

Liaison note to Chairman of WG3 on Personnel and Training of the IALA VTS Committee

To VTS Committee, Chairman WG3 Personnel and Training
and other WGs of the IALA VTS Committee

From Chairman of WG4 on VTM
of the IALA VTS Committee

Subject Possible consequences of VTM with respect to Personnel and Training (P&T)

With reference to your emails of 30 December 2009 and 4 January 2010 concerning the possible consequences of VTM and its relevant issues with respect to P&T for the VTS organizations and the VTSOs; this matter was discussed by WG4 at its intersessional meeting in Istanbul, 19-22 January 2010.

In dealing with the development of the VTM concept, WG4 came to the following general distinctions and conclusions.

A. Consequences as a result of VTS within the VTM concept

Whilst there is currently no requirement for change in the provision of VTS primary services and therefore no effect on the training and personnel, it is likely that during the development process of the VTM concept the delivery of the primary services of VTS (INS, NAS, TOS) may change as a result of the enhanced information position of the VTS.

As a consequence, an increase of arrangements between VTS and various other stakeholders within the maritime domain can be expected which may lead to new requirements by stakeholders, resulting in new additional services in the future and eventual changes to V103, for instance due to;

- the gathering and processing of information*;
- possible changes in the roles and responsibilities of the VTS personnel and the interactions with other stakeholders (e.g. on strategic, tactical and operational levels);
- developments in the VTS –environment*;
- the improvement of existing technical equipment and the implementation of new technology;
- the development and enhancement of guidelines for traffic monitoring and information management;
- the development of new communication methods.

* For example additional information and agreements make it possible that the VTS provide information to parties beyond their VTS area.

The above will ultimately have an effects on the training procedures for VTS personnel as currently described in V103, however, this has to be further to be studied and discussed.

Whilst it should also be noted that listing specified and detailed consequences for the VTS organizations and their VTSO's at this stage of the development is not yet possible, it is expected that they will gradually become

evident, and we therefore suggest that you are kept informed about the views, progress and results of the WG4 meetings.

We also realise that it may be necessary to give occasionally presentations on individual issues in order to clarify the background and views of WG4 in support and to give guidance to the members of WG3. These presentations may take place during the regular VTS Committee meetings and I would appreciate your comments on this proposal.

B. Consequences as a result of developments not directly related to VTS within VTM

A number of developments during the last decade may have consequences for P&T due to a foreseen shift in tasks to be executed by VTSOs. These developments include:

- increasing ship traffic, larger ships, an increased diversity of shipping and an increasing pressure on the availability of clear watermanoeuvrable space due to, inter alia, the establishment of offshore renewable energy installations utilization for other purposes (windmill farms, etc.);
- rapid development and availability of modern and more efficient technologies for navigation, communication and information exchange. As a consequence, of an increasing availability of valid information and the increasing reliability of technical equipment on board for decision-making, it is expected that the vessels will become more self-sufficient.
- an increasing public demand for an improved monitoring and surveillance of traffic in sensitive areas.

In general it is expected that

- as a consequence of the foreseen changing method of information exchange (less by VHF, more by digitalised and automated equipment) there will be more capacity available for the requirements as described in the third bullet; therefore,
- in future one of the primary tasks of the VTSO is anticipated to be monitoring of the overall traffic image on a tactical level and this may require additional competences from VTSO's, such as assessing vessel traffic dynamics, supervisory control, allocation of space etc.

At present these trends are already recognizable in VTS operations in many traffic areas, however, it should be noted that no specific attention has been given to the identification of such a set of competences.

C. Possible future verification and certification of the service performance by VTS

Another matter which drew our attention is the increasing support for a possible future verification and certification of the service performance by VTS. This development is likely to fit the global requirement for further harmonization and uniformity within the maritime domain.

In the sideline of our intersessional meeting we discussed this subject briefly and, in general, members of WG4 (especially those involved in the execution of VTS) supported this development. In our opinion this should be achieved under the flag of IALA and be part of the VTS Manual, although we are aware of the fact that this will be a complex and sometimes sensitive process, or the subject for substantial discussion.

As WG3 gained excellent results and experience in a similar respect to the development of the guidelines for the accreditation of VTS training programs we suggest that, in consultation with the Chairman of the VTS Committee, the issue of the verification and the certification of VTS as a service may be incorporated within the working program of WG3. Input as a result of the development of VTM may be expected from WG4, especially with respect to the interaction between VTS and various stakeholders and the identification of functional requirements for measures and services within VTM.

These thoughts may require further discussion.