

IALA's STRATEGIC VISION 2014-2026 (Draft for Council 56)

Purpose	<p>The aim of IALA is to foster the safe and efficient movement of vessels through the improvement and harmonisation of marine aids to navigation worldwide, and by other appropriate means.</p> <p><i>Our motto - "Successful voyages, sustainable planet."</i></p>	
Goals for 2026	<p>G1 - Harmonise aids to navigation systems and related services, including e-Navigation, Vessel Traffic Services, and emerging technologies, through international cooperation and the provision of standards</p>	<p>G2 - Ensure that all coastal states contribute to an efficient global network of aids to navigation and services for the safety of navigation, through capacity building and the sharing of expertise</p>
Strategy for 2014-2026	<p>G1 S1 - Develop standards suitable for direct citation by States in areas deemed important by the General Assembly, and continue to improve strong governance, including document policy and procedure for standards</p> <p>G1 S2 - Improve and harmonise the delivery of VTS globally and in a manner consistent with international conventions, legislative frameworks and public expectations.</p> <p>G1-S3 - Harmonise the information structure, Maritime Service Portfolios, and communications for e-Navigation by creating standards, and by cooperation with other IGOs, to achieve worldwide interoperability of shore and ship systems,</p> <p>G1 S4 - Work towards the transformation of IALA into an IGO, to enable the organisation to better fulfil its objectives, subject to General Assembly decision.</p>	<p>G2 S1 - Position IALA as the source of standards, knowledge, and expertise that will enable States to undertake and share the technical development of aids to navigation, in accordance with UNCLOS, SOLAS, and other obligations.</p> <p>G2 S2 - Continue to develop capacity building activities to improve the global operations and management of aids to navigation systems and related services including VTS.</p> <p>G2 S3 - Coordinate the further development of VTS, e-Navigation, and short range aids to navigation, taking into account new technologies and sustainability.</p> <p>G2 S4 - Create standards for the design and analysis of aids to navigation systems in areas where increasing environmental and economic developments are affecting navigable waters.</p>

IALA's Strategic Domain

- *The term 'Marine Aid to Navigation' means a device, system, or service, external to a vessel, designed and operated to enhance safe and efficient navigation of all vessels and/or vessel traffic*
- *The organisation shall have a consultative, recommendatory, and technical nature*

IALA'S STRATEGIC PLAN 2014-18 (Draft for Council 56)

To attain our goals we will pursue a strategy, over the next four years, of focusing on our product structure, including creating a limited suite of standards to strengthen their usefulness and effectiveness. The content will emphasise coordination of the development and harmonisation of VTS, e-Navigation, and short range aids to navigation. We will work to build capacity for managing and operating aids to navigation around the world in order to raise the current level of provision. Subject to approval of the General Assembly, the status of the organisation will change from a NGO to an IGO in order to strengthen its impact on the safety of navigation and better facilitate the activities of the organisation.

Priorities 2014-2018

Our Priorities for the four-year work period 2014-2018 are the following.

P1 - Transform the IALA product line by redefining and restructuring existing documentation to meet the future needs of the organisation, including document content, the approval process, and accessibility.	P8 - Provide guidance on management, engineering, and sustainability in aids to navigation, particularly concerning modern materials and light sources
P2 - Deliver a limited suite of high level standards suitable for direct citation by States and by other international organisations.	P9 - Promote the demonstration of e-Navigation services, through the provision of test beds, and the harmonisation of results.
P3 - Develop guidance on positioning, communications, Maritime Service Portfolios, and data modelling for e-Navigation	P10 - Develop guidance on information management, portrayal, and new technologies for VTS.
P4 - Develop guidance for the delivery of VTS, including communications, human factors, qualifications, and training.	P11 - Develop funding sources, programs and delivery options for The World Wide Academy.
P5 - Develop guidance on aids to navigation in navigable waters affected by operational limitations	P12 - As part of the WWA Master Plan, prioritise and conduct needs-assessment missions and related capacity-building activities, and further the use of Model Courses by national authorities.
P6 - Develop a forward plan for future delivery of aids to navigation systems and related services including VTS, taking account of developments in technology and changing needs.	P13 - Define common metrics and evaluation techniques, including risk analysis methodologies, for use in determining aids to navigation solutions.
P7 - Continue to improve guidance on light and vision aspects of marine signalling, consolidating documentation.	P14 - Promote technology transfer and knowledge sharing concerning aids to navigation.

IALA's STRATEGIC VISION 2014-2026 (Draft for Council 56)

Purpose	<p>The aim of IALA is to foster the safe and efficient movement of vessels through the improvement and harmonisation of marine aids to navigation worldwide, and by other appropriate means.</p> <p><i>Our motto - "Successful voyages, sustainable planet."</i></p>	
Goals for 2026	<p>Harmonise aids to navigation systems and related services, including e-Navigation, Vessel Traffic Services, and emerging technologies, through international cooperation and the provision of standards</p>	<p>Ensure that all coastal states contribute to an efficient global network of aids to navigation and services for the safety of navigation, through capacity building and the sharing of expertise</p>
Strategy for 2014-2026	<p>Develop standards suitable for direct citation by States in areas deemed important by the General Assembly, and continue to improve strong governance, including document policy and procedure for standards</p>	<p>Position IALA as the source of standards, knowledge, and expertise that will enable States to undertake and share the technical development of aids to navigation, in accordance with UNCLOS, SOLAS, and other obligations.</p>
	<p>Improve and harmonise the delivery of VTS globally and in a manner consistent with international conventions, legislative frameworks and public expectations.</p>	<p>Continue to develop capacity building activities to improve the global operations and management of aids to navigation systems and related services including VTS.</p>
	<p>Harmonise the information structure, Maritime Service Portfolios, and communications for e-Navigation by creating standards, and by cooperation with other IGOs, to achieve worldwide interoperability of shore and ship systems,</p>	<p>Coordinate the further development of VTS, e-Navigation, and short range aids to navigation, taking into account new technologies and sustainability.</p>
	<p>Work towards the transformation of IALA into an IGO, to enable the organisation to better fulfil its objectives, subject to General Assembly decision.</p>	<p>Create standards for the design and analysis of aids to navigation systems in areas where increasing environmental and economic developments are affecting navigable waters.</p>

IALA's Strategic Domain

- *The term 'Marine Aid to Navigation' means a device, system, or service, external to a vessel, designed and operated to enhance safe and efficient navigation of all vessels and/or vessel traffic*
- *The organisation shall have a consultative, recommendatory, and technical nature*

IALA'S STRATEGIC PLAN 2014-18 (Draft for Council 56)

To attain our goals we will pursue a strategy, over the next four years, of focusing on our product structure, including creating a limited suite of standards to strengthen their usefulness and effectiveness. The content will emphasise coordination of the development and harmonisation of VTS, e-Navigation, and short range aids to navigation. We will work to build capacity for managing and operating aids to navigation around the world in order to raise the current level of provision. Subject to approval of the General Assembly, the status of the organisation will change from a NGO to an IGO in order to strengthen its impact on the safety of navigation and better facilitate the activities of the organisation.

Priorities 2014-2018

Our Priorities for the four-year work period 2014-2018 are the following.

Transform the IALA product line by redefining and restructuring existing documentation to meet the future needs of the organisation, including document content, the approval process, and accessibility.	Provide guidance on management, engineering, and sustainability in aids to navigation, particularly concerning modern materials and light sources.
Deliver a limited suite of high level standards suitable for direct citation by States and by other international organisations.	Promote the demonstration of e-Navigation services, through the provision of test beds, and the harmonisation of results.
Develop guidance on positioning, communications, Maritime Service Portfolios, and data modelling for e-Navigation.	Develop guidance on information management, portrayal, and new technologies for VTS.
Develop guidance for the delivery of VTS, including communications, human factors, qualifications, and training.	Develop funding sources, programs and delivery options for The World Wide Academy.
Develop guidance on aids to navigation in navigable waters affected by operational limitations.	As part of the WWA Master Plan, prioritise and conduct needs-assessment missions and related capacity-building activities, and further the use of Model Courses by national authorities.
Develop a forward plan for future delivery of aids to navigation systems and related services including VTS, taking account of developments in technology and changing needs.	Define common metrics and evaluation techniques, including risk analysis methodologies, for use in determining aids to navigation solutions.
Continue to improve guidance on light and vision aspects of marine signalling, consolidating documentation.	Promote technology transfer and knowledge sharing concerning aids to navigation.