

Report of the 50th session of the IALA COUNCIL
IALA Headquarters, Saint-Germain-en-Laye, France
7-9 December 2010

Councillors present:

Mr. David Gordon, South Africa	President
Rear Admiral Sir Jeremy de Halpert, UK	Treasurer
Mr. Graham Peachey, Australia	
Captain Walter dos Santos Duarte Júnior, Brazil	
Mr. Daniel Breton, Canada	
Cdr. Roberto Bore, Chile	
Captain XU, Binsheng, China	
Mr. Francis Zachariae, Denmark	
Mr. Keijo Kostiainen, Finland	
Mr. Jacques Manchard, France	
Mr. Christian Forst, Germany	
Mr. Manmohan Singh Suman, India	
Dr. Stuart Ruttle, Ireland	
VAdm. Satoru Osanai, Japan	
Mr. Seung Jae LEE, Korea	
Captain Ahmad Bin Othman, Malaysia	
Mrs. Kirsti Slotsvik, Norway	
Mr. Kees Polderman, Netherlands	
Captain Alexander Shemetov, Russia	
Mr. Manuel Gomez, Spain	
Mr. Rolf Zetterberg, Sweden	
Captain Tayfun Yalcin, Turkey	
Mr. Dana Goward, USA	

Also in attendance:

Mr. Gary Prosser, IALA Secretary General
Mrs. Marie-Hélène Grillet, IALA Administration Manager
Dr. Mike Hadley, IALA Technical Co-ordination Manager
Adm. Jean-Charles Leclair, IALA accredited representative to IMO
Mr. Allen Mitchener, IMC Observer
Lt. Cdr. James Crawword (assistant to Cdr. Roberto Bore)
Mr. YANG, Wenzhi (assistant to Captain XU, Binsheng)
Captain Alberto Piovesana Júnior (Assistant to Captain Walter dos Santos Duarte Júnior)
Mr. Hiroyuki Antoku (Assistant to VAdm. Satoru Osanai)
Prof. GUG, Seung-Gi (assistant to Mr Seung-Jae LEE)
Mr. LEE, Jong Cheol (assistant to Mr Seung-Jae LEE)
Captain Vadim Sobolev (assistant to Captain Alexander Shemetov)

Mr. Sergey Alekseev, (assistant to Captain Alexander Shemetov)
Mr. Juan-Francisco Rebollo (assistant to Mr Manuel Gomez)

1. President's opening remarks

The President opened the meeting at 14h05 on 7th December 2010, welcoming all participants to the meeting and especially two new Councillors in attendance.

2. Apologies for absence

The meeting was attended by 23 Councillors over 24.

3. Approval of the Agenda

The Agenda was approved with the **addition of an item 8.9.2 under 8.9 – World Wide Academy** to provide for the creation of a correspondence group.

4. Approval of the report of the 49th session

The minutes were approved with two amendments.

5. National matters

This Agenda item, previously discussed at the end of the meetings, had been moved forward to give more time to the Councillors to speak about the developments in their countries.

The developments, trends and concerns reported were significantly different from the ones mentioned at the last Council session.

Work on **VTs** with its different aspects was the most mentioned item. Not only new VTs centres' implementation and technical improvements are at the forefront but their networking and extension beyond the countries' borders are now considered as a valuable tool for ensuring navigation safety.

Reorganisation, when mentioned, is no longer considered as a threat to maintaining a high level of service to the mariner. In some cases it gives better framework and means to provide appropriate Aids to Navigation. This however leads to internal reorganisation to deliver the cost reduction requirements.

The various applications of **AIS** are the subject of many studies: its use for ship tracking, as an aid to navigation or as a monitoring tool was frequently mentioned, as were the symbols to be used to mark AIS.

After the closure of the Loran-C service by the US in October 2010 research work is being carried out on a backup (or backups) to the satellite systems (GPS and GLONASS). In Europe it is mainly aimed at implementing eLoran and the countries work in a spirit of regional cooperation.

Virtual Aids to Navigation come on the scene. Tests are carried out in some places but the subject is too new to enable experiences to be reported. **e-Navigation** is steadily developing.

Environment issues are important for all countries represented at the Council and are regarded as a hot topic by those who have experienced oil spills or other pollutions during the year.

Apart from the increased use of renewable energy on AtoN, the transfer of lighthouses to other bodies and the way the administrations are recovering from the finance crisis it is worth mentioning three important aspects affecting the aids to navigation world:

1. Wind farms are expanding all over the world. They have a significant impact on navigation and shipping lanes have to be reviewed;
2. International networking is of prime importance at the time when the technology make it possible and desirable;
3. Navigation tools are becoming high technology but it is of vital importance that the mariner still be aware of the navigation situation and does not rely only on what can be seen on screens. Traditional Aids to Navigation are still, and will always be, as important as electronics.

6. Financial matters

6.1 Cash flow situation as at 31st October 2010

The cash flow situation is money in and out and does not reflect the results of accounts, which will be presented at the June Council meeting. The cash flow for 2010 was negative. This is due to exceptional circumstances:

1. IALA had two Secretary Generals for 3 months, resulting in higher staff costs and mission expenses;
2. The outgoing Secretary General was entitled, by contract, to a retirement premium;
3. The IALA Conference in Cape Town was more expensive than expected.

6.2 Budget for 2011

Due to expenses higher than usual the reserve had been used and a strategy was needed to rebuild it in 5 years. The FAC will work out a proposal at its next meeting.

The budget for 2011 was approved.

6.3 Financial forecast 2012-2015

The financial forecast was noted.

6.4 Update on bad debts

The FAC suggested postponing any decision on members in arrears until the next session of the IALA Council.

6.5 IALA relocation budget

No decision was needed at the present time on when the bank loan, which was taken for 15 years, should be paid back. The Council will be in a better position to decide after professional advice is sought (June 2011). In any case no early back payment can be made before December 2012.

7. IALA Strategy

7.1 & 7.2 Strategy Group meeting reports

The meetings held since the last Council session were presented briefly and the one attended by many Councillors on the day before was summarized:

The main task for the Strategy Group was to monitor the progress made on the strategic items identified for the period and add to the list if necessary. The strategic items had been identified by the Council at the end of the previous period and prioritized.

There were comments on the Committee intersessional meetings, which had been identified as a matter of concern. It was made clear again that intersessional meetings are in some cases held every month and generate excessive costs to the IALA Members. In addition, having intersessional meetings should not be for a Committee a normal way to finish its work on a work item. They should be used only for urgent matters. Having too many intersessional meetings may be a sign that the Committee is overloaded and the Council should revise its work programme.

The following proposal was agreed for submission to the next PAP meeting: When additional work is needed on a work item the Committee Chair should set up a correspondence group, which can make use of digital communication means such as GoToMeeting, teleconferences, etc. In very urgent or exceptional situations the Committee Chair might convene intersessional meetings, keeping in mind that correspondence groups are the default option and intersessional meetings have to report on their results to the Committee, and the Committee to the Council.

The strategic elements allocated to the Committees, reviewed during the Joint Strategy / PAP meeting in October, were listed. This was a way for the Strategy Group to monitor progress but also to identify any problems, for example a too heavy work programme.

An update was given on the strategy implementation plan 2010-2014, especially the **inputs from Council members**, the **coordinated actions on research, developments and innovation**, the **catalogue of relevant competencies**, **external scan of IALA**, and a **new class of IALA Membership**.

Regarding **inputs from Council members** “*Integration of issues within IALA’s remit into Coastal and Spatial Planning schemes*” was explained as a way to define which activity is taking place in which area. Although this was found at the limit of the IALA scope of activity it was recognized that it could be part of traffic management (one has to manage the space to manage the traffic).

“*IALA VTS centre accreditation*”: although IALA made an extensive work on accreditation for VTS operators there is no generic process in place to assess VTS equipment and procedures, and this could help building a global VTS system. It was found important to make clear what is meant by “accreditation”. Accreditation is a heavy procedure with legal implications. The Legal Advisory Panel should, in such a case, be involved.

Instead of accreditation there could be a quality system put in place, based on the IALA Recommendations and Guidelines and encouraging the VTS centres to check their equipment and procedures against the IALA documentation.

The IMO audit scheme also involves VTS. When the IMO audit gives positive results there might be no need to go for a further accreditation.

The conclusion of the discussions on this item was that the first step should be to ask the VTS Committee for their opinion and then come back to the matter at a further meeting.

Coordinated actions on research, developments and innovation were the subject of a survey to which response must be encouraged, sending it now to National and Associate Members. Industrial Members were left out on purpose, not to include commercial oriented R&D.

The objective of the **catalogue of relevant competencies** is to maintain a catalogue of expertise within IALA Members around the world, available through the Web. It would incorporate the current IALA Roster of Experts. The data base is likely to start to be populated in 2011.

External scan on IALA: an exercise had been made on the strategic visions and plans of other organisations, from which it appears that they also face challenges. MoUs exist between IALA and some of the organisations listed but the working interface is not necessarily the same. There are regular meetings between IALA and IHO but the relationship is loose with others.

Hearing them on their strategic issues may enrich the IALA strategy discussions and experts of relevant organisations might be invited to take part in the debate.

Regional Membership was considered as a **new class of Membership**. The participants were however in favour of giving one National or Associate Membership to groups of countries within a region, which would be interested in joining IALA but can’t afford it. This was considered as a valid attempt to enter IALA.

A new item, **IT Security**, was introduced: IT being everywhere it might be wise to warn Members on the potential security issues. IT security is more than virus scan: process control is involved. It was agreed to request the Committees' opinions through their Chairs. For VTS IT issues might mean process control. Questions to be asked to Committee Chairs must be very clear.

8. IALA Committees and Working Groups

8.1 Policy Advisory Panel (PAP)

8.1.1 – Report of PAP 20

Two issues were highlighted:

- IALA representation at ITU is not strong enough;
- Last part of Action Item under paragraph 5.2 (Page 6): opening up VTS restriction to territorial waters (without mentioning Ship Reporting Systems) knowing that at least IALA Member country is against extending VTS beyond territorial waters.

The Council noted the report but decided to refer back to VTS Committee for further consideration.

8.1.2 Revised rules of procedure for IALA Committees

The new idea introduced in the revised Rules of Procedure was the request for the Council to approve the Terms of Reference for the Committee Working Groups as it is done for the Committees themselves.

The revised rules of procedures for IALA Committees were approved with some editorial amendments identified at the meeting.

In addition it was agreed that the next revisions should include correspondence groups to reflect the discussions held on ways to solve the problems raised by the number of Working Group intersessional meetings (see Annex 2 Paragraph 3).

8.1.3 Documentation procedure and quality control

The revised rules of procedures for IALA Committees were agreed with the word “unanimously” taken out of Paragraph 5, 6th bullet.

8.1.4 Information paper on VTM

The background to the paper was an obvious misunderstanding of what VTM is actually, and this could be due to its studies being carried out within the VTS Committee. The original resistance to the concept is now decreasing as more and more people understand it. VTM does not mean shipping control but perhaps a new name needs to be found as the current one gives a wrong impression. After the discussions held at the PAP meeting and the confusion identified on this occasion, a new definition was worked out. The aim was to make proposals before VTS 32, for the Committee to review the definition – and maybe work on a new name

– on time to make submissions to the next Council meeting in June 2011. The work on VTM definition and name is not restricted to the VTS Committee but involve all four Committee Chairs.

There was then a long discussion reflecting diverging opinions within the Councillors:

- VTM should not be a matter of concern to IALA as it seems to be outside its core business and just gives more (perhaps unnecessary) work to the Committees. In case the Council really wants to obtain a result with the VTM issue, it is up to the Council to identify the problems and the solutions and then give instructions to the Committees on what is expected from them.
- VTM, the aim of which is to ease the mariner's life, is part of the steps needed to go from VTS to e-Navigation. It does not add to the Committee workload as it has been on the IALA work programme for the last four years as a work item approved by the Council, confirmed in the Conference Conclusions and mentioned as one of the IALA strategic items. The present aim is more to clarify the concept than reworking a definition, as nobody is against the idea that IALA should continue to work on that concept.
- The situation was confusing: there are different concepts according to the people and this might be due to the fact that the concept itself is complex. IALA should go back to the definition, making clear what it is and what is expected from it.
- e-Navigation is the technical solution and VTM how to use the technical solution. As such the Council must be sure of what VTM means. It is the Council's role to give directives to the Committees but this item is of high strategic significance. If the Council is not convinced about the work to be done it should wait for the outcome of the present task given to the Committee Chairs as they are the only ones to be able to develop a solution that could help the Council to understand what is expected. It might be wise to postpone the discussions until the Council gets the outcome.
- Going back to the original Committee should help the answer to emerge.
- A work plan is needed in addition to the name and definition.

The Council noted the paper and decided that the issue had to be resolved by the 51st session of the IALA Council, based on the outcome of the Correspondence Group, consisting of the four Committee Chairs and VTS Working Groups' Chairs formed at the PAP, as the subject can be dominating at VTS 2012.

8.1.5 Workshop proposal - VTM

The proposed dates were generally found too close to the 2012 VTS Symposium.

The proposal for a workshop on VTM generated a debate reproducing the opinions stated during the discussion on the VTM information paper, and mainly that IALA should not organize a workshop on a subject that is not clearly defined.

Approval of the VTM Workshop was postponed until Council session 51 when the correspondence group comes with proposals on name and definition. The Council should, at that time consider new dates and if it would be worth having it in conjunction with the VTS Symposium with a potential internal IALA workshop being held earlier.

8.1.6 Workshops and Seminars 2010-2014 – Provisional meeting dates 2010-2014

The list of Workshops and Seminars suggested by the Committees was showing a number of events over the period that was twice the number of the last period, although it had been reduced by the PAP.

The lack of offers by potential hosts should not limit IALA ability to organise Workshops or Seminars, they can be held at IALA Headquarters, in the limit of the space available.

The huge number of events planned however creates a heavy schedule for those who really want to participate in the IALA work regularly.

The list was given for information only, based on the suggestions made to the PAP. There will be more information coming over the period when the Committees have made their final proposals with objectives and dates.

8.2 e-NAV Matters

8.2.1 Report of e-NAV 8

The meeting had a record attendance of 98.

e-NAV is still a growing subject. The concept is also growing at IMO in the Correspondence Group led by Norway. There are many concerns on the lack of understanding in the world, and a debate on UMDM. Work is carried out with IHO on what and how the data model will be built in the years ahead. S100 data model is a key to the development of e-Navigation and the model used for AIS exchange should be on this model. It is most likely that IALA and IHO be requested to undertake the works on behalf of IMO.

The report was noted.

8.2.2 Draft IALA Guideline – AIS Overview

Clarifications and amendments were requested on the document, i.e.:

- Does it supersede the previous 2 papers?
- In paragraph 1.3.1: EPFS to be included in the list of acronyms;
- In paragraph 1.3.1: the comparison between AIS and radar should be more neutral (do not state that AIS supplements radar);
- In paragraph 2.1.1, 2nd paragraph: “if GPS is lost” to be amended to be more meaningful;
- In paragraph 2.2 last sentence: “if the GNSS timing...” To be amended to make clear that the secondary timing mechanism is not an external source but a mechanism to decide which unit is taking the lead in timing;

- Figure 2 might not be necessary;
- There is no reference to Figure 3 in the document;
- The reference to AIS Class B should be moved forward to appear under Table 3;
- In paragraph 5 – Use of AIS by IALA members, 2nd paragraph, it must be made clear that the use of AIS is not a requirement but is recommended by IMO.

The Council was grateful to the Committee for a document that clarifies many aspects. However it requested the Committee to have a closer look at technical details, based on the comments made at the Council meeting.

8.2.3 Submission to IMO MSC89 on protection of AIS VDL

The liaison note had already been approved by the Council at its 48th session but there was then no Agenda item under which the note could be submitted. Now that IALA had got the support of some Member States, the paper was redrafted and scrutinized. It will be formally forwarded by The Netherlands.

The liaison note was approved.

8.2.4 Liaison note to IMO Correspondence Group on e-Navigation – IALA publications

The liaison note was prepared at the request of the IMO Correspondence Group and will need to be updated according the Council's decisions made at the current session.

The way the paper should be submitted was discussed under Agenda item 8.2.13.

8.2.6 Liaison note to ITU-R WRC

There was a need to refine the paper, and for the Council to see the annexes, which were not attached to the Council papers.

Amendments should concern:

- In section 3: to define CPM;
- In section 4: are the frequencies specified additional to those already mentioned above?
- To make clear that protection is requested for VTS frequencies only;

The note was reworked during the meeting and the new version approved in order to forward it to the ITU within the deadline. (The revised note is available on the Council Website as an output document).

8.2.7 Liaison note to project EfficenSea – AIS coverage

The liaison note is the Committee answer to a request to give AIS coverage definitions.

The liaison note was approved.

8.2.8 Liaison note to IEC TC80, WG5

The liaison note was approved.

8.2.9 Briefing note on position fixing redundancy

The intention was not to approve the updated Recommendation R-129 in advance but to inform the Council that the corresponding submission to IMO NAV57 will be circulated by e-mail for approval on time to be submitted to the IMO Sub-Committee.

The updated Recommendation will be submitted to the Council according to the normal procedure.

This was agreed by the Council.

8.2.10 Revised e-Navigation FAQs

There was a consensus that the level of traditional Aids to Navigation should be defined for when e-Navigation is implemented, and this should take the risk issue into account.

The revised FAQs were approved. The e-NAV Committee is requested to consider the Council's comments above.

8.2.13 Procedure to input IMO Correspondence Group on e-Navigation

This was an action item for the Council in the PAP 20 report (page 10, paragraph 8: "*The Secretary-General is requested to seek the IALA Council's approval for the e-NAV Committee to have direct contact with the IMO CG. If approved, the Secretary-General is requested to seek the IALA Council's advice about whether any e-NAV Committee documents/ information transferred to the IMO CG should carry a disclaimer.*"). The aim was to find a quick way to provide input into the IMO CG. The disclaimer should state that the submissions had not received final approval by the IALA Council.

The proposal was supported, however the Council should have a chance to see the submissions at some stage. An acceptable procedure had to be found.

It was pointed out that the Correspondence Group was set up to assist IMO in its preparations and reports to STW, COMSAR and NAV. It does not mention individual positions and does not give the IMO final position. In case of a problem arising IALA would be able to say that it does not agree with the Correspondence Group and state its position clearly. He suggested The documents may be checked by the IALA representative to IMO before they are forwarded by the Secretariat to the Correspondence Group.

It was agreed that inputs to the IMO Correspondence Group can be sent without previous approval by the Council, through the IALA Secretariat.

8.3 VTS matters

8.3.1 Report of VTS 31

The report was noted. Anybody with concerns about the draft Recommendation on the Inter-VTS Exchange Format Service (IVEF) should refer to the VTS Committee. The draft Recommendation will be submitted to the Council when all comments have been studied.

8.3.2 Communication strategy for VTM

The document had been produced at the Council's request.

It was considered as a first draft and **a refined document, when ready, should be submitted to a further Council session.**

8.4 ANM matters

8.4.1 Report of ANM 15

The report was noted.

8.4.2 Request for additional work items

The task "*Develop a Recommendation for marine spatial planning with emphasis on navigational safety*" raised a lot of comments. The Councillors were in favour of renaming the task to give it a clearer title and deciding on the deliverables at a later stage. The Committee was advised to develop a questionnaire to collect experience gained by the members in the field.

The Council approved the work item on marine activity planning with a revised title and a level of output that might be revised. The other work items were approved.

8.5 EEP matters

8.5.1 Report of EEP 15

The Committee drew the Council's attention to its desire to keep the templates it had developed in case of a termination of the IALA product certification.

The report, including the changes proposed to some work items, was noted.

8.6 PAF matters

8.6.1 Report of PAF 9

The report was noted.

8.7 IALA-NET

8.7.1 Report of 9th Steering Committee meeting

Participation in the IALA-NET system is stable.

The software needed to run the system was still a problem: Denmark was using a software system that would stop in July with no updates possible any longer. The search for a more suitable software continues.

There were legal, technical and operational questions. The Steering Committee is considering a workshop in 2011 on Global sharing of maritime data.

Concerns were reported about IALA Members not getting any benefit from the system, only obligations. It may be worth circulating an information document on IALA-NET explaining its benefits.

The report was noted and the Council noted the actions listed in the report.

8.8 IALA Risk Management Tool

8.8.1 Report of the 23rd IWRAP Steering Group meeting

8.8.1 Report of the 24th IWRAP Steering Group meeting

The Group meets very often. The most important aspect considered at the last meeting was the launch of the commercial version with improved capabilities. Five licenses had been sold at the time of the Council. It is important for the manufacturer to sell its commercial version in order to continue its R&D works.

There were two questions on the commercial version: 1. if it was intended for IALA to have a database collecting information from different parts of the world, and 2. if it was possible to elaborate more on causation factors. The following answers were given:

Question No. 1: there is no obligation to send the results to IALA.

Question No. 2: it would be ideal for the AtoN manager to calculate the result of adding more aids. Further developments are needed to introduce this new factor.

The reports were noted.

8.8.3 Report of the IALA Risk Management Tool Seminar – 15 to 19 November 2010

Presenting all tools at the same time made them more understandable and it was beneficial to the manufacturer to learn from the participants trying to use the software. The Seminar was held in the context of the World Wide Academy and official certificates were delivered to the participants. The Seminar critique shows that it met or exceeded expectations.

The Council noted the report and expressed its appreciation to the Chair for his great job and the Danish administration for its efforts in the development of the tool.

8.9 IALA World Wide Academy

8.9.1 Progress report

The Dean had participated in all IALA Committees to explain what the WWA was and how it would be organized. It was discussed with IMO, other academies and IALA National Members and the feedback was very positive, particularly from Japan and the Middle East. Cooperation with IHO is also under consideration.

Goodwill organizations may give financial help but more details would be needed. It was suggested creating a Correspondence Group, which would help to speed up the work.

8.9.2 Establishment of a correspondence group on the IALA World Wide Academy

After making contact with different parties it was found difficult to seek financial support without a more concrete basis for the development of the WWA. Therefore it was useful to establish a correspondence group with ToRs and regular members. The Dean of the WWA would be its Secretary. The objective would be to have a clear action plan able to attract sponsors and convince hopeful sponsors to embark on it.

The Council approved the establishment of a correspondence group on the World Wide Academy. Its Terms of Reference and Membership appear at Annex 1.

8.10 IALA Legal Advisory Panel

8.10.1 Report of LAP 7

The main topics discussed at the meeting were highlighted: circulation of IALA Council minutes, use of AIS data, membership of IALA-NET and review of the IALA Risk Register.

The LAP advised the Council to continue the wide circulation of the minutes but conceal the names, even the countries.

On this subject various opinions were expressed, among which:

- There could be a video recording of the meetings with a reduced written report;
- The report could be more anonymous but IALA could also continue in the present way;
- The discussions could be recorded entirely but only the decisions would be circulated;
- There is a need for a background to action items and decisions.

The Council decided that from this session a full set of minutes would be kept but the report circulated would be anonymous.

8.10.2 IALA Risk Register

It was agreed that the Council members would study the IALA Risk Register and prepare comments for the next meeting.

8.10.3 New LAP Vice Chair

The Council agreed to Jon Price becoming the new LAP Vice Chair.

9. International

9.1 IMO

9.1.1 Report of IMO NAV56

9.1.2 Report of Correspondence Group on e-Navigation

9.1.3 Report of IMO NAV56/WG5 on an e-Navigation implementation plan

A meeting held in Monaco had concluded that S100 was a fundamental database for building e-Navigation and UMDM was a good addition to it. The first meeting of a joint harmonisation group would be held in early 2011.

Finally it was reported that the Risk Management Tool had been very well received.

The report and its related documents were noted.

9.2 FERNS

9.2.1 Report of FERNS 19

All four countries are well advanced in their implementing/testing process for e-Navigation.

Japan intends to close its Loran chain in 2013 but will continue to be part of the FERNS agreement with the other systems. The other 3 countries continue to develop and improve their Loran stations. This raised again the question of a backup for satellite systems.

Trials on eLoran were presented at the FERNS meeting through Korea. The report on the latest GPS jamming trial proved that a low level of jamming does have severe consequences with the loss of GPS on ECDIS, AIS, timing, etc. Most modern ships rely on GPS timing to monitor their engines and machinery. There is a high risk of navigation error. This is not only true for navigation but almost all state systems run through GPS timing (banks, police, etc...). Other Government bodies in the UK realize that this is critical for the whole country. The UK will continue to fund the eLoran trials and will bring it to Initial Operational Capability within the next few years. It is possible to integrate eLoran into current GPS systems but there will be a need to find a new name and develop a low frequency timing and positioning system. The many Loran stations the countries have still available, even if decommissioned, can be used.

France had signed a MoU with the UK and Denmark with a view to keeping the Loran system in Europe until 2020. The French stations have been renewed. There is also an agreement between Norway and Russia for the Loran/Chayka chains.

USA recognize the need for an alternative to GPS but consider that Loran-C is a too old system to provide a backup to GPS. Enhanced Loran however is accurate and a good backup with all qualities looked for in an alternative system, better in some cases (like underground navigation) than GPS.

There could be different backup solutions according to the navigation conditions (port approaches, rivers, deep sea...). Starting on a fresh base might be an option, with thoughts given to a new system, different from Loran-C or eLoran, and IALA is the best place to start thinking.

The report of FERNS 19 was noted.

9.3 Joint IALA-IHO-IMO-IOC-WMO capacity building meeting – Geneva, October 2010

The meeting was very informative and a good opportunity to exchange information and practices.

The next meeting will be held at IALA Headquarters in October 2011.

The report was noted.

10. IMC matters

The IMC had not met since the Cape Town Conference. Problems were experienced with the Website dedicated to the Industrial Members. These problems had been fixed but the intention is now to integrate it with the renewed IALA Website. The IMC is working in close cooperation with the Treasurer and the IALA Secretariat to have the fees paid by the member companies. The IMC is a great reserve of technical information and as such gets requests for information. It is regretted that no feedback is received on information given.

11. IALA Conferences and Symposiums

11.1 Revised IALA Guidelines for the preparation of a Conference or a Symposium

The intention was to prepare Guidelines for Council's approval but this had not been possible due to time constraints. The Guidelines were updated in December 2009 but now need to include the lessons learned from the last Conference and particularly eliminate the risk of a financial loss for IALA, which is likely to be the result of the Cape Town Conference.

11.2 2010 Conference – Cape Town, South Africa

This item was briefly discussed under 11.1.

11.3 2012 VTS Symposium – Istanbul, Turkey

A contract had been signed with the exhibition and convention centre. The invitation brochure was printed and circulated and the Website prepared. The contract with the organising companies will be signed in early 2011. The call for presentations was issued with a deadline set at 31 January 2011. The exhibition will be organised with the help of Steve J Nell of the IMC.

11.4 2014 Conference – A Coruña, Spain

Puertos del Estado suggested holding the 2014 Conference during the second half of May at La Coruña, capital of the Western Province on the Atlantic coast, where the historic lighthouse “Torre de Hercules” stands. The Conference would get the support of the Ministry of Transport and the town. The selected venue is Palexco, located in the old port area.

Exact dates were still to be decided.

11.5 2016 VTS Symposium – USA

There was nothing to report, except that the intention was to start early with organising companies.

11.4 2018 Conference – Republic of Korea

There was nothing to report under this Agenda item.

12. IALA Workshops and Seminars

This Agenda item was discussed together with 8.1.6.

13. Membership

13.1 Applications for Membership

13.1.1 Applications submitted

Cook Islands was accepted as a National Member.

Three new industrial members were accepted:

Divers Marine Contracting LLC, United Arab Emirates

Marit S.A., France

DCNS, France

MARIN, The Netherlands

SSPA Sweden AB

Applications submitted by two companies were postponed until the next session.

The *Electronics and Telecommunications Research Institute*, Republic of Korea, was accepted as an Associate Member, as well as *Marine Safety Fremantle*, Australia.

Associate Membership application postponed at the Council 49, awaiting support from National member

13.2 Resignation from IALA Membership

Resignation from Industrial Membership by **Ryokuseisha** of Japan was **noted**.

13.3 Members in a position to be taken out the List of Members

Based on the suggestion made under Agenda item 6.4 **the decision was postponed**.

14. IALA Communication means

14.1 IALA Website(s)

14.1.1 Update on Websites reorganisation

IALA has too many domain names and hosts. The aim was to gather them into one domain name, which would be *iala-aism.org*. The new Website will contain several secured sub sites. An IT group was formed with Omar-Fritz Eriksson as Chair, Gwenola Josse as Secretary and comprising the Secretary General, the Technical Co-ordination Manager, the Administration Manager, an IMC representative and the IALA IT consultant. The IALA staff e-mail addresses would be changed to reflect the domain name. He also stated that IALA should be ahead of the new IT world.

14.1.2 Policy on digital IALA publications

Council's advice was requested on which documents should be charged and which ones should be available freely. Some administrations are uploading IALA publications on their own Websites. This is done with good purposes but they are requested not to do so until a formal decision is made by the Council about the IALA documentation policy. Discussions are taking place at the PAP as well.

14.2 IALA Bulletin

The IALA Bulletin was found a valuable publication and the Council expressed its thanks to all contributors.

15. International co-operation

No recent requests had been received. IALA was trying to remind IMO that safety of navigation is its end responsibility and convince it to include this item in its technical co-operation programme. Jean-Charles Leclair was about to visit Kenya under the IMO umbrella for an Aids to Navigation assessment.

16. Any other business

16.1 Update on IALA relocation

A short presentation was made and a visit to the new premises was organised on Thursday 9th December after the closure of the meeting for those Councillors wishing to see them.

A new sound system and video conference facilities, which were not included in the budget for the works funded by France, would be provided at IALA expense.

16.2 Council Agenda

The Agenda for the Council meetings will become a standard Agenda item for the next two years.

17. Date and place of next meetings

The Council agreed the following dates and venues for the meetings to be held up to 2014:

- **Session 51** will be held in Rio de Janeiro (Brazil) from 20 to 24 June, 2011
- **Session 52** will be held at IALA Headquarters during week 49, 2011
- **Session 53** will be held in Istanbul, Turkey during week 25, 2012
- **Session 54** will be held in La Coruña, Spain during week 49, 2012
- **Session 55** will be held in Korea during week 25, 2013
- **Session 56** will be held in India during week 49, 2013

The President then closed the meeting at 12h45 on 9th December by thanking the delegates for their support and the IALA Secretariat for an excellent organisation.

Annex 1

Terms of Reference for the Correspondence Group on the IALA World Wide Academy

At its 50th session, the Council decided to establish a Correspondence Group for the development and the sustainability of the IALA WWA. This Correspondence Group will:

- Update the note on the presentation of the IALA WWA, including its objectives,
- Make the inventory of the training material already developed by IALA as well as the training activity already performed,
- List the training material still to develop, the different expected ways to deliver training and the users of the training activities,
- Propose a governing model for the IALA WWA,
- Establish a budget, taking into account of possible grants and other sponsorships,
- Study the possibility of cooperation with other training organizations and institutes,
- Propose an action plan.

The Correspondence Group is composed of:

- The President of IALA
- The Secretary General of IALA
- The Treasurer of IALA
- The Chairman of the EEP Committee
- The Chairman of the VTS Committee
- The Chairman of the e-NAV Committee
- The Chairman of the ANM Committee
- VAdm. Satoru OSANAI, Council Member

The coordinator of the Correspondence Group and rapporteur to the Council is the Dean of the IALA WWA.