ABSTRACT SUBMISSION –– SOUMISSION DE RESUME

**Topic No.: / Sujet n° : Topic 10 - VTS or / ou**

**proposed topic / sujet proposé: Australia’s experience as a Competent Authority for VTS: Challenges and opportunities**

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ABSTRACT / RESUME:

**Australia’s experience as a Competent Authority for VTS: Challenges and opportunities**

The continual increase in maritime traffic both in volume and ship size in and surrounding ports worldwide has necessitated the need to support safe and efficient flow of traffic in port approaches. One way of ensuring this is through Vessel Traffic Services (VTS). VTS is now recognised internationally as a navigational safety and efficiency measure through the International Convention on the Safety of Life at Sea (SOLAS). In 1985, the IMO agreed on Assembly Resolution (A.857) to provide for a harmonised and consistent approach to regulating VTS worldwide. This was revised in 1997 and allows for VTS to be implemented through national administrations known as the ‘Competent Authority’.

In 2013 Australia, through the Navigation Act and associated legislation, established the Australian Maritime Safety Authority (AMSA) as the Competent Authority for VTS. As the Australian VTS Competent Authority, AMSA regulates:

* VTS Authorities, including authorisation, certification and auditing;
* VTS training organisations, including accreditation, approval of model courses and auditing; and
* Vessels in Australian waters to provide reports required by VTS authorities and to comply with their instructions.

This presentation describes how Australia gives effect to SOLAS, IMO Resolution A.857(20) Guidelines for Vessel Traffic Services and associated IALA Recommendations and Guidelines. In particular, it focuses on Australia’s experience with implementing the international framework for VTS in national law, including:

* The practical issues and challenges faced when establishing and operating a competent authority for VTS;
* The relationship between the Competent Authority and VTS Authorities; and

The increasing expectations from stakeholders and the public for VTS to deliver more proactive mechanisms to monitor, interact and assist vessels and support other services.

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| **PLEASE RETURN TO** [**contact@iala-aism.org**](mailto:contact@iala-aism.org) **by 31st March 2017**  **VEUILLEZ RETOURNER A** [**contact@iala-aism.org**](mailto:contact@iala-aism.org) **avant le 31 mars 2017** |