4.4.1 refer.

The aim of this document is to provide guidance and information for maritime training organizations in the development of training on VTS as an integral part of the training of deck officers. This document also provides examples of activities that could be used to facilitate effective communications and the exchange of information between the bridge team and the VTSO.

Regarding the document 11.4.4. it is an explanatory document prepared by the secretariat which contains the comments from IMO on this document with proposed changes on application and training activities. At VTS 47 in September this year, the Committee completed work on the preparation of a draft Guideline.

Since the approval by the VTS Committee of the draft Guideline, the Maritime Safety Division of the IMO has proposed to the IALA Secretariat some minor textual enhancements to strengthen the document and provide a stronger link to the IMO STCW Convention.

Furthermore, the IMO has suggested that IALA prepares an input paper to the IMO Sub-Committee on Human Element, Training and Watchkeeping to bring the new Guideline to the attention of member States and other interested organizations.

**The Council approved Guideline 1149 on VTS Training for Deck Officers (Ed.1.0).**

#### **11.4.5 Recommendation R0119 on VTS Implementation**

Input paper C70-11.4.5 refers.

This is an updated version of the Recommendation to conform to the new IALA documentation guideline. The Annex was transferred into the Guideline.

**The Council approved Recommendation R0119 on VTS Implementation (Ed.3.0).**

#### **11.4.6 Guideline G1150 on Establishment of VTS**

Input paper C70-11.4.6 refers.

This is a new guideline. The purpose of this Guideline is to aid the decision making process for establishing a VTS, or for reviewing an existing VTS, by providing a framework to assist authorities to assess the risks associated with a waterway and assess the contribution that VTS can provide in mitigating risk and improve the safety and efficiency of navigation, safety of life and the protection of the environment; and determine whether or not a VTS is the most appropriate mechanism to improve the safety and efficiency of navigation, safety of life at sea and the protection of the marine environment for a particular waterway.

**The Council approved Guideline G1150 on Establishment of VTS (Ed.1.0).**

#### **11.4.7 Report of the seminar on Revision of IMO Resolution A.857(20)**

Input paper C70-11.4.7 refers.

The councillor from Italy expressed his concerns regarding the period of transition between the time the Resolution is approved and the time it will be finalized. This issue will be sent to the VTS Committee for consideration.

**The Council noted the report of the seminar on Revision of IMO Resolution A.857(20).**

#### *Action item 12:*

*The secretariat to ask the VTS Committee to consider guidance to VTS Authorities for the transition period after the adoption of the revised Resolution A.857(20) in order to ensure an harmonized adoption of the new procedures world-wide.*

## **11.5 ENAV Committee**

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### **11.5.1 Summary report of the 24<sup>th</sup> session of the ENAV Committee**

Input C70-11.5.1 and Input C70-11.5.1.1 refer.



The 24th session of the ENAV Committee was held at IALA from 7-11 October 2019. The session was attended by 91 participants, and the group considered 61 input papers and produced 21 output documents.

**The Council noted the information provided.**

#### **11.5.2 Recommendation R1019 on the provision of MS in the domain of IALA**

Input paper C70-11.5.2 refers.

The draft Recommendation R1019 is on Provision of Maritime Services in the context of e-Navigation in the domain of IALA, Ed 1.0.

This is a new Recommendation. This document recommends IALA members to contribute to the development, specification, testing and demonstration of Maritime Services in the Context of e-Navigation, to define international standards. It also recommends ensuring their services are developed and harmonized with other and authenticated maritime services that are the responsibility of other domain coordinating bodies.

**The Council approved recommendation R1019 on the provision of MS in the domain of IALA (Ed.1.0).**

#### **11.5.3 Guideline G1153 on a template for the review of emerging technologies for possible use by IALA members**

Input papers C70-11.5.3 refers.

The draft Guideline G1153 is on a template for the review of Emerging Technologies for possible use by IALA members, Ed 1.0. The development of digital technologies continues to be rapid and it impacts on almost all aspects of the maritime industry, including maritime communications, aids to navigation and VTS. Given this, this document provides guidance to the members on how to evaluate emerging digital technologies in consideration of user requirements and the needs of IALA membership. The councilor from Japan took the floor to support the need of such a guideline as there are currently a lot of emerging technologies.

**The Council approved Guideline G1153 on a template for the review of emerging technologies (Ed.1.0).**

#### **11.5.4 Liaison note to IHO on web service-based S-100 data exchange**

Input paper C70-11.5.4 refers.

This is a liaison note to the IHO on IALA Guideline on IP (Web Service) based S-100 data exchange and input paper C70-11.5.4.1 is the Draft Guideline Web Services based S-100 data exchange.

**The Council approved the liaison note to IHO on web service-based S-100 data exchange.**

#### **11.5.5 Liaison note to IMO NCSR 3GPP in the maritime domain**

Input paper C70-11.5.5 refers.

This is a liaison note to the IMO NCSR7 on 3GPP in the Maritime domain, which has been already approved in October 2019. Deputy Secretary-General Omar Frits Eriksson highlighted that IALA is participating actively in 3GPP meetings and invited Councilors to provide examples of how this technology is implemented in respective countries.

**The Council noted the liaison note to IMO NCSR 3GPP in the maritime domain**

## **11.6 e-Navigation Underway conferences**

### **11.6.1 e-Navigation Underway Asia-Pacific**

Input paper C70-11.6.1 refers.

The e-Navigation Underway Asia-Pacific conference 2019 was held in Seoul, Korea from 2-3 September 2019. The highlights were:

- It is important to continue to develop and implement harmonized maritime services in the context of e-navigation for both SOLAS and non-SOLAS ships.



- Description of maritime services in the context of e-navigation.
- Importance of technical service as outlined in IALA Guideline G1128 (on the specification of e-navigation technical services).
- LTE-M is a proven communications system for digital maritime services.
- More emphasis should be placed on capacity building.
- The idea of establishing a global maritime innovations cluster was raised.
- Share information on cyber-attacks, so that any lessons learnt can be incorporated into risk management plans.
- Initiatives and projects, particularly testbeds, should be more result-oriented

**The Council noted the report on e-Navigation Underway Asia-Pacific 2019.**

### **11.6.2 e-Navigation Underway North America**

Input paper C70-11.6.2 refers.

Since the North America e-Navigation Underway Conference was first established in 2014 it has developed into an important annual event in the e-Navigation Underway Conference series. This year's Conference was hosted by the Radio Technical Commission for Maritime Services (RTCM) 12-13 November in Tampa, Florida. The theme of the Conference was: Enabling e-Navigation today and tomorrow, Building the Infrastructure and Reaping the Benefits. The successful Conference was attended by 57 participants from around the world and generated 9 conclusions and recommendations that you will find in the input paper 11.6.2. Many conclusions were related to Connectivity and Data, Standardization and harmonization of e-Navigation aspects, including ship reporting and Cyber Security.

The Conferences, both in Asia Pacific and North America, showed the need for IALA in the broader digital agenda, also outside of the AtoN area. The main need for IALA will be in the field of creating harmonized solutions for the benefit of global shipping.

**The Council noted the report on e-Navigation Underway North America.**

## **12. WORLD-WIDE ACADEMY**

### **12.1 Progress report and future actions**

Input paper C70-12.1 refers.

In his capacity as the Dean of the World-Wide Academy, Omar Frits Eriksson gave a brief history of the Academy, established in 2012 with independent funding and three functions: education and training; capacity building; and research and development. It is intended to meet goal 2 of the IALA Strategic Vision 2018-2026 – *All coastal states have contributed to an efficient global network of Marine Aids to Navigation through capacity building and the sharing of expertise*. The Dean provided some details of the activities of the Academy and explained how the Academy has analyzed the capabilities of coastal States world-wide in terms of volume of traffic and degree of risk in their waters, as well as the quality of their management of the provision of marine aids to navigation. The result was a number of prioritized categories of coastal States in need of assistance, which helps the Academy to prioritize the use of their resources. The result indicates, not surprisingly, that Africa is the continent with most coastal States in need of assistance.

The Academy is funded entirely by sponsorships and in-kind support. The Academy has sponsorship agreements with its major sponsors, often renewable with a 3-5 year horizon and its revenue streams are relatively stable. However, ensuring funding sustainability requires continuous effort and focus.

Since its inauguration in 2012, the Academy has conducted over 40 technical needs assessment missions and ensured the training and certification of more than 300 Level 1 Marine Aids to Navigation Managers.

In 2019 the Academy revised its Master Plan, which identifies the following two strategic goals of the Academy:

- All coastal States can fulfil the obligations related to Marine Aids to Navigation placed upon them in SOLAS Chapter V; and
- All coastal States can claim conformance with the relevant IALA Standards.

Which are fully in line with the two IALA strategic goals. In order to achieve these goals, the Academy will continue to:

- Raise the awareness of high-level decision makers with respect to their international obligations;
- Provide a suite of relevant education and training opportunities for as many as possible; and
- Engage in long-term capacity building activities and provide advice on how to overcome challenges.

The Dean explained that since its inauguration, the Academy has primarily focused on Marine Aids to Navigation training, but looking forward, the Academy expects to take a closer look at the quality of VTS accreditation and VTS training being delivered world-wide.

In conclusion, the Dean gave a short description of a draft project aimed at selecting the most qualified students amongst their Alumni to be further educated and empowered and to become good quality lecturers and practitioners which could reinforce the training capacity world-wide.

In response to two questions from the Netherlands, the Dean explained that cooperation with the World Maritime University has been agreed for the year 2020; and he also confirmed that the Academy routinely undertakes follow-up missions in the concerned countries, monitoring their progress.

**The Council noted the information provided.**

## 12.2 Academy Risk Register

Input paper C70-12.2 refers.

The Dean explained that while most risk factors remained unchanged or were reducing, the low hanging fruits have now been picked in terms of capacity building in easily accessible and safe developing countries and therefore the WWA is now moving into less secure environments such as Somalia, Venezuela and Iraq, meaning that there is an increased probability of safety threats and increased consequences if an incident occurs.

The Academy has introduced procedures demanding a risk assessment be conducted before such missions are undertaken, as well as a safety reporting scheme during the missions, confirming that everything is in good order. These procedures have been tested and found to be fit for purpose, and the Academy is currently studying ways of securing communication channels by way of satellite telephones.

Possible loss of major donors continues to be the greatest risk facing the Academy, but as mentioned, this has been mitigated through formal multiannual sponsorship agreements.

**The Council noted the information provided on the Academy Risk Register.**

## 13. INTERNATIONAL

### 13.1 IMO

#### 13.1.1 IMO Council 122 / Assembly 31

Secretary-General, Francis Zachariae reported that the International Maritime Organization had its Council 122, Assembly 31 and Council 123 from 25th November to 6th December this year. He participated in part of the Assembly, that was attended by 1,700 registered delegates. It was election year, and he congratulated Council members from Australia, Brazil, Canada, Chile, China, Denmark, France, Germany, India, Italy, Japan, Korea, Malaysia, Morocco, The Netherlands, Norway, Singapore, South Africa, Turkey, USA and the UK on their re-election to the IMO Council. The newly elected Council met, following the conclusion of the 31st Assembly, for its 123rd session (on 5 December) and they elected the Chair and Vice-Chair for the next biennium. Of special interest is the process of reforming the IMO. The Council agreed and proposed to the Assembly to:

- Expand the Council to 52 members,
- Extend the term of members of the Council to four years,
- Retain the criteria (a), (b) and (c) for Council,
- Agree 12 seats in category (a) and (b) and 28 seats in category (c),
- Approve the resolution on ethical considerations and guidelines for the conduct of Council election campaigns,
- Approve the draft guidelines for consultative status for non-governmental organizations, and
- Note the progress of the work to make the organization more transparent.

Many of these changes require a change to the IMO Convention which could take some time.

IALA had submitted an information paper A 31/INF.7 to the Assembly under point 19 (c). The paper was introduced by the Chair and the French permanent representative to the IMO, Ambassador Geneviève Jean-van Rossum, emphasized in Plenary the importance of the work of IALA and encouraged all IMO Member States to join the Diplomatic Conference in Kuala Lumpur and to finalize the work on the draft Convention by signing the Final Act. She also thanked Malaysia for hosting the Conference. The Secretary-General thanked France for that intervention which he found very helpful.

**The Council noted the information on IMO Council and Assembly.**

## 13.2 ITU

### 13.2.1 ITU WRC-19

Technical Operations Manager, Minsu Jeon presented the brief result of the ITU WRC-19 which was held in Sharm El-Sheikh, Egypt, from 28th October to 22nd November 2019.

The purpose of the conference was:

- to coordinate the worldwide use of frequencies in the radio spectrum, and
- to address the global demand for spectrum for the growth and development of information and communication technologies,
- to update ITU Radio Regulations (RR) which regulates the worldwide use of the radio spectrum.

It was reported that all agenda items of IALA interest were successfully solved including a compromise for VDE SAT.

Technical Operations Manager Minsu Jeon, on behalf of IALA, appreciated the dedicated work of Stefan Bober, from Germany who participated this meeting as IALA representative and wrote the report. This report will be submitted to ENAV and ARM.

Japan added that regarding a proposed new agenda item on maritime, VDES R-Mode allocation for radio navigation is set on the agenda for WRC-27 instead of WRC-23.

**The Council noted the information provided on ITU WRC-19.**

## 13.3 IHO

### 13.3.1 3<sup>rd</sup> IHO/IALA Technical cooperation meeting

Input paper C70-13.3.1 refers.

Technical Operations Manager, Minsu Jeon introduced the report of the 3rd IHO/IALA technical cooperation meeting which was held on 16 October 2019 during the ARM Committee week. IHO was represented by Tony Pharaoh and a few members who have exchanged points of views on both IALA and IHO.

The agenda items were on updating S-100 and 200, charting requirements for new light characteristics, IHO GI registry, MRN, and joint workshop and cooperation in IMO matters. The group made good progress on those items.

The 4th meeting is provisionally planned to be held in March 2020 in IALA.

**The Council noted the information provided on the 3<sup>rd</sup> IHO/IALA technical cooperation meeting.**

## **13.4 FERNS**

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### **13.4.1 28<sup>th</sup> session of the FERNS Council**

Input paper C70-13.4.1 refers.

Technical Operations Manager, Minsu Jeon introduced the report of the 28th FERNS meeting in Seoul, Korea. The members of this meeting are China, Korea and Russia, and IALA participates this meeting as an observer. This meeting offered the opportunity to follow the active developments on Loran and Chayka chains and to activate the positioning and timing technologies on e-Loran. During the meeting, Korea introduced a plan to develop the Korea Positioning System. China indicated it was currently focusing on the development of BeiDou and its application in other areas. Korea and China will contribute to developing the IALA guideline on MF and VDES R-Mode. Russia also introduced their plan to update their systems.

**The Council noted the report of the 28<sup>th</sup> FERNS Council.**

## **13.5 3GPP**

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Technical Operations Manager Minsu Jeon verbally provided an update on IALA work with 3GPP. ENAV 23 had invited 3GPP experts to the ENAV committee meeting to exchange views. Also, IALA participated in a 3GPP vertical workshop in July 2019 and established an official contact with 3GPP.

**The Council noted the information provided on 3GPP.**

## **14 IALA CONFERENCES AND SYMPOSIA**

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### **14.1 2020 - 14<sup>th</sup> Symposium – The Netherlands**

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The Councillor from The Netherlands reported that the preparation works are going well. She indicated that a special package was sent to IMC members recently and hoped for their active participation. The registration is now open on the website and a full programme is available. She made a short presentation on the Symposium venue.

**The Council noted the information provided by the Netherlands.**

### **14.2 2022 – 20<sup>th</sup> Conference – Brazil**

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Brazil informed that updates about the organization of the Conference will be given at the next council meeting.

### **14.3 2024 - 15<sup>th</sup> Symposium**

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Councillors were invited to submit proposals for hosting the 15<sup>th</sup> Symposium. The Secretary-General indicated that it would be good if the 15<sup>th</sup> symposium could be held in Africa.

### **14.4 2026 – 21<sup>st</sup> Conference - India**

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The councillor from India indicated that they received approval from the Indian government to host the 21<sup>st</sup> Conference.

## **15 MEMBERSHIP**

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### **15.1 Applications for membership**

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Input paper C70-15.1 refer. A revised input paper was tabled at the meeting.

Finance and Administration Manager, Christine Philip listed the organizations or companies applying for membership.

**The Council approved Industrial membership for:**

- Marine Works Co., Ltd, *Republic of Korea*
- Jarzoe Buliders, Inc., *Philippines*
- Orion Maritime Systems Pte Ltd, *Singapore*
- Maximum Protective International NV, *Suriname*
- Ecocoast Manufacturing LLC, *United Arab Emirates*
- QingDao Hotech Automated Technology Co.,Ltd, *People's Republic of China*. This member received the support from the Councillor from China.
- Ningbo Botai Plastics Technology Co.,Ltd *Peoples' Republic of China* >This member received the support from the Councillor from China
- Hormoz Berkeh, Ertebat Electronic Gil., *Iran (late submission)*
- Maritime Atlantic Global SAS, *Colombia (late submission)*

**The Council approved Associate membership for:**

- The Namibian Ports Authority, *Namibia*
- Nigerian Maritime Coast Guard, *Nigeria*

## 15.2 Resignations from membership

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Input paper C70-15.2 refers.

Finance and Administration Manager, Christine Philip invited the Council to note the resignations from the following national member:

- Port Autonome de Cotonou, *Benin*.

And the following industrial members:

- Ecobarrier Manufacturing LLC, *United Arab Emirates*.
- Nautel Limited, *Canada*.
- Shindong Digitech, *Republic of Korea*.
- Carmanah Technologies Corp, *Canada*.

**The Council noted the resignations.**

## 15.3 Terminations or suspensions of membership

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Input paper C70-15.3 refers.

The Council took a close look at the members on the list submitted for suspension or termination of membership and made the following decisions:

**Keep the rights suspended for the following National Members:**

- Office National de Signalisation Maritime, *Algeria*.
- Direction Générale de la Marine Marchande, *Rep of Congo*.

**Suspend the rights for:**

- Nigeria Ports Authority, *Nigeria*.

**Terminate industrial membership for:**

- The Babcock International Group, *United Kingdom*.
- Wujiang Xinhua Navigation Aids Manufacture & Co. Ltd, *People's Rep of China*. (The Chinese Councillor confirmed that China is in contact with this member to get more information about this termination).
- Beacon Co, *Egypt*.
- L-3 Communications, *USA*.
- Raad Bushehr Engineering Co, *Iran*.
- Resinex Trading S.r.l, *Italy*.
- Depasa Marine International Ltd, *Nigeria*
- Continental Shipyards Ltd, *Nigeria*
- Dorrana Nigeria Ltd, *Nigeria*.
- Vesper Marine, *New Zealand*.
- Tide Technologies, *Singapore*.
- PMS Polietilen Mam San Tic A.S-Turkey.

#### **Terminate Associate Membership for:**

- Comoros Ports Authority, *Comoros*.

#### **Keep industrial membership until payment is received before Council 71, for:**

- La Maquinista, Valenciana, S.A. *Spain*. Confirmation was received from the Spanish Councillor that the contribution should be settled soon.
- Kosolar Co.,Ltd; New Marine Engineering Co.,Ltd.; Dongjoo Engineering Co.,Ltd., *Rep of Korea* who promised to settle their debts by the beginning of 2020.
- ITO S.r.l, *Italy*. Information was received from the Italian Councillor that ITO should react soon.

#### **Reinstate National membership rights for:**

- Service National de la Signalisation Maritime, *Gabon*
- Tanzania Ports Authority, *Tanzania*

Chinese Councillor expressed concerns about the communication between some Chinese industrial members which is sometimes difficult and needs improvement.

## **16 IALA COMMUNICATION TOOLS**

Communication Officer, Audrey Guinault introduced all of Agenda point 16.

### **16.1 Website**

The website is continuously improved. Lately it has been updated to be more compliant with the General Data Protection Regulation. The Guidance Documents section is planned to be under review to be more efficient and user friendly.

### **16.2 Bulletin**

The Bulletin 2019/01 is currently with the designer. If possible it will be sent to the printer by the end of the year so it can be released to members as soon as possible. Pictures from the WATON Day were well received from many members and some are included in this Bulletin issue.

### **16.3 Social Media**

Social media were developed for IALA some time ago. LinkedIn is the oldest one and the most used one. It is still growing as there are new followers every day which gives more and more opportunities to reach the maritime

community. Facebook is the newest one and is slowly building up. Councillors were invited to follow IALA on social media and share it to help the network to grow.

## 16.4 2018 Annual Report

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The annual report 2018 was sent to all members beginning of August. The annual report 2019 may change format to be more modern and visual. Preparation for that will start in January 2020.

### **The council noted the information provided.**

The councillor from Brazil reported that Brazil is facing difficulties to send representatives to attend the Technical Committees.

In order to have an alternative solution, instead of sending representatives to all committee meetings, he suggested the Secretariat to consider the possibility of introducing video conference or web transmission technologies for the Committee meetings.

This would allow the meetings to be followed by technical people from several countries which also have difficulties to send their representatives or need to reduce the number of representatives because of financial difficulties and the long distances involved.

### *Action item 13:*

*The secretariat to consider the possibility to have video conference available for committee meetings.*

## 17 ANY OTHER BUSINESS

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The World-Wide Academy signed an agreement with Maritime and Port Authority of Singapore (MPA) encompassing the funding of several capacity building initiative and training sponsorships in 2020.

Alberto Piovesana Jr, from Brazil expressed the wish to make a historical remark: "I believe we are here meeting mainly for the sake of men who insist on **"walking"** on the sea. Precisely today, the fleet of Ferdinand Magellan entered the Guanabara Bay, in Rio de Janeiro, then called by him Bay of Santa Lúcia, because it was the day of this saint. Just a note, Guanabara Bay is about the same latitude we are now, and Rio de Janeiro will be the place of the next IALA Conference. One of the most epic sea voyages of all time was underway. Only 18 of the 250 men who started the trip in the port of Sanlucar de Barrameda returned to Spain. They had not any Aid to Navigation, not even the Longitude they could determinate at sea. Without judging ethical, political or financial aspects of this memorable trip, I would like to take this opportunity and the date coincidence to remember these men, and many, many other Seafarers of the age of discoveries, in this forum of major importance for the Safety of Navigation".

## 18 DATES AND PLACES FOR NEXT MEETINGS

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

- Session 71: 2 to 4 June 2020, IALA Headquarters, with the FAC and Strategy meetings on the 1<sup>st</sup> of June 2020
- Session 72: December 2020 (week 50), IALA Headquarters
- Session 73: June 2021 (week 25), Rio de Janeiro, Brazil
- Session 74: December 2021 (week 50), IALA Headquarters

The Secretary-General invited the Councillors to provide proposals for hosting the Council meetings in 2020, if appropriate.

**Following the Secretary-General suggestion, the Council approved to shorten the Council meetings to be held at IALA Headquarters by removing the technical visit.**

The President closed the meeting at 11h00 on Friday 13 December 2019, thanking all participants for their high quality in in-depth participation. She expressed special thanks to the governments of France and New Caledonia for their wonderful arrangements and a memorable meeting.



## ANNEX A – AGENDA FOR THE MEETING

### APPROVED AGENDA

ITEM		ACTION REQUESTED
1.	<b>PRESIDENT'S OPENING REMARKS</b>	
2.	<b>APOLOGIES FOR ABSENCE</b>	Note
3.	<b>APPROVAL OF THE AGENDA</b>	
3.1	Draft Agenda	Approve
3.2	Draft programme	Note
4.	<b>VACANT POSITIONS WITHIN COUNCIL</b>	N/A
5.	<b>REPORT OF THE 69<sup>th</sup> SESSION</b>	
5.1	Report of Council 69	Note
5.2	Matters arising from the session	Note
6.	<b>REPORT BY THE SECRETARY GENERAL</b>	Note
7.	<b>NATIONAL MATTERS</b>	Note
8.	<b>STRATEGY AND POLICY</b>	
8.1	<b>Council Strategy Drafting Group</b>	Consider
8.1.1	Draft Strategy White Paper	
8.2	<b>Position on the Development of AtoN Services</b>	
8.2.1	Note from Secretariat on Position on the Development of AtoN Services	
8.2.1.1	Important drivers and trends 2018	Approve
8.2.1.2	IALA position document on the development of marine AtoN services 2019	Approve
8.3	<b>Policy Advisory Panel</b>	
8.3.1	Report of PAP38	Note
8.4	<b>S-200 Product Specification</b>	
8.4.1	S-200 PS development status	Note
8.5	<b>Change of status</b>	
8.5.1	Preparation of Diplomatic Conference February 2020	Note
8.6	<b>Legal Advisory Panel (LAP)</b>	
8.6.1	Report of LAP20	Note
8.6.2	IALA Risk Register	Consider
8.7	<b>World Marine Aids to Navigation Day</b>	
8.7.1	World AtoN (WAtON) Day 2019	Note
8.7.2	Arrangements for WAtON Day 2020	Approve

ITEM		ACTION REQUESTED
<b>8.8</b>	<b>Communication Policy and Patent Policy</b>	
8.8.1	Introductory note	Note
8.8.2	IALA Staff rules and Secretariat Procedures	Note
<b>9.</b>	<b>FINANCE AND AUDIT COMMITTEE REPORT</b>	
<b>9.1</b>	<b>Cash flow situation as at 31<sup>st</sup> October 2019</b>	Note
<b>9.2</b>	<b>Budget for 2020</b>	Approve
<b>9.3</b>	<b>Draft outline budget 2021-2023</b>	Note
<b>9.4</b>	<b>Membership contribution status</b>	Note
<b>10.</b>	<b>INDUSTRIAL MEMBERS COMMITTEE</b>	Note
<b>11.</b>	<b>TECHNICAL ACTIVITIES</b>	
<b>11.1</b>	<b>Committee work organisation</b>	
11.1.1	Committee work programme	Note
11.1.1.1	Proposed changes to the VTS Committee tasks	Approve
11.1.2	Committee meeting dates and events plan	Note
<b>11.2</b>	<b>ARM</b>	
11.2.1	ARM10 summary report	Note
11.2.2	Liason note to CMSA regarding AtoN provision in cold climates	Approve
11.2.3	Liaison Note to CMSA regarding Met and Hydro Monitoring in Port Waters	Approve
11.2.4	Input Paper to ITU on AMRD	Approve
11.2.5	Input Paper to ITU on Recommendation M.1371-5	Approve
<b>11.3</b>	<b>ENG</b>	
11.3.1	ENG10 summary report	Note
11.3.2	Recommendation R0111 on Port Traffic Signals	Approve
11.3.3	Guideline G1148 Determination of required luminous intensity for marine signal lights	Approve
11.3.4	Recommendation R1018 on Design and Operation in the Provision of Marine Aids to Navigation	Approve
11.3.5	Guideline G1151 Ed.1 Maintenance of AtoN Structures	Approve
11.3.6	Level 1.1 Marine Aid to Navigation Management Course	Approve
11.3.7	Guideline G1152 on SBAS Maritime Service	Approve
11.3.8	Liaison Note to RTCM	Approve
11.3.9	Report of Workshop on Ranging Mode	Note
11.3.10	Selection of IALA Heritage Lighthouse of the year	Consider
11.3.11	Recommendation R1004 on Sustainability in the provision of Marine Aids to Navigation	Approve
<b>11.4</b>	<b>VTS</b>	
11.4.1	VTS47 summary report	Note
11.4.2	Revision of the IMO guideline for Vessel Traffic Service (Resolution A.857(20))	Note
11.4.3	Update to IALA VTS Documentation Post Adoption of Revised IMO Resolution on Vessel Traffic Services	Approve
11.4.4	Guideline on VTS Training for Deck Officers	Approve
11.4.5	Recommendation R0119 on VTS Implementation	Approve
11.4.6	Guideline G1150 on Establishment of VTS	Approve
11.4.7	Report of Seminar on Revision of IMO Res. A.857(20)	Note

ITEM		ACTION REQUESTED
<b>11.5 ENAV</b>		
11.5.1	ENAV 24 summary report	Note
11.5.2	Recommendation R1019 on provision of MS in the domain of IALA	Approve
11.5.3	Guideline G1153 on a template for the review of emerging technologies for possible use by IALA members	Approve
11.5.4	Liaison Note to IHO on web service-based S-100 data exchange	Approve
11.5.5	Liaison Note to IMO NCSR 3GPP in the maritime domain	Note
<b>11.6 e-Navigation Underway</b>		
11.6.1	ENUW AP	Note
11.6.2	ENUW NA	Note
<b>12. WORLD-WIDE ACADEMY</b>		
<b>12.1</b>	<b>Progress report and future actions</b>	Note
<b>12.2</b>	<b>Academy Risk Register</b>	Note
<b>13. INTERNATIONAL</b>		
<b>13.1 IMO</b>		
13.1.1	IMO Council 122/ Assembly 31	Note
<b>13.2 ITU</b>		
13.2.1	WRC-19	Note
<b>13.3 IHO</b>		
13.3.1	3 <sup>rd</sup> IHO /IALA Technical cooperation meeting	Note
<b>13.4 FERNS</b>		
13.4.1	28 <sup>th</sup> session of FERNS Council	Note
<b>13.5 3GPP</b>		
13.5.1	3GPP SA WG1	Note
<b>14. IALA CONFERENCES AND SYMPOSIA</b>		
<b>14.1</b>	<b>2020 – VTS-e-Navigation Symposium – The Netherlands</b>	Note
<b>14.2</b>	<b>2022 – 20<sup>th</sup> Conference – Brazil</b>	Note
<b>14.3</b>	<b>2024 – 15th Symposium</b>	Consider
<b>14.4</b>	<b>2026 – 21<sup>st</sup> Conference – India</b>	Note
<b>15. MEMBERSHIP</b>		
<b>15.1</b>	<b>Applications for Membership</b>	Approve
<b>15.2</b>	<b>Resignations from Membership</b>	Note
<b>15.3</b>	<b>Terminations or suspensions of Membership</b>	Decide
<b>16. COMMUNICATION TOOLS</b>		
<b>16.1</b>	<b>Website</b>	Note
<b>16.2</b>	<b>Bulletin</b>	Note
<b>16.3</b>	<b>Social media</b>	Note

ITEM	ACTION REQUESTED
16.4 2018 Annual Report	Note
17. ANY OTHER BUSINESS	
18. DATES AND VENUES FOR NEXT MEETINGS	Note

## ANNEX B – LIST OF PARTICIPANTS

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## ANNEX C – NATIONAL MATTERS

### Councillor from AUSTRALIA

Australia would like to advise Council of the retirement of Mr Gary Prosser. Gary was IALA Secretary General from 2009 to 2014, and more recently has been Councillor for Australia. Gary's retirement is a great loss to the Australian Maritime Safety Authority, I am sure we will all miss his considerable experience, and we wish him all the best for his well-earned retirement.

On a more operational matter, we have decided to discontinue our terrestrial based radio beacon Differential GPS service from 1 July 2020 and are currently in the midst of a public notification period. We made the decision noting that the positioning provided by the GPS Standard Positioning Service alone exceeds that provided by our DGPS network, and exceeds the standard required by the IMO for marine navigation. We noted the significantly improved accuracy of multi-constellation GNSS, and the integrity monitoring functionality provided by RAIM enabled receivers. We will share our decision paper with the organisers of the IALA workshop planned for early 2020 in Scotland.

Geoscience Australia is progressing the establishment of a satellite-based augmentation service (SBAS), to augment multi-constellation GNSS signals across mainland Australia and its maritime zones. It will also support the aviation, road transport and other sectors who have a requirement for high accuracy and integrity assured positioning. A test transmission will be running until July 2020 and it is anticipated that the SBAS project will be certified to support safety of life applications, specifically aviation, by 2024. The decision to suspend our DGPS service is not reliant on the provision of the SBAS service to the maritime sector.

We were pleased to see that the draft revision of IMO Resolution A.857 (20) Guidelines for Vessel Traffic Services was unanimously endorsed by the VTS committee in September for submission to the IMO's Navigation Communications and Search and Rescue Sub Committee (NCSR) in January 2020. As Chair of the Correspondence Group, we would like to acknowledge the support of the 44 committee members from 24 organisations, including representatives from Competent Authorities, VTS Authorities, sister organisations, IMO member organisations, and IALA industrial members. The Group has participated in 19 teleconference meetings since its formation last year.

Finally, I believe we are one of the few authorities to completely outsource our AtoN maintenance function to the private sector. We are now mid-way through our second ten-year contract for this service and continue to benefit from the expertise that exists in industry and the ability to transfer risks. Halfway through our current contract, we anticipate that the outsourcing of this service will continue for the foreseeable future.

### Councillor from CANADA

A lot has been going on within the Canadian Coast Guard since last June. CCG has continued to receive new funding to renew its fleet and to hire new staff. Just to give you an idea, since 2012, we have moved from 4,300 to 6,000 employees.

Here is a short report on some initiatives related to aids to navigation and VTS:

1. Coast Guard received Project Approval for the development of the Collaborative Voyage Management System (CVMS), which is a project to implement a first phase of the IMO's Facilitation Convention on Electronic data exchange. Once implemented, ships will be able to electronically exchange arrival and departure data. This should also include the usage of single window reporting to encourage efficiency through collaboration with all stakeholders and agencies with requirements regarding voyage management. However, meeting the IMO April 2020 deadline will be a challenge for us.
2. WAAS: CCG have completed its evaluation of the performance of WAAS in Canadian waters. First a computer model was developed and then validated with dynamic field data collection at 10 different locations in Canada, including two in the Arctic. The objective of this evaluation was to evaluate if WAAS offers adequate services to mariners. Overall, dynamic position accuracy was found to be below 1.5 meters

in all locations. Detailed results will be available at the upcoming Workshop on future of DGNSS in Jan 2020. Talking about DGPS, we are currently completing a study on various options on the future of our DGPS service. A decision should be made by the upcoming spring.

3. R-Mode: Our work on R-Mode is still on-going. Tests at various distances (25 km to 157 km) were done last summer along the St. Lawrence River and results were shared at the workshop on R-Mode last September. Overall, results are positive but still, a lot has to be done before we can foresee an actual backup positioning solution using the R-Mode technology. It is the intent of the CCG to continue its collaboration with Germany, and others, on the development of R-Mode.
4. Workshop on Cybersecurity in Quebec City: We have worked over the past few months to prepare the workshop on Cybersecurity to be held in Oct 2020 in Quebec City. CCG is really hoping that this will be a productive workshop for IALA and is inviting everyone to book their travel as soon as the pamphlet is published.
5. VDES. Canadian Coast Guard has completed a first phase of interference testing between VDES and AIS when collocated at the same site, quantifying how much impact VDES would have on AIS. We have measured up to 13% message loss on AIS when using classical filtering systems. CCG will perform additional testing in busier waters to quantify the possible interference in a busy AIS environment. CCG also intends to perform functional testing of VDES in the upcoming year to contribute to the VDES development and promotion.
6. Finally, and this should be interesting for our colleagues on the industry side, CCG is planning an Industry Day in January 2020 looking to address four issues:
  - a. Our procurement process for aids to navigation – we want feedback to improve the process.
  - b. Modularity of buoys and using only 1 type of plastic for plastic buoys – this is aimed at reducing:
    1. The volume of plastic we use and
    2. Eliminating difficult to recycle plastics
  - c. We need new chain suppliers
  - d. We want to hear about new developments on lanterns
  - e.

### **Councillor from JAPAN**

Japan briefly reported on the successful completion of VTS Planning Manager Course on 29th December 2019 at Maritime Training Institute in Kuala Lumpur, Malaysia organized as part of Japan-ASEAN transport partnership, which awarded 17 trainees from ASEAN Member States.

Japan also expressed appreciation for the Councillors for making excellent lighthouse photos available for the 1st World AtoN day exhibition in Tokyo.

### **Councillor from SPAIN**

Recognizing the excellent work carried out by Mr. Manuel Arana, the Spanish Councilor for the last couple of years, due to organizational reasons, Mr. Leandro Melgar has been appointed new Councilor for Spain. Mr. Leandro Melgar is the Director of Operations and Port Services in Puertos del Estado. Javier Argul, Head of the AtoN Department, will act as his technical advisor and substitute, when required.

On the first of July, Spain hosted the first World Marine Aids to Navigation Day in Palma de Mallorca. With the presence of Spanish authorities, the media and thanks to the collaboration and support of the IALA staff, it was a successful event where the importance of marine Aids to Navigation and the role of IALA was brought to the attention of the wider public. We look forward to celebrating many more World AtoN days in the future.

Puertos del Estado has recently organized an internal AtoN training course for Port Authorities personnel, offering a combination of several technical and managerial aspects covered by IALA L1.1 and L2 model courses. The first day of the course was dedicated to AtoN management and two more days were devoted to technical training.

Puertos del Estado is committed to work with the IALA Academy and other countries in Central and South America to support AtoN training in Spanish-speaking regions. Two lines of action have been arranged, the translation of IALA documents into Spanish and the creation of a pool of lecturers to deliver AtoN training in Spanish. The idea is

to have a list of Spanish-speaking teachers able to lecture IALA model courses in Spanish anywhere in the world when required.

Puertos del Estado and the Spanish Ministry of Foreign Affairs will attend the Diplomatic Conference in Kuala Lumpur, supporting the recognition of French and Spanish as IALA official languages. That would not only extend the use of IALA documents amongst the Spanish-speaking AtoN community but also increase the visibility and influence of IALA in regions, such as Central America, where several Spanish-speaking countries are not IALA members yet.

After having completed a pilot project to test the use of EGNOS in the maritime sector, Puertos del Estado has everything ready to start a full re-engineering project to upgrade the Spanish DGPS network. This pilot project has proved that the transmission of EGNOS corrections by means of IALA radiobeacons is feasible both from a technical and financial point of view. However, the current international situation, where several countries are decommissioning their DGPS services, requires further analysis before launching the investment needed to upgrade our 18 DGPS stations. After discussing the issue at the European Maritime Radionavigation Forum, recently hosted by Puertos del Estado in Madrid, we are looking forward to attending the IALA workshop in Edinburgh to see what other National Authorities, stakeholders and IALA have to say about the future of DGNSS.

### **Councillor from CHILE**

This year, we continued with the third-year progress of the most ambitious investment project in the history of aids to navigation in Chile, which seeks to renew 80% of AtoN network devices within a 10-year period. The above has demanded the maximum of Chilean Navy human and material capabilities, in order to increase safety conditions on national enabled routes. At the same time this project is allowing us to acquire the latest technology available in the market to fulfil maritime community needs.

With regard to VTS stations, I would like to mention that during the last 2 years, the Chilean Aids to Navigation Service has begun a process of arranging VTS stations, at its broadest level, since its conceptualization as aids to navigation, its corresponding IALA technical analysis, going through training of operators, as well as in the definition of their careers. This process has not been easy, since it has meant changing concepts or ideas that were rooted in the minds of many people for a long time. Notwithstanding the foregoing, during the last months, the 7 VTS stations that Chile has, have been renamed as “maritime traffic control stations” and the technical/operational evaluation conducted by my technical staff is pending. This will define the need for some of these to acquire the status of VTS stations, but this time, by fully complying with the international standards recommended by IALA. Therefore, we have been working in parallel training future VTS operators under IALA recommendations. Last week, we carried out the first course for future national VTS operators and we are preparing the development of the first course for the region during next year’s second semester. In this regard, I would like to thank the constant support of the World-Wide Academy guiding us in this process.

In respect to the operational status of the 67 Chilean aids to navigation in the Antarctic territory, I would like to mention that this year the Navy has started, together with Aids to Navigation specialists, the renewal process of installed structures, which will improve their recognition by mariners with the use of AIS devices. At the same time, the latest will allow to provide greater security to ships from all over the world that navigate in this area, which register a high increase during summer period. In the last few weeks, the removal of the old structures and the installation of 4 new ones has taken place. This activity will continue until March of next year, so at the next Council meeting we will finally be able to inform you how many signs were replaced.

In the matter of technical training programs led by the World-Wide Academy, I would like to thank Gerardine and Omar for the efforts made to make possible the attendance of one of our female officers to the Risk Seminar held in Colombia a couple weeks ago. During this activity, the young officer who serves as Sub chief in the biggest AtoN

depot of our country had the opportunity to learn more about IALA and the use of IALA toolbox. This training tool will allow us to increase our technical knowledge, professional efficiency and safety on our routes.

Finally, let me tell you that this will be my last participation as a representative of Chile at IALA Council, since I have been promoted to Captain and I will be assuming as Head of DIRECTEMAR Internationals Affairs department. From this new position, my intention will be to keep myself connected with IALA and to support the process of change of status and technical training in the region more directly and strongly. I want to thank the technical knowledge always provided and the support and friendship from this amazing family during these past 11 years; I renew my commitment to support this Association, convinced of its importance and the positive impact on global maritime safety.

### **Councillor from NORWAY**

Renewal buoy tender / construction vessel fleet: the 4th of our new vessels has now been in operation for approx. one year. It is a hybrid (marine diesel / battery) vessel. It has shown a 30% saving in fuel consumption. The 5th vessel is scheduled to be delivered in 2020.

We are expanding our VTS service areas and are currently installing 3 new radars.

Arctic areas:

We have installed stand-alone AIS base stations - only operated by battery, solar power and a small wind generator. After two years of testing, three base stations have been fielded in 2019, with 3-6 more planned for 2020. This gives land based AIS coverage in an area from 78-80 degrees north.

We participated in a scientific mission to the North Pole in August 2019 with the coastguard vessel KV Svalbard. We used the mission as a platform for testing the VDES system via our VDES satellite, NORSAT-2. We demonstrated the usefulness in operational use, using the VDES to rebroadcast AIS targets north of 70N. A very successful test in the most demanding of areas.

We have now completed the renewal of our Arctic ATONs, and in November our (and maybe the worlds?) northernmost "lighthouse" at Brandalspynten at Svalbard at 78 deg 55 min North was renewed.

The joint IALA / IHO S-100 workshop will be held in the city of Ålesund in Norway the 2nd week of June 2020. Welcome to this beautiful city at a nice time of the year.

### **Councillor from KOREA**

The 1st AtoN Day events were held on 1st and 2nd of July. As a main event, the official ceremony was held in the presence of the Vice Minister, honored guests and about 300 aids to navigation professionals. In addition, the events consisted of the Lighthouse Heritage Forum, Lighthouse Heritage Exhibition and lighthouse experience programs, etc.

Korean government launched an expansion project of National Lighthouse Museum from the beginning of 2019 with the completion of 2022, based on the total budget of 20 million dollars. Following the successful completion of the National Lighthouse Museum expansion project by the first half of 2022, Korean Government wishes to host a main event of the 2022 World AtoN Day at this Museum.

The special exhibition 「Lighthouse – A Light of a Thousand Years, Fingerprint of Light」 is held at the National Maritime Museum from 2nd of December to 1st of March 2020. This exhibition is co-hosted by the National Lighthouse Museum and National Maritime Museum, and officially sponsored by IALA. The exhibition host published an exhibition catalogue and 2020 calendar. They will be sent by post to IALA Councilors after this Council meeting.

This delegation would like to share information related to some technical development projects in progress. Starting from 2016, we have speeded ahead with eLoran project required for satisfactory GNSS resilience. Setting up the eLoran test-bed will be completed by the end of this year and the preparation for IOC service in 2021 will be implemented in 2020. Regarding the R-Mode development, we will invest a total of 10 million dollars from 2020 to



2022. In addition, we are working on a planning research for the research and development project which aims to service for digitalized vehicles such as MASS and supply digital connectivity for various activities in the ocean, based on the facilities of aids to navigation.

## ANNEX D – ACTION ITEMS

### *Action Item 1:*

*The secretariat, in collaboration with The Netherlands, to produce a document on further development of MASS as input paper to C71.*

### *Action item 2:*

*The Secretariat to develop a new paper entitled “Drivers and Trends 2020” based on document C70-8.1.1 Draft Strategy White Paper and publish it.*

### *Action item 3:*

*The Secretariat to provide the published paper (Action Item 2) entitled “Drivers and Trends 2020”, based on document C70-8.1.1 Draft Strategy White Paper, as an input to C71 for further review.*

### *Action item 4:*

*The Secretariat to consider how to strengthen the IALA position on environmental issues and provide input to C71.*

### *Action item 5:*

*The Secretariat to circulate the programme presented by the Secretary-General about the Diplomatic Conference to all Councillors.*

### *Action item 6:*

*The Secretariat to provide a revised budget for 2022 to Council 71 with increased provisions dedicated to the IALA Conference in Brazil in 2022.*

### *Action item 7:*

*The Councillor from Japan to provide a proposal of the MASS workshop and ENAV 27 to PAP and ENAV for discussion.*

### *Action item 8:*

*The Councillors from Canada and Norway to draft an information paper on the AMRD issues to be sent to PAP, ARM and ENAV.*

### *Action item 9:*

*The councillors from Norway, Canada, Japan and Finland to draft an information paper on Recommendation M.1371-5 issues to be sent to PAP, ARM and ENAV.*

### *Action item 10:*

*The Secretariat to send the two documents C70-11.2.4 Liaison Note to ITU on AMRD and C70-11.2.5 Liaison Note to ITU on Recommendation M.1371-5 back to PAP, ARM and ENAV for further discussion.*

### *Action item 11:*

*Councillors to send their proposals for Lighthouse of the year to the heritage group of the ENG committee using the form provided on the website: <https://www.iala-aism.org/heritage/>*

### *Action item 12:*

*The secretariat to ask the VTS Committee to consider guidance for the period after the approval of Resolution A.857(20).*

### *Action item 13:*

*The secretariat to consider the possibility to have video conference available for committee meetings.*

## ANNEX D – RECORD OF DECISIONS OF THE 70th SESSION OF THE IALA COUNCIL

The council approved the IALA Position Paper on the Development of Marine Aids to Navigation 2019.

The Council approved both proposals from Bulgaria and Japan to host the WAtON Day in 2020.

The Council approved the budget for 2020.

The Council approved the proposed changes to the VTS Committee tasks.

The Council approved the liaison note to CMSA regarding AtoN provision in cold climates.

The Council approved the liaison note to CMSA regarding Met and Hydro Monitoring in Port Waters.

The Council agreed to send the proposal of re-examination of the content of the document (C70-11.2.4) to ITU on AMRD to PAP 39.

The Council agreed to send the proposal of re-examination of the content of the document (C70-11.2.5) to ITU on Recommendation M.1371-5 to PAP 39.

The Council approved Recommendation R0111 Port Traffic Signals (Ed.1.2).

The Council approved Guideline G1148 Determination of required luminous intensity for marine signal lights (Ed.1.0).

The Council approved Recommendation R1018 on Design and Operation in the Provision of Marine Aids to Navigation (Ed.1.0).

The Council approved Guideline G1151 Ed.1 Maintenance of AtoN Structures and revoked Guidelines G1007 and G1076 (Ed.1.0).

The Council approved the Level 1.1 Marine Aids to Navigation Management Course (Ed.3.1).

The Council approved Guideline G1152 on SBAS Maritime Service (Ed.1.0).

The Council approved the liaison note to RTCM.

The Council approved Recommendation R1004 on Sustainability in the provision of Marine Aids to Navigation (Ed.2.0).

The Council endorsed the approval by correspondence of the update on IALA VTS Documentation Post Adoption of Revised IMO Resolution on Vessel Traffic Services.

The Council approved Guideline 1149 on VTS Training for Deck Officers (Ed.1.0).

The Council approved Recommendation R0119 on VTS Implementation (Ed.3.0).

The Council approved Guideline G1150 on Establishment of VTS (Ed.1.0).

The Council approved recommendation R1019 on the provision of MS in the domain of IALA (Ed.1.0).

The Council approved Guideline G1153 on a template for the review of emerging technologies (Ed.1.0).

The Council approved the liaison note to IHO on web service-based S-100 data exchange.

The Council approved industrial membership for:

- Marine Works Co., Ltd, *Republic of Korea*
- Jarzoe Buliders, Inc., *Philippines*
- Orion Maritime Systems Pte Ltd, *Singapore*
- Maximum Protective International NV, *Suriname*
- Ecocoast Manufacturing LLC, *United Arab Emirates*
- QingDao Hotech Automated Technology Co.,Ltd, *People's Republic of China*. This member received the support from the Councillor from China.



- Ningbo Botai Plastics Technology Co.,Ltd *Peoples' Republic of China*
- Hormoz Berkeh, Ertebat Electronic Gil., *Iran (late submission)*
- Maritime Atlantic Global SAS, *Colombia (late submission)*

The Council approved associate membership for:

- The Namibian Ports Authority, *Namibia*
- Nigerian Maritime Coast Guard, *Nigeria*

The Council terminated industrial membership for:

- The Babcock International Group, *United Kingdom*.
- Wujiang Xinhua Navigation Aids Manufacture & Co. Ltd, *People's Rep of China*. (The Chinese Councillor confirmed that China is in contact with this member to get more information about this termination).
- Beacon Co, *Egypt*.
- L-3 Communications, *USA*.
- Raad Bushehr Engineering Co, *Iran*.
- Resinex Trading S.r.l, *Italy*.
- Depasa Marine International Ltd, *Nigeria*
- Continental Shipyards Ltd, *Nigeria*
- Dorrana Nigeria Ltd, *Nigeria*.
- Vesper Marine, *New Zealand*.
- Tide Technologies, *Singapore*.
- PMS Polietilen Mam San Tic A.S-Turkey.

The council terminated associate Membership of:

- Comoros Ports Authority, *Comoros*.

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

- Session 71: 2 to 4 June 2020, IALA Headquarters
- Session 72: December 2020 (week 50), IALA Headquarters
- Session 73: June 2021 (week 25), Rio de Janeiro, Brazil
- Session 74: December 2021 (week 50), IALA Headquarters

Following the Secretary-General suggestion, the Council approved to shorten the Council meetings to be held at IALA Headquarters in 2020 by removing the technical visits.





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Association Internationale de Signalisation Maritime