World-Wide Academy Seminar on the Safety of Navigation

Effective Implementation of IALA Standards

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IALA Standards

How the IALA Standards support the work of the WWA

Strategic Vision and Goals for 2026

Goal 1

Ensure that aids to navigation systems and related services, including e-Navigation, Vessel Traffic Services, and emerging technologies, are harmonized through international cooperation and the provision of standards.

Goal 2

All coastal states have contributed to an **efficient global network of aids to navigation and services for the safety of navigation**, through capacity building and the sharing of expertise.

The World-Wide Academy

The vehicle by which IALA delivers training and capacity building

- Started in January 2012
- Independently funded
- Focused on Strategic Goal 2
- Facilitates both AtoN and VTS training
- Develops capacity building in 5 key regions

How the IALA Standards support the work of the WWA

- Coastal States mainly focus on Port State and Flag State Obligations, IALA Standards address the Coastal State Obligations

- IALA Standards raise the awareness of the high level decision makers

- Normative and informative recommendations give a clear direction to the Competent Authorities

- The WWA technical reports now give a clear overview of requirements to the AtoN Service Provision

IALA Standards

What national structures are needed?

What national structures are needed?

- Coastal state needs to sign, ratify and implement the relevant IMO Conventions

- National law should define Aton/VTS Competent Authorities

- IMO National Maritime Transport Policies (NMTP) need to address AtoN and VTS provision

- Under UNCLOS the Territorial Sea and Exclusive Economic Zones need to be claimed.

- Disputes on Maritime Borders negatively influence the AtoN Service Provision

The Maritime Jurisdiction
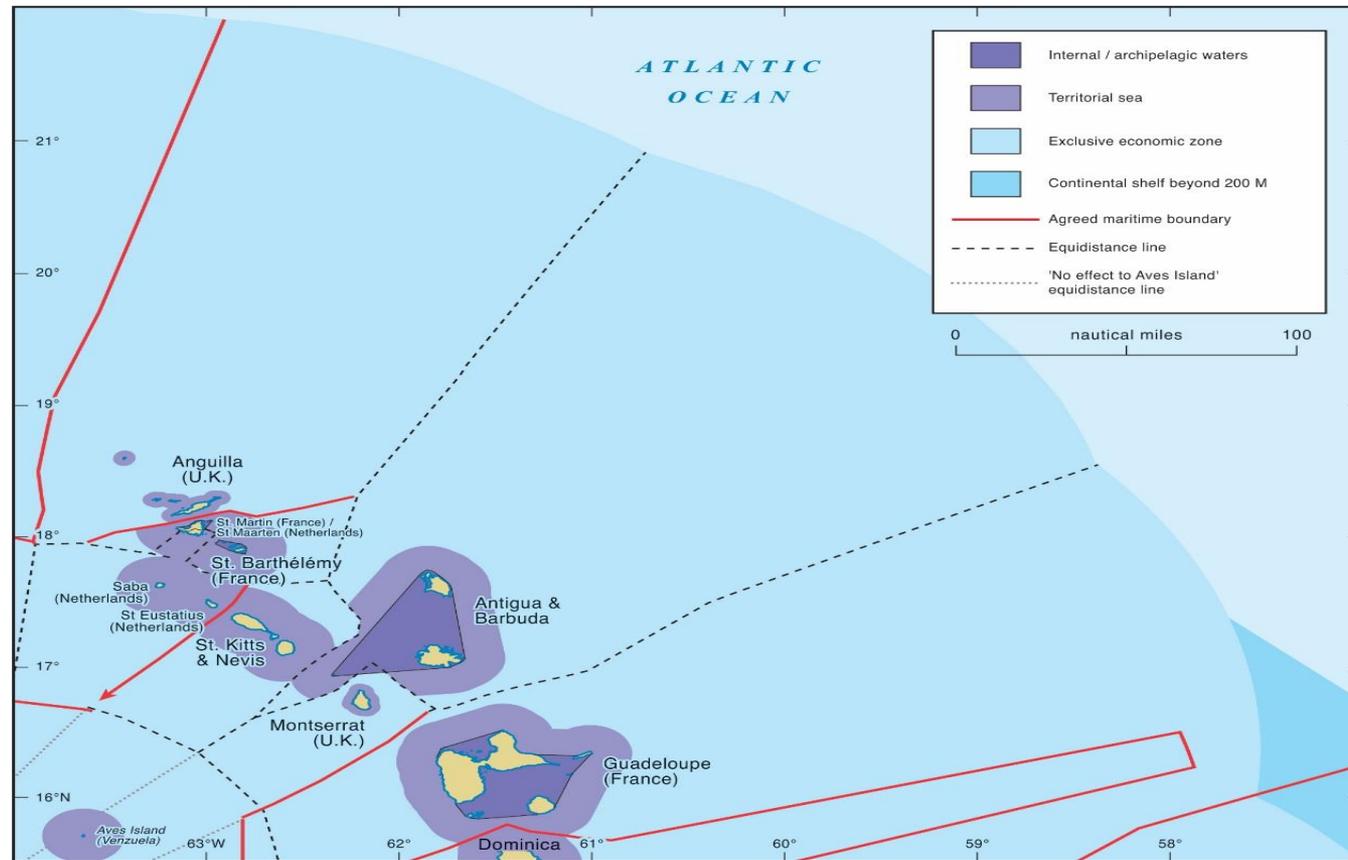
Antigua and Barbuda has rights and responsibilities over an Economic Exclusive Zone (EEZ) of 107,914 km².

IMO: Concept of Maritime Transportation System

*In order to operate with the required high efficiency, a Sustainable Maritime Transportation System **requires coordinated support from the shore-side entities intrinsic to shipping, such as providers of aids to navigation**, oceanographic, hydrographic and meteorological services, search and rescue services, incident and emergency responders, port facilities, trade facilitation measures, and cargo-handling and logistics systems.*

*In more crowded seas, with greater traffic density and larger ships, shipping routes will need to be supported by **better and clearer information systems** (including through meteorological, oceanographic and hydrographic services, aids to navigation, lights houses and technology such as **Vessel Traffic Services** (VTS), Global Maritime Distress and Safety System (GMDSS) and satellite communication technology), for vessels to achieve the required efficiency while enhancing safety.*

IALA Standards

What are the barriers?

Aids to Navigation

IALA Constitution Art. 1

"A device, system or service, **external** to vessels, designed and operated to enhance safe and efficient navigation of individual vessels and/or vessel traffic"

What are the barriers?

- Legislation does not address AtoN Service Provision or in a wrong way.

- Legislation does not allow the Competent Authority to audit the AtoN Service Providers.

- Coastal States focus on Flag and Port State obligations only and not well aware of Coastal State Obligations.

- The Ministry does not have the resources or these are not ringfenced to AtoN Service Provision

- Natural disasters, corruption, war, political situation

- AtoN Managers are not trained or move position after being rewarded an international certificate of AtoN Manager.

- Formal risk assessments on the volume of traffic and degree of risk have not been conducted

IMO: Concept of Maritime Transportation System

As trade expands throughout the world, new actors will enter the Maritime Transportation System. New ports will open in the developing world and existing ports will be upgraded. **Existing aids to navigation will be reviewed and new aids will need to be introduced** *in emerging trading areas.*

To address this a risk assessment on the Volume of Traffic and Degree of Risk is needed.

The IALA Risk Management Toolbox is endorsed by IMO

VTS barriers

- The VTS has not been officially declared as a VTS by the Competent Authority

- Is the VTS really needed? Mitigate the risk with other risk control options

- Formal risk assessments on the volume of traffic and degree of risk has not been conducted

- VTS chicken and the egg in training, to train VTS operators you need senior operators as mentors. What if you start with a new VTS?

- VTS Managers do not have a VTS operator background and are not well aware of the IALA Standards

IALA Standards

How to overcome these barriers

Suriname; centre of excellence in the Americas
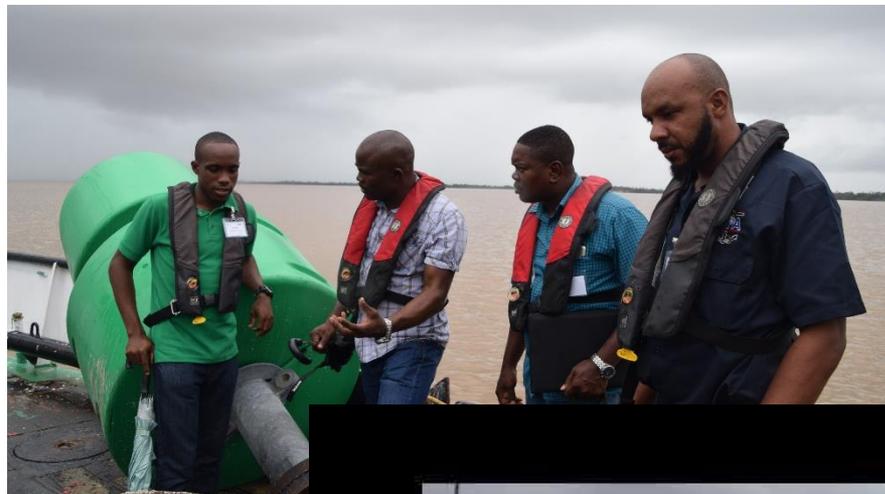
Capacity Building

Capacity Building is the development and strengthening of human and institutional resources. AtoN Competent Authorities in developing countries are obliged to deliver AtoN services, but sometime lack the capacity to do so. The Academy actively facilitates that process through technical missions and training events.

How to overcome these barriers

- Training and Capacity Building are essential

- Transition period of 4 years (till 28 May 2022)

- Awareness on the highest level, Ministers level

- Support to draft national legislation is needed

- Cultural awareness to implement standards, sometimes local solutions do work

THE SOCIAL ENVIRONMENT
THE CHALLENGES

- Most AtoN in very remote locations.

- AtoN sites owned by traditional custodians.

- Observation of cultural land ownership is a major issue in Papua New Guinea.

- Some AtoN sites have traditional significance.

- No other means of monitoring the AtoN.

- Front line defence **or cause** of theft / vandalism.

Source: M-NAV Solutions Inc.

THE SOCIAL ENVIRONMENT
THE SOLUTIONS

- **The Community Lighthouse Committee (CLC) concept.**

- **Includes communities and creates a sense of ownership of the AtoN.**

- **Greater oversight.**

- **Strong contractor involvement.**

Source: M-NAV Solutions Inc.

COMMUNITY LIGHTHOUSE COMMITTEE

HOW IT WORKS

- **Committee selection**

- **Roles of the committee.**

- **Approval to visit sites.**

- **Meetings and records.**

Source: M-NAV Solutions Inc.

COMMUNITY LIGHTHOUSE COMMITTEE

HOW IT WORKS

- **Administration**

- **The role of the Contractor / CLO.**

- **Language.**

- **Culture.**

- **Dealing with problems.**

Source: M-NAV Solutions Inc.

QUESTIONS?

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