

IALA World-Wide Academy VTS Capacity Building Plan

Purpose

In support of the IALA World-Wide Academy (the Academy) strategy for the period 2020-2022, this complementary VTS capacity building plan seeks to provide a framework whereby the Academy can assist Contracting Governments to the Safety of Life at Sea Convention to effectively implement the requirements of Regulation 12 of Chapter V (Vessel Traffic Services) through ensuring that:

- Coastal States can make an informed decision as to whether the implementation of Vessel Traffic Services is justified based upon the volume of traffic and degree of risk,
- Vessel Traffic Service education and training is provided in a harmonised manner in terms of quality and consistency of delivery,
- The governance and operation of Vessel Traffic Services are in accordance with the IMO Guidelines and IALA Standards.

The need

There is a growth in coastal States considering the implementation of Vessel Traffic Services (VTS) world-wide. This is especially evident in Asia and South and Central America with other regions, such as Africa and the Pacific also actively considering VTS implementation.

The level of awareness of the benefits of VTS implementation is growing in general terms around the world. As the IALA Standards related to VTS are developed, a range of organisations, both regulatory and commercial, are using them as a mechanism to influence their assessment of the safety of navigation in key areas of economic and environmental significance. From the regulatory perspective, the implementation and performance of a VTS is scrutinised in the event of an incident or accident and, from the commercial perspective, shipping companies assess the provision of a VTS (amongst other factors) when determining their operational plans.

Additionally, in many coastal States, VTS and VTS education and training are not 'centrally' provided, with harbour authorities providing VTS in their own right and a range of commercial training providers offering VTS education and training services. This has resulted in Competent Authorities being responsible for the governance and oversight of VTS in their respective countries whilst not being having the complete level of expertise to provide a comprehensive level of oversight.

This strategy is based around enhancing the level of in-country knowledge and expertise on the core elements of VTS governance and management. Through increasing this level of in country knowledge and expertise coastal States will be better equipped to consider all aspects of VTS governance and management. If necessary, this will enable relevant organisations to be in a position to make informed requirements for, and the subsequent evaluation of, any advice or proposals received from specialist consultants and suppliers who can provide comprehensive and detailed assistance.

There are currently 32 Accredited Training Organisations (ATOs) delivering VTS model courses. Currently, the Academy does not routinely interact with the ATOs in any way. Additionally, there are a number of organisations providing training services which are not accredited by a Competent Authority. There is a significant requirement for VTS training with some regions reporting a requirement of in excess of 700 VTS Operator candidates.

Education and training

The Academy will work to facilitate and ensure the quality and consistency of VTS education and training delivered by Accredited Training Organisations.

Ensuring quality

The IALA framework for the accreditation and approval process will be promoted with a view to raising the awareness of Competent Authorities of the requirements for ensuring the quality provision of VTS education and training.

- The provision of events and activities to build the knowledge and expertise of Competent Authorities in the implementation of the accreditation and approval process,
- The provision of experts to assist and develop in-country personnel in the conduct of accreditation and approval audits.

Ensuring consistency

Accredited Training Organisations may be supported with resources and expertise to facilitate the effective implementation of VTS education and training in compliance with the IALA standards. The Academy seeks to develop positive relationships with ATOs delivering the VTS Model Courses in a similar manner to that successfully achieved in the ATOs delivering the Level 1 Marine Aids to Navigation Manager model courses which serves to provide assurance of the quality and consistency of the training delivered.

- The provision of guidance in the effective implementation of VTS model courses,
- The identification of experts to assist ATOs to reach a level of self-sustainability in VTS course delivery,
- To provide resources that may be used in the delivery of VTS education and training to promote and raise awareness of the IALA standards and their associated recommendations and guidelines,
- For established ATOs, provision of an acknowledgement, through a Memorandum of Understanding, that they are operating in compliance with and promoting the IALA standards.

Capacity building

The Academy will work with coastal States to facilitate and ensure the effective implementation of SOLAS Chapter V, Regulation 12 on Vessel Traffic Services.

The Academy will assist coastal States within three broad areas related to the:

- Requirement for a Vessel traffic Service,
- Implementation of a Vessel Traffic Service,
- Governance of Vessel Traffic Services.

To achieve this, the Academy will conduct needs assessment methods at the strategic, tactical or operational levels related to Vessel Traffic Services to:

- Raise awareness of the methods available for determining whether the volume of traffic and degree of risk justifies the implementation of a Vessel Traffic Service,

- Enhance knowledge of the requirements of the IMO Guidelines and IALA standards related to the implementation and management of Vessel Traffic Services within the operational, technology and education and training domains,
- Promote and build in-country expertise in the effective governance of Vessel Traffic Service provision.

These missions may be conducted either in combination with those focussing on SOLAS Chapter V, Regulation 13 or on a stand-alone basis. This reflects that some coastal States that are implementing Vessel Traffic Services may already be at a reasonable level of self-sustainability and international compliance in terms of the implementation of SOLAS Chapter V, Regulation 13.

Activities

Education and training

- Organisation of training and awareness building events in the implementation of the accreditation and approval process for VTS training.
- Where possible, mentoring competent Authorities as they undertake accreditation and approval audits.
- Organisation of seminars and other developmental activities for ATOs to enable the promotion of best practice and the sharing of expertise.
- The establishment of a memorandum of understanding process for ATOs which, when completed provides an acknowledgement of compliance with IALA standards.
- The provision of training materials and assessments to ATOs with a memorandum of understanding.
- Implement a lecturer development programme to enhance the knowledge and skills of those involved in the provision of marine aids to navigation education.

Capacity building

- Conduct needs assessment missions related to the provision of VTS in coastal States that are considering VTS implementation or have already implemented VTS and who seek to confirm compliance with the relevant IALA Standards.
- With a view to facilitating and increasing the sustainable development of VTS in coastal States seek to promote:
 - best practice in the governance of VTS through the sharing of knowledge and expertise.
 - awareness of international best practice in the management of VTS operations, the training and certification of VTS personnel and the use of VTS technology.
- The provision of VTS implementation seminars and other events drawing on the expertise of the VTS Committee and other suitable experts.
- Activities related to facilitating the governance and oversight of private VTS providers.