

IALA COUNCIL 71st session



3 - 4 June 2020
Video conference

7 – NATIONAL MATTERS

7.9 – France

Note by France

1. THE FRENCH STRATEGY FOR LIGHTHOUSES

As previously announced, the french maritime affairs department shall be issuing a new strategy for the lighthouse as aid to navigation. Studies have been conducted in order to define new principles for the marking of the coast, for the purpose of optimizing the range of the light and ending some overlap. For that, some powerfull landfall lighthouses (more than 19 miles of range) may be requalified as staking lighthouses (range from 10 to 19 miles).

This strategy intends to allow an easier, ecological and cost-effective maintenance. Before being issued, this strategy is presently studied and theoretically declined by regional authorities.

2. HERITAGE

France awaits the UNESCO decision as regards the nomination of Cordouan as world heritage site. Decision shall be made by this summer.

Furthermore, a new national and comprehensive inventory has been carried out about materials without use in lighthouse services : technical, cultural and even ethnological objects have been rated. From now, a special commission is about to be instituted in order to identify and confirm an inventory of items of historical interest. The built up national collection will be disseminated in several labelled museums.

3. BUOY TENDERS FLEET; THE NEW COASTAL CLASS

Plan has been launched to modernize the french fleet of navigational aids tenders. Based on an ambitious investment programme, this plan aims to consider a fleet of 28 efficient ships by 2025, instead of 36 vessels.

The workhorse of this fleet will be the new coastal tender class the first ship of which was launched in 2018 and the second one, during this late 2019. This class is now sea proven and demonstrates its efficiency.

Ship GAVRINIS, from DELAVERGNE shipyard: see the attached pwp presentation.

This new class offers more efficiency with the following factors:

- * the average speed during transit is equal to, or greater than, 12 knots versus 8 to 10 kts with previous generations of vessels;
- * better sea-keeping qualities, significant for transit and for the versatility of the ship;
- * far better habitability which is also of paramount importance for an increase in range and for optimizing the journey;



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- * better load capacity (15 mt);
- * high level of safety at work;

Based in South Britany, the ship GAVRINIS has a portfolio of 455 aids to navigation. She has demonstrated her capacity to allow the deployment of maintenance services for 100 % of these installations the year 2019, which is unprecedented.

In light of two years of operation, GAVRINIS allows to multiply the maintenance service performance by three with regard to floating installation (buoys). Concerning towers and civil engineering, the gain is less consistent, meanwhile, this ship gives improved transit time and load capacity.

With a crew of nine, the full cost per day at sea is 1169 €.

The cost of ship maintenance is 48888 € per year. For 556 hours of engine operation, the yearly fuel budget is 21400€.Consider the proposal by Germany.

THE COUNCIL IS INVITED TO

Note the information provided.