Information Paper on the cooperation and delineation of tasks with relevant Intergovernmental Organizations

INTRODUCTION

The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) works in close partnership with the International Maritime Organization (IMO) and other Intergovernmental Organizations (IGOs) to improve maritime safety and protection of the environment worldwide, through global harmonization and standardization. It has done so for many decades, in the capacity of an international, non-governmental organization (NGO) established as a technical association under French domestic law (since 1957).

IALA wishes this important collaboration to continue and grow. Transition to IGO status, as decided by the General Assembly (GA Resolution A.01 of 27 May 2014), will establish it as a proper legal entity to meet future challenges in its field of expertise as a fit-for-purpose, modern and transparent international organization.

BACKGROUND

The fundamental nature of IALA is technical and consultative and this will not change once IALA becomes an IGO (Article 1.2 of the draft IALA Convention refers). In this regard, IALA's standards, recommendations and guidelines, though internationally recognized as authoritative, are not mandatory in the legal sense. The IMO is the global regulatory body recognised as the competent international organization under the United Nations Convention on the Law Of the Sea (UNCLOS) to adopt international conventions on maritime safety including safety of navigation.

Working together with its partner international organizations, such as the International Hydrographic Organization (IHO) and the International Telecommunication Union (ITU), IALA as an IGO will continue to provide essential technical support to the regulatory work of the IMO and publish non-binding standards, recommendations and guidelines and other technical documentation for the benefit of the maritime community.

Cooperation and task - delineation between IMO and other IGOs

Regulatory work

Non-binding standards, recommendations and guidelines and input into the regulatory work

Other relevan International Organizations ....

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Once IALA becomes an IGO, its suite of technical documentation will gain enhanced international acceptance due to direct endorsement by Governments from around the world. As members of IALA, coastal States will have greater awareness of its work and the benefit of drawing on its expertise when meeting their obligations for the provision of aids to navigation and related services under the International Convention for the Safety Of Life At Sea, 1974, as amended (SOLAS Regulation V/12 and 13). This increased awareness will lead to better harmonization of marine aids to navigation systems and services. Safety of navigation will increase as a result, because mariners will know with certainty what standards to expect and this will improve accident prevention. The benefit of a coordinated approach for mariners serving global shipping cannot be underestimated in an era of relentless advances in new technologies that can bewilder end users, with attendant safety risks.

Collaboration of the IMO with other relevant IGOs is supported by Article 66 of the IMO Convention which states that: "The Organization may, on matters within its scope, cooperate with other intergovernmental organizations which are not specialized agencies of the United Nations, but whose interests and activities are related to the purposes of the Organization." An important benefit of such cooperation is that it enables more efficient use of the resources available to the IMO.

Further in this regard, it is important to bear in mind that technical documents submitted by IGOs can be injected directly into the Organization's regulatory work. The fact that IGO submissions have already secured endorsement at government level helps to expedite consultation and decision-making processes during IMO meetings. Submissions by NGOs, on the other hand, are not admissible unless they are expressly sponsored by at least one IMO Member State. (Article 67 of the IMO Convention refers to "suitable arrangements for consultation and co-operation with non-governmental organizations" and the Organization has specific *Rules and Guidelines for consultative status of non-governmental international organizations*.) By becoming an IGO, IALA will be able to submit proposals and other submissions resulting from its work in its own right, without being dependent on individual IMO Member States consenting to sponsor them.

CONCLUSION

IALA's entry into the league of IGOs will bring important benefits. It will best facilitate its work and secure the formal legal status needed to achieve its goals for the worldwide improvement and harmonization of marine aids to navigation into the future. IGO status will strengthen it as an internationally recognized, technical and consultative organization equipped to meet future challenges in the best way possible. As an IGO, IALA will continue and improve the close cooperation with the IMO and other IGOs and support their member States, to the mutual benefit of all concerned and that of the wider maritime community.

The Conference is invited to take note of the information provided in this input paper, which also includes, in annex, an overview of the principal aims of IALA and those of the IMO, IHO and ITU, together with examples of their long-standing, close cooperation and mutual support.

Annex: Principal aims of IALA and other relevant IGOs – Examples of cooperation and support

The International Organization for Marine Aids to Navigation (IALA)

The principal aim of IALA (as stated in Article 3 of the draft IALA Convention) is to bring together governments, services and organizations concerned with the regulation, provision, maintenance or operation of marine Aids to Navigation (AtoN) with the objectives of:

  a. Fostering the safe and efficient movement of vessels through the improvement and harmonization of AtoN worldwide;
  b. Promoting access to technical cooperation and capacity building on all matters related to development and transfer of expertise, science and technology in relation to AtoN;
  c. Encouraging and facilitating the general adoption of the highest practicable standards in matters concerning AtoN; and
  d. Providing for the exchange of information among governments and intergovernmental organizations on matters under consideration by the Organization.

As an IGO of a consultative and technical nature (Article 2.1), IALA will continue to pursue its aims and objectives in partnership with other relevant IGOs, including the IMO, ITU and IHO. Their aims and objectives are complementary and by working together as partner IGOs – with the respective mandate, role, and responsibilities of each transparent, mutually supportive, and commonly accepted – they can work more effectively through better coordination and greater integration of standards. Any overlap or duplication will also be easier to avoid and the resulting creation of synergies will optimize available resources in the interests of maritime safety and protection of the marine environment.

The International Maritime Organization (IMO)

The main purposes of the IMO (as stated in Article 1 of the IMO Convention) are:

  a. To provide machinery for cooperation among Governments in the field of governmental regulation and practices relating to technical matters of all kinds affecting shipping engaged in international trade; to encourage and facilitate the general adoption of the highest practicable standards in matters concerning the maritime safety, efficiency of navigation and prevention and control of marine pollution from ships; and to deal with administrative and legal matters related to the purposes set out in this Article;
  b. To encourage the removal of discriminatory action and unnecessary restrictions by Governments affecting shipping engaged in international trade so as to promote the availability of shipping services to the commerce of the world without discrimination; assistance and encouragement given by a Government for the development of its national shipping and for purposes of security does not in itself constitute discrimination, provided that such assistance and encouragement is not based on measures designed to restrict the freedom of shipping of all flags to take part in international trade;
  c. To provide for the consideration by the Organization of matters concerning unfair restrictive practices by shipping concerns;
  d. To provide for the consideration by the Organization of any matters concerning shipping and the effect of shipping on the marine environment that may be referred to it by any organ or specialized agency of the United Nations; and
  e. To provide for the exchange of information among Governments on matters under consideration by the Organization.

IALA was among the first NGOs to be granted consultative status at the IMO, in 1961. Its significant input into IMO's work on safety and efficiency of navigation stems from its technical expertise in marine devices, systems and services that are external to a ship.

Some of IALA's high profile endeavours include the development of the Automatic Identification System, Differential GPS, the Maritime Buoyage System (MBS), and guidance on Vessel Traffic Services (VTS). Over the past decade, IALA has also made a significant contribution to widening understanding of the shore-based aspects of the IMO-led concept of e-navigation.

The MBS and the recommendations and guidelines of IALA on the establishment of AtoN are referenced in SOLAS chapter V (Regulation V/13, paragraph 2). IALA's work on VTS has guided the IMO from the outset with regard to the development of the Organization's Guidelines for Vessel Traffic Services, which SOLAS Contracting Governments are required to follow, wherever possible, when planning and implementing VTS (Regulation V/12, paragraph 3).

<u>Examples of cooperation</u>
From the outset, IALA has taken a leading role in the development of IMO's work relating to VTS. In 1968, IMO adopted Recommendation A.158 concerning "Port Advisory Services". Rather general in nature, this Recommendation was later superseded by Resolution A.578(14) concerning "Guidelines for Vessel Traffic Services", which was adopted in 1985. Twelve years later, in 1997, a new Resolution was adopted. Resolution A.857(20) of 27 November 1997 superseded Resolution A.578(14) and is still the guiding standard today. Annex 2 of the Resolution contains "Guidelines on Recruitment, Qualifications and Training of VTS Operators" which have informed IALA's detailed publications. Thus, in 1998, the "IALA Recommendation on Standards for Training and Certification of VTS Personnel" (V-103) was published. Publication of a series of internationally accepted model courses on training and qualifications for different categories of VTS personnel followed.

More recently, IALA's VTS Committee has undertaken a thorough review of Resolution A.857(20) to assess its continued effectiveness in the light of technological developments and changes in operational practices. The findings highlight the need for a comprehensive update to ensure that it continues to provide unambiguous guidance on VTS functions and responsibilities and a clear and concise framework for the global delivery of VTS and for the training, validation and certification of VTS personnel in a consistent and harmonized manner.

Over the past decade, IALA has played a leading role in developing the shore-based aspects of e-navigation through a dedicated technical committee (ENAV Committee), seminars and workshops, and the e-Navigation Underway Conferences – all designed to improve understanding of both the benefits and the limitations of e-navigation. This work has also involved close cooperation with other IGOs such as the ITU and the IHO with the aim of achieving a structured and coordinated approach.

In addition, IALA has provided significant input into the development of the Strategy Implementation Plan (SIP) for the globally harmonized implementation of e-navigation and is currently focusing on the technical work related to the development of a common maritime data structure to support the great variety of information in an e-navigation context.

The International Telecommunication Union (ITU)

The purposes of the ITU (as stated in Article 1 of the ITU Convention) are:
a. to maintain and extend international cooperation among all its Member States for the improvement and rational use of telecommunications of all kinds;
b. to promote and enhance participation of entities and organizations in the activities of the Union and foster fruitful cooperation and partnership between them and Member States for the fulfilment of the overall objectives as embodied in the purposes of the Union;
c. to promote and to offer technical assistance to developing countries in the field of telecommunications, and also to promote the mobilization of the material, human and financial resources needed for its implementation, as well as access to information;
d. to promote the development of technical facilities and their most efficient operation with a view to improving the efficiency of telecommunication services, increasing their usefulness and making them, so far as possible, generally available to the public;
e. to promote the extension of the benefits of the new telecommunication technologies to all the world's inhabitants;
f. to promote the use of telecommunication services with the objective of facilitating peaceful relations;
g. to harmonize the actions of Member States and promote fruitful and constructive cooperation and partnership between Member States and Sector Members in the attainment of those ends; and
h. to promote, at the international level, the adoption of a broader approach to the issues of telecommunications in the global information economy and society, by cooperating with other

world and regional intergovernmental organizations and those non-governmental organizations concerned with telecommunications.

<u>Examples of cooperation</u>
For some years IALA has provided advice to the ITU on maintenance of the ITU document specifying the technical characteristics for the Automatic Identification System (AIS). AIS is the VHF radio system that automatically transfers safety of navigation information between ships, and between ship and shore.

As a further development of this cooperation, and with the AIS channels becoming increasingly congested, IALA is leading the development of the VHF Data Exchange System (VDES), which will incorporate AIS and also add new channels for digital data transfer, thus freeing the AIS channels for their vital purpose of navigational safety. IALA is cooperating closely with the ITU on VDES and has prepared a draft technical document for VDES specifications, for consideration and publication by the ITU.

The International Hydrographic Organization (IHO)

The close cooperation between IALA and the IHO is based on an agreement between the two organizations concluded in 2001. Like IALA, the IHO has a consultative and technical nature.

The objectives of the IHO (as stated in Article 2 of the IHO Convention) are:
a. To promote the use of hydrography for the safety of navigation and all other marine purposes and to raise global awareness of the importance of hydrography;
b. To improve global coverage, availability and quality of hydrographic data, information, products and services and to facilitate access to such data, information, products and services;
c. To improve global hydrographic capability, capacity, training, science and techniques;
d. To establish and enhance the development of international standards for hydrographic data, information, products, services and techniques and to achieve the greatest possible uniformity in the use of these standards;
e. To give authoritative and timely guidance on all hydrographic matters to States and international organizations;
f. To facilitate coordination of hydrographic activities among the Member States; and
g. To enhance cooperation on hydrographic activities among States on a regional basis.

<u>Examples of cooperation</u>
The IHO is developing a new Geographical Information System (GIS), called S-100. It provides an overarching geospatial standard for hydrographic and related data and is aligned with the ISO 19100 series of geographic standards. S-100 will drive the development of the next generation of electronic navigational charts, as well as other related digital products required by the hydrographic, maritime and GIS communities.

IALA participates actively in the development of S-100 as a Submitting Organisation and will provide the S-200 products, describing marine aids to navigation and related services. IALA's role is vital to the success of the S-100 initiative.

Other International Organizations

IALA has a close cooperation with many other international organizations and has concluded a Memorandum of Understanding with: the World Association for Waterborne Transport Infrastructure (PIANC), Comité International Radio Maritime (CIRM), International Harbour Masters' Association (IHMA), The Nautical Institute (NI), International Mobile Satellite Organization (IMSO), International Maritime Pilots' Association (IMPA), The Maritime Organization for West and Central Africa (MOWCA), and the Secretariat of the Pacific Community (SPC).

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