



## **8 – STRATEGY AND POLICY**

### ***8.1 –Proposed Amendments for Current Drivers and Trends***

Submitted by Korea

#### **INTRODUCTION**

The current drivers and trends will serve as guidance as to how IALA can reach its strategic goals with a long-term horizon and perspective. At the same time, All IALA members are encouraged to support to complement the joint picture of possible future maritime trends and global developments which are most likely to have an impact on IALA and how these may affect the association’s priorities, organization and activities which are aimed at supporting its objectives and strategic goals.

“The aim of IALA is to foster the safe, economic and efficient movement of vessels, through improvement and harmonization of aids to navigate worldwide and other appropriate means, for the benefit of the maritime community and the protection of the environment”.

#### **DISCUSSION**

Current Drivers and Trends Ed2.0 - Point 2 and 3 “Development of autonomous, automated and unmanned vessels”, “Need for increased connectivity and interoperability” may be considered and changed based on discussion as per below:

The amendment approved at Council 72 excluded specific contents on port service establish from main service targets for autonomous ships, it is necessary to improve the strategy for the development of improved services in ports and in-port areas accordingly.

Additionally, according to the development of autonomous ships, there is a demand to further improve interoperability between different types of ships to decrease accidents that might occur with small ships (fishing ships and leisure ships, etc.) in coastal area including in-port.

It is necessary to reflect the strategies of building a platform for active information provision for the sake of small ships sailing, which has a low level of international regulation requirements and a relatively frugal communication infrastructure for data collection and exchange comparing to large size of ships.

The further contents and modification under the point 2 and 3 are suggested as follow:

#### **2. Development of autonomous, automated and unmanned vessels**

- Secure the achievements in development of port support service technology related to MASS
- Establishment of plans to build support infrastructure for land-based autonomous navigation systems such as coastal control services

#### **3. Need for increased connectivity and interoperability**

Change the “It may also require alternative use of AtoN infrastructure” to “Development of a platform for providing navigational safety information for small ships”

#### **THE COUNCIL IS REQUESTED TO**

**Note** the information provided in this document and **reflect** in the Current Drivers and Trends Ed 2.0.