



IMO GUIDELINES FOR VESSEL TRAFFIC SERVICES

Update on the new Guidelines
Kevin Gregory

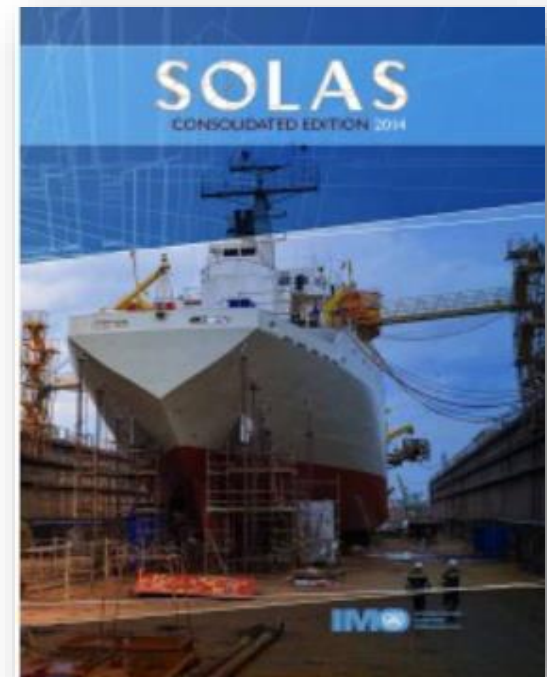


The SOLAS obligation for VTS



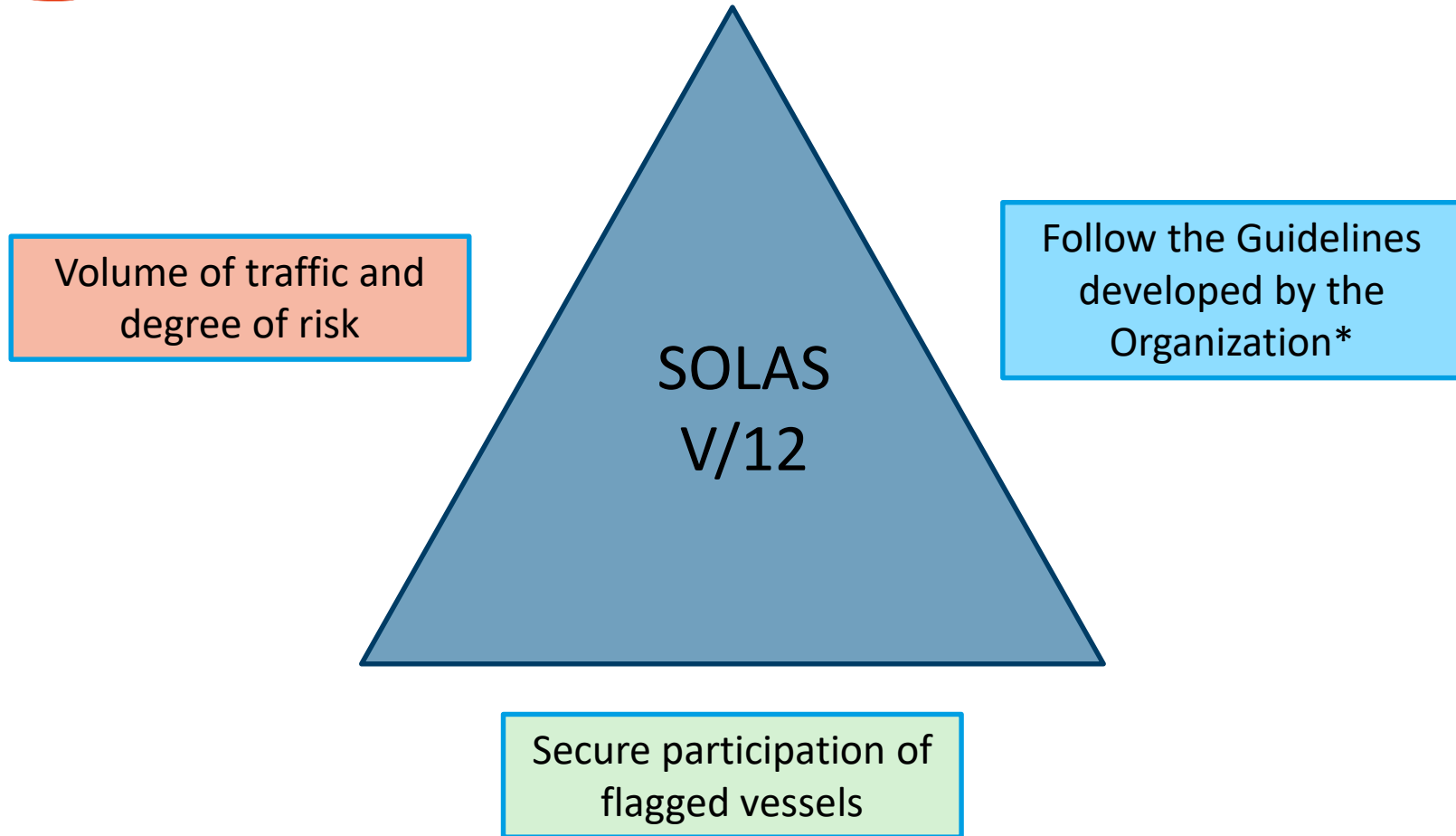
The Safety of Life at Sea Convention, 1974 sets the overarching international obligation related to Vessel Traffic Services within Chapter V, Regulation 12.

Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic.





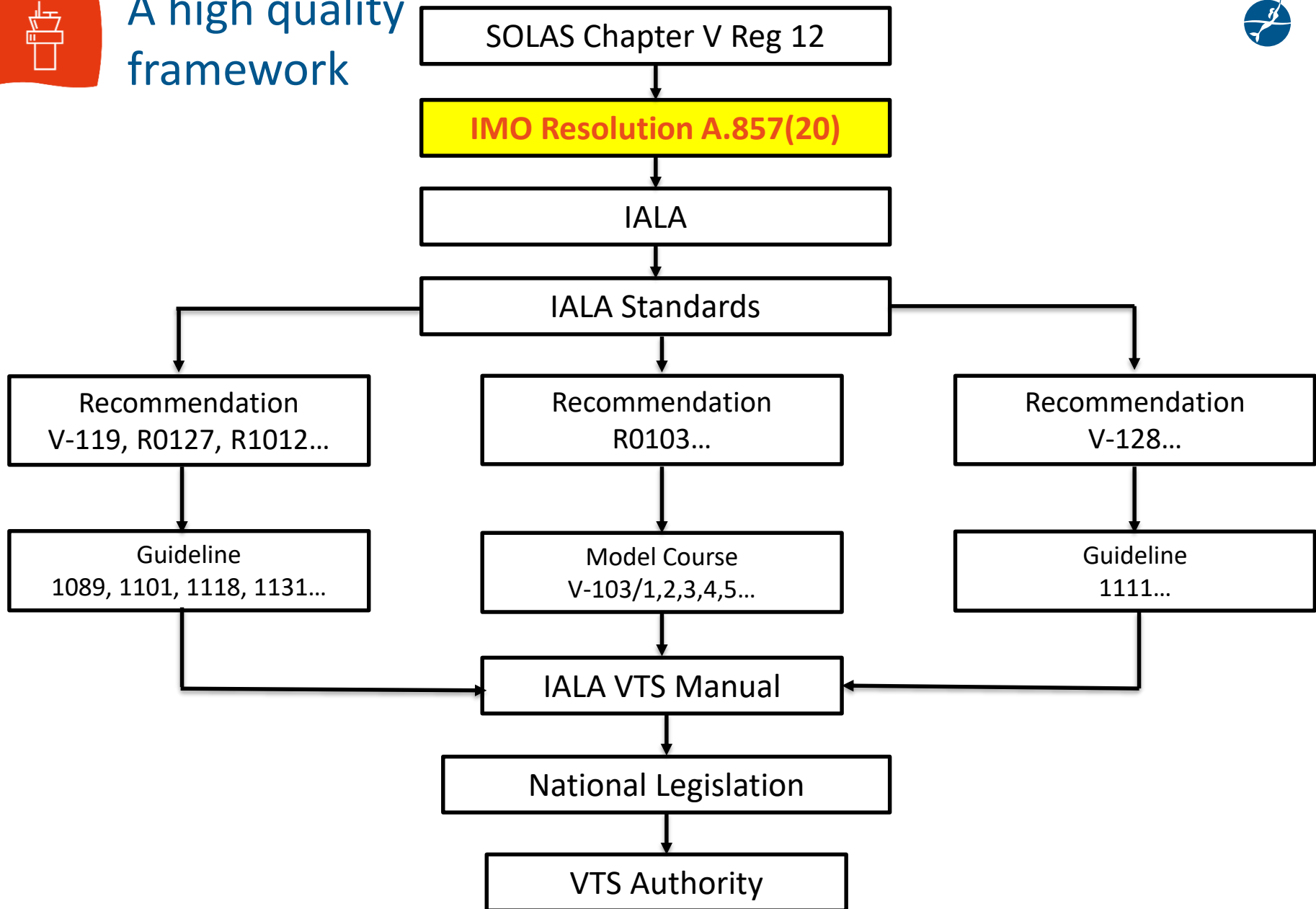
The SOLAS obligation for VTS



** Refer to the Guidelines on Vessel Traffic Services adopted by the Organization by resolution A.857(20).*



A high quality framework

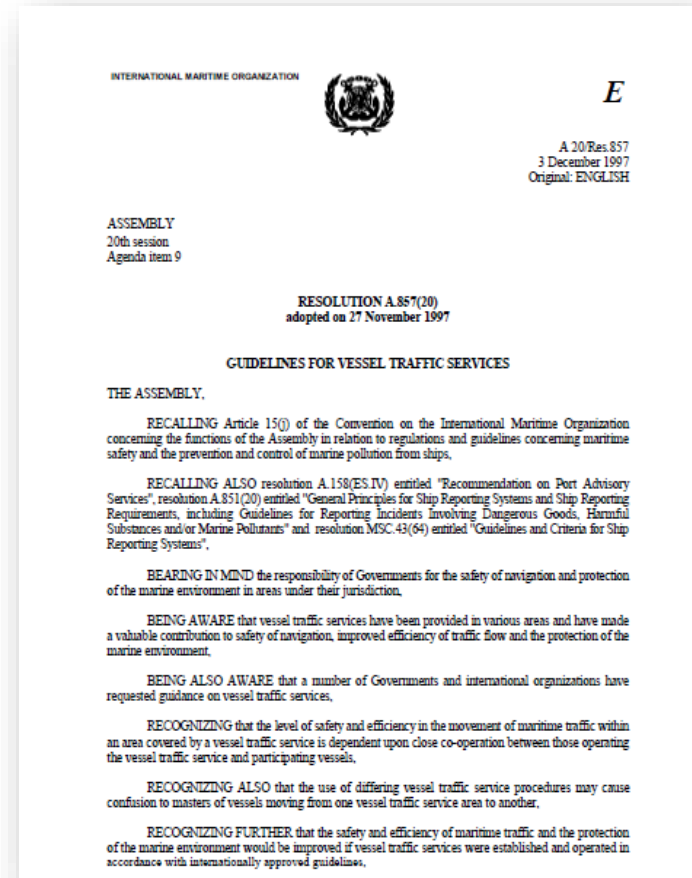




The drivers for change



- Clarity on the role of the Competent Authority and VTS Authority,
- Policy on the provision of a VTS beyond a territorial sea,
- Accommodating new developments such as the e-Navigation Maritime Services,
- Doubts over the interpretation and application of the types of service,
- Improvements in VTS communications,
- Developments in VTS qualifications, training and certification,
- The international recognition of IALA standards.





Types of Service – the users expectation?



What does the Master, Navigator, Pilot or any user expect of a VTS?

- To be provided with essential and timely information (traffic, weather, tidal, berthing, allied services etc.).
- To have their movements within the VTS area managed and organized so as to avoid congestion or conflict
- That their navigational safety will be monitored and advice provided as appropriate if they are standing into danger, in danger of running aground or otherwise proceeding into a difficult position.





The purpose of a VTS



The purpose of VTS is to contribute to safety of life at sea, safety and efficiency of navigation and the protection of the environment within the VTS area by mitigating the development of unsafe situations through:

- The provision of timely and relevant information on factors that may influence the movements and assist onboard decision making.
- The monitoring and management of ship traffic to ensure safety and efficiency of ship movements.
- Responding to developing unsafe situations.





VTS responsibilities



Contracting Government

- Establish a legal basis to give effect to SOLAS V/12
- Appoint and authorize a Competent Authority

Competent Authority

- Establish a regulatory framework for establishing and operating a VTS in accordance with IMO and IALA standards
- Authorize and monitor VTS providers
- Ensure VTS training is approved and VTS personnel are certified

VTS Provider

- Ensure the VTS conforms with the regulatory framework set by the Competent Authority
- Ensure appropriate VTS equipment, systems and facilities are provided
- Ensure the VTS is adequately staffed by trained and certified personnel
- Set operational objectives for the VTS



The recognition of the IALA Standards



IALA STANDARDS

IALA publishes standards and associated recommendations, guidelines and model courses specifically related to the establishment and operation of VTS to contribute to achieving worldwide harmonization of VTS.

Contracting Governments are encouraged to take into account IALA standards and associated recommendations, guidelines and model courses.



S1010
ATON PLANNING
AND SERVICE
REQUIREMENT



S1020
ATON DESIGN
AND DELIVERY



S1030
RADIONAVIGATION
SERVICES



S1040
VESSEL TRAFFIC
SERVICES



S1050
TRAINING AND
CERTIFICATION



S1060
DIGITAL
COMMUNICATION
TECHNOLOGIES



S1070
INFORMATION
SERVICES



The recognition of the IALA Standards - example



QUALIFICATIONS AND TRAINING

VTS personnel should only be considered competent when appropriately trained and qualified for their VTS duties. This includes:

- satisfactorily completing generic VTS training approved by a competent authority;
- satisfactorily completing on-the-job training at the VTS where the person is employed;
- undergoing periodic assessments and revalidation training to ensure competence is maintained; and
- being in possession of appropriate certification.



The link between the IMO Guidelines and Standard 1050 – Training and Certification



IMO VTS Guidelines

Standard 1050

Recommendation R0103

→ How do I recruit, train and certify VTS personnel?

Recommendation O-149

→ How should training organisations be run?

V-103/1 - Operator

V-103/2 - Supervisor

V-103/3 - OJT

V-103/4 – OJT Instructor

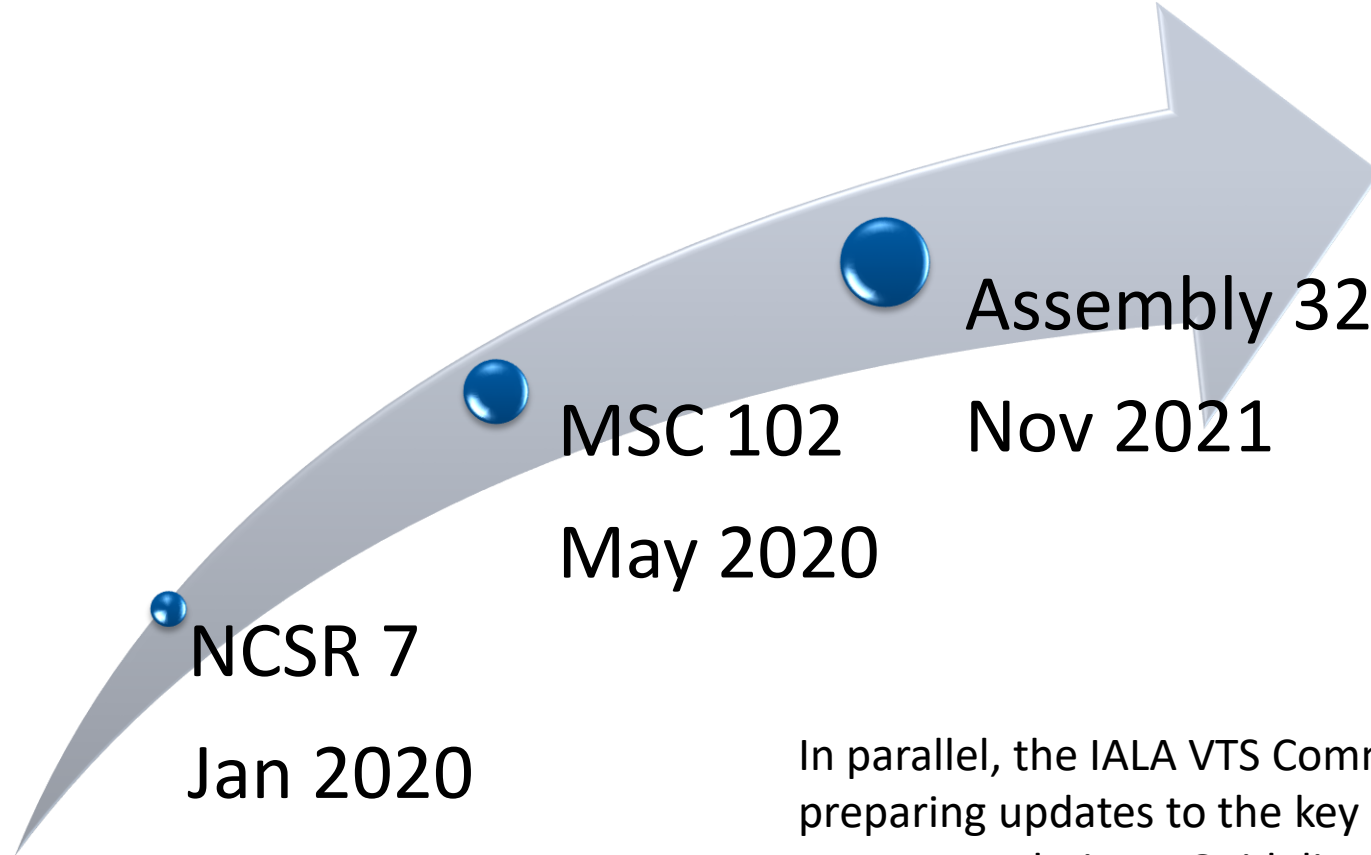
V-103/5 - Revalidation



S1050
TRAINING AND
CERTIFICATION



The roadmap to implementation



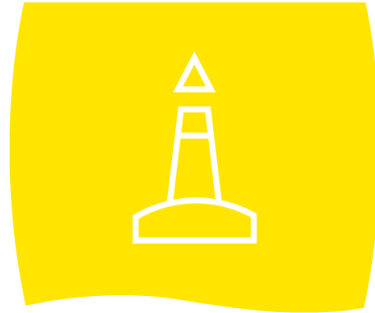
In parallel, the IALA VTS Committee is preparing updates to the key Recommendations, Guidelines and Model Courses to give effect to the new IMO Guidelines.



IALA Standards – an integrated framework



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QUESTIONS?

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