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| From: VTS Committee | ARM20-7.7.5  (VTS57-12.2.2) |
| To: ARM Committee | 27 March 2025 |

LIAISON NOTE

Proposal on revision of G1185

# INTRODUCTION

The VTS Committee has reviewed *G1185 - Enhancing the Safety and Efficiency of Navigation around Offshore Renewable Energy Installations (OREI)* as requested.

# DISCUSSION

1. The VTS Committee notes that:

**Standard 1010**

* G1185 is associated with IALA Standard S1010 and Recommendation *R0139 Marking of Man-Made Offshore Structures.*
* Recommendation R019 is a normative provision, which

***RECOMMENDS****: That members ensure that the marking of man-made structures conforms to the standards and practices specified in the relevant sections of the guidelines*.

This would appear to have little scope for guidance regarding managing ship traffic such as VTS and routeing measures.

* Other guidance associated with this topic under IALA S1010 includes *G1121 - Navigational Safety within Marine Spatial Planning.*  G1121 provides guidance on the main elements of a Marine Spatial Planning (MSP) process. It also provides information on the underlying navigation factors to be taken into account during a MSP process.

G1121 is associated with *Recommendation R1010 - Involvement of Maritime Authorities in Marine Spatial Planning (MSP)*, which is an informative provision.

**Standard 1040**

* IALA Recommendation *R0119 - Establishment of a VTS*specifies the practices associated with the establishment and operation of VTS as prescribed in SOLAS regulation V/12 (Vessel Traffic Services).

R0119is a normative provision of IALA Standard 1040 Vessel Traffic Services and shall be observed if compliance with this Standard is claimed.

To demonstrate compliance with the Recommendation, the practices described in the associated Guidelines should be taken into account. This includes, amongst other guidelines, *Guideline 1150 - Establishing, Planning and Implementing a VTS.*

G1150 specifically refers to protection of infrastructure such as offshore renewable energy installations (OREI).

1. The VTS Committee recognizes that OREI and MSP are large, complex and emerging topics, involving diverse stakeholders, waterway users, politics etc.
2. A key consideration identified by the VTS Committee with regards to G1185 is that the purpose of the guideline is not very clear. For example:
   * Paragraph 1 is simply a statement and doesn’t identify who should take account of the guidance being offered ‘when considering navigational safety issues in and around OREI.’
   * Paragraph 2 refers to ‘maritime authorities, OREI developers and other stakeholders when planning the establishment of OREI.’
   * However, Section 2 Risk Management states that ‘Risk management in the context of OREI should be a joint responsibility between National Competent Authorities and the Developers and Operators’.
3. The VTS Committee considers that noting the above, it may be opportune for ARM and VTS to explore this important issue further intersessionally, with a view to progressing things during the second half of Committee meetings in 2025.

# ACTION REQUESTED

The ARM Committee is invited to consider the proposal from the VTS Committee of whether it may be opportune for ARM and VTS to explore this important issue further intersessionally, with a view to progressing things during the second round of Committee meetings in 2025.