



IALA

REPORT WWA SEMINAR ON THE SAFETY OF NAVIGATION

11 MARCH 2019, ISTANBUL TURKEY



CONTENTS

1. Background and objectives
2. Progress of the seminar
3. Conclusions and closing ceremony

Annex A – Programme

Annex B - List of Participants



1. Background and Objective

The IALA World-Wide Academy (WWA) Seminar on the Safety of Navigation, Effective Implementation of IALA Standards was delivered in the Sheraton Ataköy Hotel in Istanbul, Turkey, 11 March 2019. The seminar was conducted with the professional support of the Directorate General of Coastal Safety (DGCS).

The goals of the IALA Strategic Vision 2026 is that Marine Aids to Navigation are developed and harmonised through international cooperation and the provision of standards, and that all coastal states contribute to a sustainable and efficient global network of Marine Aids to Navigation through capacity building and the sharing of expertise.

In support of the IALA aim and Strategic Vision, a suite of seven IALA Standards were approved by the General Assembly at its 13th session in Incheon, Korea in 2018. IALA Standards contain Normative and Informative provisions – if a Coastal State wishes to claim compliance with the Standard it is necessary that the IALA Recommendations identified as Normative provisions shall be observed

The Forum was attended by 62 participants from the following 19 countries:

- Bulgaria, Ecuador, Gabon, Georgia, Ghana, Republic of Guinea, India, Ireland, Ivory Coast, Malaysia, Mexico, Morocco, Mozambique, Romania, Russia, Senegal, Spain, Turkey, United Kingdom;

Also in attendance were:

- MOWCA, IFAN, IALA and IMC.



2. Progress of the Seminar

Session One: Seminar opening

The Seminar on Safety of Navigation was opened by the IALA Secretary-General Mr. Francis Zachariae by expressing his gratitude to the Republic of Turkey and to DGCS for organizing the event at such remarkable facilities in Istanbul. He informed on the desire of IALA to use the introduction of IALA standards to help achieving the Goals of the IALA Strategic Vision. An IALA Standards forms a framework and implementation of these by all coastal states will harmonize marine aids to navigation worldwide.

Mr. Durmuş Ünüvar, Director General of DGCS then welcomed all the participants and explained the importance of worldwide trade over sea. He emphasized that the oceans do not only carry a function to trade and we need to have a high awareness for the environment as well.

Mr. Omar Frits Eriksson, IALA Deputy Secretary General & Dean WWA, then explained the aim and objectives of the Seminar and the rationale and need for IALA Standards. IALA believes that the IALA Standards sufficiently cover the IALA Technical Domains now, but new Standards may be needed as the maritime domain changes.

After following this seminar participants should be able to:

1. Differentiate between Normative and Informative provisions within IALA Standards,
2. Describe the necessary Governance framework required for the effective implementation of IALA Standards,
3. Identify the relationship between the IALA Standards and the associated Recommendations, Guidelines and Model Courses,
4. Describe the steps to take if Normative provisions are not applicable within a Coastal State,
5. Explain how to claim compliance with IALA Standards.

Mr. Kevin Gregory, Education and Development Manager IALA World-Wide Academy, then delivered a presentation on how IALA Recommendations, Guidelines and Model Courses can help with effective implementation of the IALA Standards. Using his huge VTS expertise he explained the practical way of implementation. This showed the significant benefits as using the IALA publications solves practical problems. Having a closer look at the international framework SOLAS, clearly, assessing the volume of traffic and degree of risk for Coastal States is essential. This raised the question if VTS Services are always needed and how to justify what you do. He then addressed each Standard in more detail and pointed out normative and informative recommendations.

The important question was raised whether the IALA Standards should be considered as mandatory. Referring to the 13th IALA General Assembly the following: *Implementation of a Standard by a marine aids to navigation provider is at the choice of the organization. IALA Standards are not mandatory. However, if an organization wishes to claim compliance with an IALA Standard then it should implement the Normative Recommendations referenced in the Standard.*

This could be summed up as: mandatory by choice.

Session Two: IALA Standards in practice

This session started with Mr. Robert McCabe from the Commissioners of Irish Lights on the topic: “Why claim compliance with IALA Standards – what are the advantages of implementation and the disadvantages of not doing so”. After explaining the framework of IALA Standards he emphasized that these represent best practice of all IALA members and are under review all the time. The expertise comes from the foundation of all members organizations, therefore the IALA Standards are easy implementable. Instead of focusing on the question whether these are mandatory he focused on the fact that these Standards solve problems collectively. After that he showed how Ireland claims compliance with the IALA Standards. This was an excellent example of best practice on AtoN Service Provision.

Mr. Roger Barker, Director of Navigational Requirements at Trinity House United Kingdom, then moved on with: “The use of IALA Standards, Recommendations and Guidelines to ensure appropriate Aid to Navigation assessment and delivery”. He delivered a presentation on case studies in the English Channel and North Sea between the United Kingdom and Continental Europe. The presentation covered IWRAP MKII as a quantitative tool and how AIS plots, contour delimitations, AtoN overlays can be used to present risk mitigation measures such as routing measures to governmental authorities when considering



how to mark dangers. He explained how the combination of expertise in a qualitative approach together with a detailed quantitative risk assessment can provide for a significant demonstration of the requirements for appropriate risk mitigation. The value of an appropriate Risk assessment, not only to determine the risk presented but also to provide for a detailed record of the decision process was emphasized.

Session Three: How to claim compliance with IALA Standards

Mrs. Gerardine Delanoye, Capacity Building and Resources Manager of the IALA World-Wide Academy started this session with a presentation on: "What national structures are needed in order to facilitate compliance and how can barriers to implementation be overcome (Governance)". She started with explaining what national structures are needed to cascade down international obligations into national law. With a viewpoint from developing countries she explained the barriers to implement IALA Standards and how to overcome these. With an example from Papua New Guinea she showed how cultural differences can contribute to implementation.

Mr. Mahdi Al Mosawi from MENAS Bahrain Middle East Navigation Aids Services then delivered a presentation on: "Core Activity and Contract Services for the Maritime Community". He explained the core activity of MENAS considering well the local circumstances. He informed that up to 60 coastal states in the world do not meet the international standard and how MENAS can support such states in the Gulf region. He then moved on with an update on the training and risk assessments that MENAS can provide ending with examples of technical implementations.

The last speaker of the day was Mr. Minsu Jeon, IALA technical manager, on: "What are normative and informative provisions and what do they mean in practice". He explained in detail the structure of technical guidance documents and pointed out that under a Standard normative and informative Recommendations advice the maritime community what to do. He then showed the next level of IALA publications being the Guidelines that advice on how to implement the Standards. He ended this presentation with giving some insight in the IALA Committee Work Programme which clearly showed the important work of the IALA Members experts that develop and review the IALA publications in a four-year work period.

3. Summary and Closing remarks

Mr. Omar Frits Eriksson then took the floor for his closing remarks. Answering the question what would be the most important advice to developing countries he pointed out that empowering someone to be responsible for Safety of Navigation and Aids to Navigation and providing them with sufficient resources.

He emphasized that the IALA accreditation scheme for both VTS and AtoN training Organizations is a very important means for achieving the IALA Strategic Goal of Harmonizing VTS and AtoN provision across the world.

This accreditation scheme relies completely on the willingness of countries to take on the responsibility of establishing suitably qualified regional or national training institutions delivering IALA Model Courses. Accredited training organizations, who plan to deliver IALA Model courses can apply for assistance from the World-Wide Academy.

He ended by thanking the Ministry of Transport and Infrastructure and the Directorate General of Coastal Safety of Turkey for making this seminar such a success from a planning and logistical point of view. He also expressed his thanks to the speakers for their contribution to make the seminar a great success and the participants for choosing to spend their day on this important topic, as well as their fruitful interaction.

Gerardine DELANOYE
Capacity Building and Resources Manager, IALA World-Wide Academy

ANNEX A PROGRAMME



**World-Wide Academy Seminar on the Safety of Navigation,
Effective Implementation of IALA Standards
Istanbul, Turkey
11 March 2019**

SEMINAR PROGRAMME

Time	Topic	
0830 - 1000	Registration /Welcome Coffee	
1000 - 1115	Session 1- Seminar Opening	Kevin Gregory
1000 - 1010	Opening address	Francis Zachariae IALA Secretary General
1010 - 1020	Opening address	Mr Durmuş Ünüvar Director General of DGCS
1020 - 1030	Aim and Objectives of the Seminar The rationale and need for IALA Standards	Omar Frits Eriksson IALA Deputy Secretary General & Dean WWA
1030 - 1100	How can IALA Recommendations, Guidelines and Model Courses help with effective implementation	Kevin Gregory IALA
1100 - 1115	Q&A session	Kevin Gregory IALA
1115 - 1145	Coffee	
1145 - 1300	Session 2 – IALA Standards in practice	Kevin Gregory
1145 - 1215	Why claim compliance with IALA Standards – what are the advantages of implementation and the disadvantages of not doing so	Robert McCabe Ireland
1215 - 1245	The use of IALA Standards, Recommendations and Guidelines to ensure appropriate Aid to Navigation assessment and delivery	Roger Barker United Kingdom
1245 - 1300	Q&A session	Kevin Gregory IALA
1300 - 1400	Lunch	
1400 - 1530	Session 3 – How to claim compliance with IALA Standards	Tom Southall
1400 - 1430	What national structures are needed in order to facilitate compliance and how can barriers to implementation be overcome (Governance)	Gerardine Delanoye IALA
1430 - 1500	Middle East Navigation Aids Services - Core Activity and Contract Services for the Maritime Community	Mahdi Al Mosawi MENAS Bahrain
1500 - 1515	What are normative and informative provisions and what do they mean in practice	Minsu Jeon IALA
1515 - 1530	Q&A session	Tom Southall IALA
1530 - 1545	Summary and Closing remarks	Omar Frits Eriksson IALA Deputy Secretary General & Dean WWA
1545 - 1615	Coffee and follow up meetings between participants and speakers	
19.00	Welcome reception for all Seminar and Conference participants and their accompanying persons Sheraton Istanbul Ataköy Hotel-Trendy Lounge Hosted by the International Foundation for Aids to Navigation	IFAN





10, rue des Gaudines - 78100 Saint Germain en Laye, France
Tél. +33 (0)1 34 51 70 01- Fax +33 (0)1 34 51 82 05 - contact@iala-aism.org
www.iala-aism.org

International Association of Marine Aids to Navigation and Lighthouse Authorities
Association Internationale de Signalisation Maritime