The International Association of Marine Aids to Navigation and Lighthouse Authorities

IALA and the IALA World-Wide Academy

Safety of Navigation

Obligations of Coastal States

General principles are within UNCLOS

Detailed obligations are described in SOLAS Chapter V, regulations 1 to 14, revised in 2000.

Safety of Navigation

SOLAS V.13.1 : AtoN

♦ *"Each Contracting Government undertakes to provide, as it deems practical and necessary either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires."*

SOLAS V.12.2 : VTS

♦ *Similar wording.*

Safety of Navigation

IMO – IHO – IALA
+
WMO – ITU – IEC – PIANC
IAPH – IMPA…

IALA-AISM

"The International Association of Marine Aids to Navigation and Lighthouse Authorities" (1957)

Membership
- National
- Associate
- Industrial
- Honorary

Competency : all types of AtoN, physical AtoN, radio AtoN, VTS, AIS, …

Output : Recommendations, Guidelines and Guides recognized as International Standards

… also provides a forum to share expertise

IALA

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Aids to Navigation vs Navigational Aids

A Marine Aids to Navigation (AtoN) is a device or system <u>external to vessels</u> that is designed and operated to enhance the safe and efficient navigation of vessels and/or vessel traffic.

Ex: Visual aids, radio aids, AIS, VTS, etc.

A Navigational Aids is an instrument, device, chart, etc. <u>carried on board</u> a vessel for the purpose of assisting navigation.

AIS can be an AtoN or an Navigational Aids.

The IALA 'Toolbox'

Conferences

Workshops

IALA WWA

Council

Website

Bulletin

Committees

Seminars

Symposiums

Providing guidance ...

Recommendations

IALA Documentation

Guidelines

Manuals

IALA

AISM

IALA - AISM

making rules and recommendations is one aspect but delivering knowledge and experience is also essential.

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The IALA World-Wide Academy

The concept was officially launched at the XVIIth Conference at Cape Town in 2010, with the aim to regroup all training activities developed by IALA, those already existing for VTS and those developed for aids to navigation activities and others. The idea was also to include capacity building activities.

The IALA WWA

The Academy has started its activity in January this year with a status, a budget, a Board, a staff and a definition:

"The IALA World-Wide Academy (WWA) is the vehicle by which IALA delivers training and capacity building.
It may augment the Research & Development (R&D) carried out by the IALA Committees in identifying activities applicable to external funding."

Joint Capacity Building

In June 2012, The Academy was introduced to IMO TCC.

IMO commended IALA on the establishment of the IALA World-Wide Academy, and requested that it be kept updated on the work carried out jointly between the IHO, IALA and IMO in the area of capacity-building under the UN "Delivering as One" initiative.

The IALA WWA strategy on Capacity Building has been established with the help of IHB, for which The Academy is very grateful.

Capacity Building Regions

Region	Target States
East Asia	4
Eastern Atlantic	19
Meso-America and Caribbean	19
North Indian Ocean	10
ROPME Region	4
Southern Africa and Islands	8
South-west Pacific	11

IALA IN THE WORLD

■ Member countries ■ Non member countries
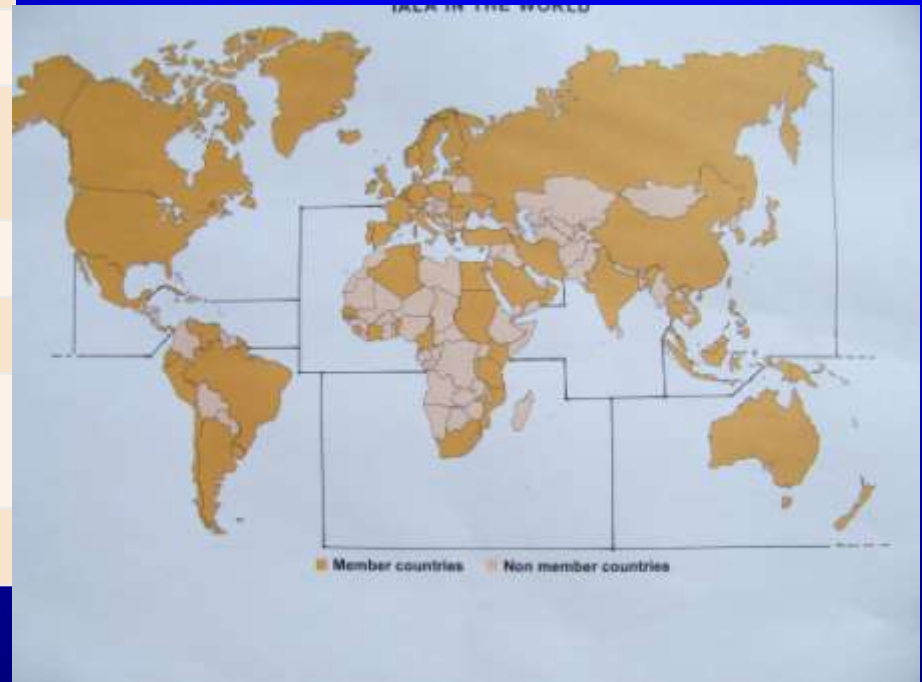
Capacity Building – Master Plan

- ◆ Four year Master Plan with annual Action Plan

- ◆ Seven regions each with a Regional Point of Contact

- ◆ Strategy based on the "4A's" principle

The "4As"

- Raising AWARENESS through targeted "Level 1+" seminars using a pre-seminar questionnaire

- Request by newly aware States for ASSESSMENT of needs leading to.....

- ANALYSIS of requirements including the use of available AIS data from all sources to give........

- Recommended ACTIONS to achieve full compliance, including training.

IALA WWA - Training activity

The aim of The Academy is not to deliver training itself, but to propose harmonized curriculum and model courses, and develop an accreditation process for national Members.

However, The Academy has also started to organize courses, or training seminars, on specific matters, such as risk management.

During the past years, IALA had already successfully developed training standards through *Recommendation, Guidelines, Model Training Courses*.

IALA WWA – VTS Training

In accordance with SOLAS Chapter V Regulation 12 "Vessel Traffic Services", IMO Resolution A.857(20) "Guidelines for Vessel Traffic Services", IALA adopted "Recommendation V-103 on Standards for Training and Certification of VTS Personnel",

As well as the following Model Courses:

• VTS Operator Model Course V-103/1,

• VTS Supervisor Model Course V-103/2,

• VTS On-the-Job Training Model Course V-103/3,

• VTS On-the-Job Training Instructor Model Course V-103/4.

Those Recommendation and Model Courses were updated in 2009.

IALA WWA – VTS Training

it is the responsibility of the Competent Authority to audit and accredit VTS training, according to the IALA Guidelines 1014, which aim is to ensure conformance with the standards and requirements of VTS training.

Competent Authorities as well as training organisations are encouraged to adopt these IALA Guidelines on Accreditation (international standards).

IALA WWA – AtoN Training

IALA has more recently decided to develop training for personnel dealing with Aids to Navigation other than VTS, in adopting *Recommendation E.141 on AtoN Training*.

Rec. E.141 on AtoN Training

Concerned all AtoN training activities except VTS.

Based on the same principles that the Rec. V.103 on VTS (harmonisation of IALA training activities)

Included two levels:
- Level 1 for managers
- Level 2 for technicians

A **Level 1+** was recently added for the Authorities in charge of Maritime Safety and of Safety of Navigation. It is the support of the « Awareness » phase.

AtoN Training

Basic Model Courses for level 1 and level 1+ are now ready.

25 specific Model Courses level 2, out of 56, are also ready.

In addition, for four years, IALA has organised a one-week training seminar on the use of the IALA Risk Management Tools. Two in France, one in Oman last year for the Middle East countries and the last one was held in Sydney (Australia) two weeks ago, mainly for the Pacific Islands countries.

Regarding level 1+, the first training seminars were held in Bahrain last January, and in Cape Town in May. The third one was held in Sydney last week.

Training Seminar level 1+

Day 1

09.00 – 10.30   Opening Ceremony, Objectives of the Seminar
               Maritime Safety, Safety of Ships/safety of Navigation

11.00 – 12.30   International Organizations, International
               Regulations – Conventions, Recommendations, Guidelines
               National Legislation

14.00 – 15.30   Concept and Accuracy of Navigation, Nautical
               Publications and Maritime Safety Information, ENC – ECDIS
               Positioning – Navigation – Timing on board - e-Navigation

16.00 – 17.30   Visual Aids to Navigation and Sound Signals
               Power Supply, Radio Aids to Navigation
               Satellite Radionavigation Systems

Training Seminar level 1+

<u>Day 2</u>

09.00 – 10.30   AIS – VTS – Traffic Monitoring – IALA-NET
       Routeing Measures – Pilotage

11.00 – 12.30   Management – Maintenance – Tendering process
       Environment - Preservation of historical Lighthouses and
       Equipment

14.00 – 15.30   IALA Risk Management Tools
       Use of IWRAP Mk2

16.00 – 17.30   General Discussion
       Recommendations
       Closure Ceremony

AtoN Training

Support and justification for AtoN Training:

SOLAS chapter V, regulation 13, and the IMO audit, soon mandatory.

Also the fact that the tools at the disposal of the Authorities in charge of AtoN are more and more complex and cannot be any more implemented without training.

Tomorrow implementation of e-Navigation, Ship Traffic Management, Maritime Domain Awareness, Sea Traffic Control …

IALA - AISM

Thank you

R.Adm. Jean-Charles Leclair
Dean, IALA WWA

www.iala-aism.org