

1. POLICY FOR VESSEL TRAFFIC SERVICES

1.1. Policy Content – Vessel Traffic Services

IALA VTS Policy

International Framework/Obligations

- International Convention on the Safety of Life at Sea 74/78 (SOLAS) Chapter V (Safety of Navigation)
 - Regulation 12 Vessel Traffic Services
 - Regulation 11 Ship Reporting Systems
 - Regulation 10 Ships' Routeing System
- IMO Resolution A.857(20) Guidelines for Vessel Traffic Services

National Framework/Legislation

- Promulgating laws and regulations and for taking all other steps which may be necessary to give those instruments full and complete effect
- Competent Authority and VTS Authorities

Operations

VTS operations, service standards, and performance measures
Inter-VTS operations, interactions with allied and other services
Functions / Services types and purpose
Quality Management / Operational Procedures
Performance standards
Performance monitoring and evaluation

Technology

Operational and Technological Performance of VTS Systems
Portrayal
Data exchange, VTS-VTS and with other services

Training

Qualifications and Training
Authorisation of Training Organisations / Approval of Model Courses
On-the-Job Training
Human Factors

Commenté [NT1]: Suggest we use the word table to determine the Key sub-areas under Operations, Training and Technology and then populate Figure 6 above – VTS Policy and the proposed text under 8.3 – Fields of Work below.

Also need to update Figure 2 Standards draft plan once these have been locked in

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Management (Quality Management, Staffing, Resources and Procedures)
Decision support tools
Communications - Procedures and phraseology
Measures of Effectiveness

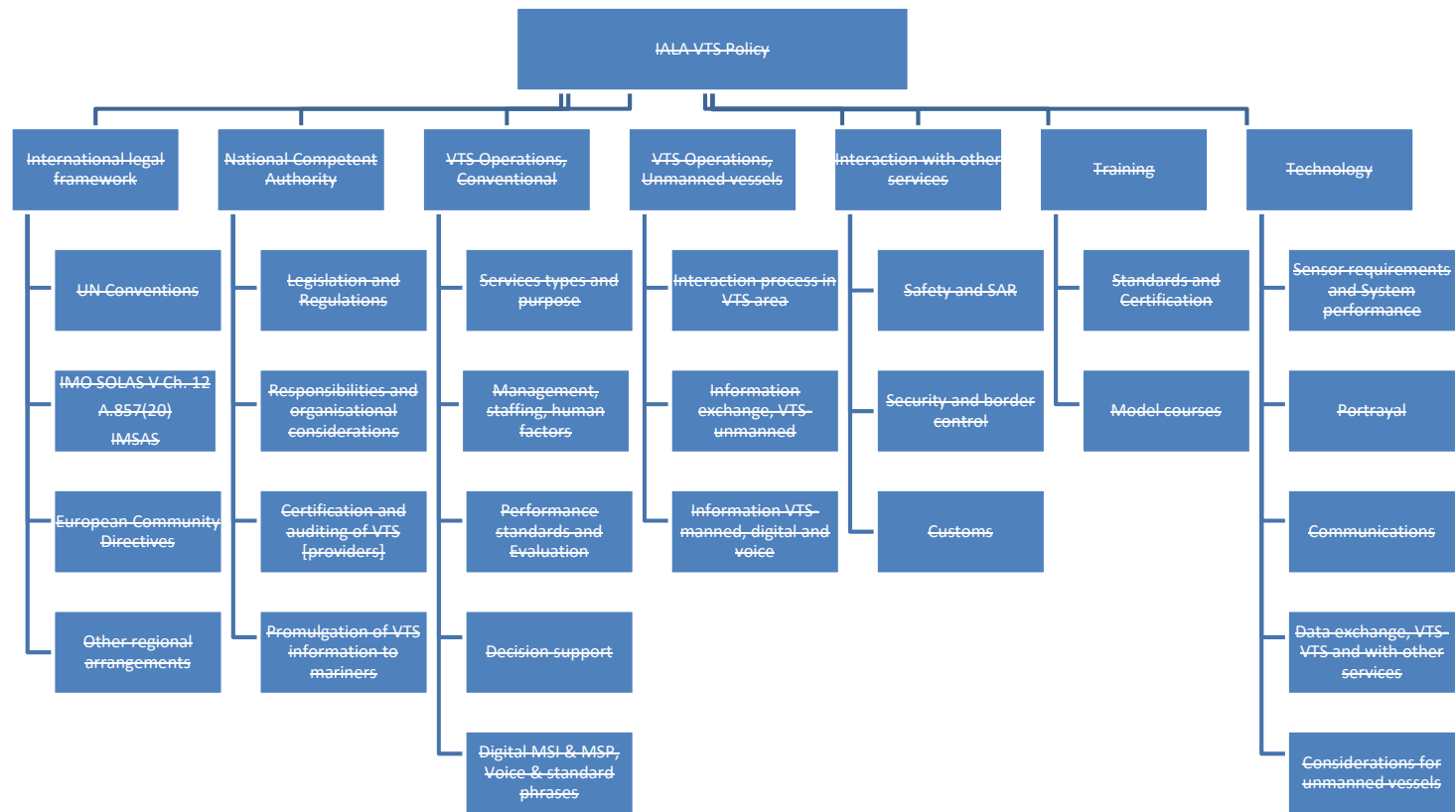


Figure 1 VTS Policy Content

Policy Statement – Vessel Traffic Services

Overview

International framework

The international framework for VTS involves four key components:

1. International Convention on the Safety of Life at Sea 74/78 (SOLAS);
2. IMO Resolution A.857(20) Guidelines for Vessel Traffic Services;
3. IMO MSC/Circ.1065 IALA Standards for Training and Certification of Vessel Traffic Service (VTS) Personnel; and
4. IALA Standards (Recommendations and Guidelines).

SOLAS

VTS is recognised internationally as a navigational safety measure through the International Convention on the Safety of Life at Sea 74/78 (SOLAS). In particular, the provisions in SOLAS Chapter V (Safety of Navigation) Regulation 12 provides for Vessel Traffic Services and states that:

- “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.”
- “Governments may establish VTS when, in their opinion, the volume of traffic or the degree of risk justifies such services”.

Further, Regulation 12 states that contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the International Maritime Organisation (IMO).

IMO Resolution A.857(20) Guidelines for Vessel Traffic Services

The Resolution describes the principles and general provisions for the operation of a VTS and participating vessels, the roles and responsibilities of contracting governments, competent authorities and VTS Authorities, and qualifications and training.

IMO MSC/Circ.1065 IALA Standards for Training and Certification of Vessel Traffic Service (VTS)

Personnel Recalling Resolution 10 of the STCW Conference 1995, IMO invites Member Governments to bring the IALA Model Courses to the attention of their VTS Authorities, training institutes responsible for the training of VTS personnel and any other parties concerned.

IALA Standards (Recommendations and Guidelines)

IMO Resolution A.857(20) states that the Guidelines should be used in conjunction with IALA documentation, amongst other things.

IALA provides a suite of guidance to assist governments, competent authorities and VTS authorities implement and operate VTS in a manner consistent with IMO Resolution A.857(20). These include:

- Recommendations on technologies and practices that are intended to improve the services being provided,
- Model courses to supplement Recommendations on the training of VTS personnel; and
- Guidelines that either supplement recommendations or provide advice and guidance on how new and developing technologies can be used to improve the operational or cost effectiveness of services.

National Framework - legislation and regulations

Under the general provisions of treaty law and of IMO conventions, States are responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give those instruments full and complete effect so as to ensure safety of life at sea and protection of the marine environment.

In practice this is generally achieved through a combination of:

- National Law – For example, government legislation giving head of power for VTS in national law)
- Regulatory Provisions – For example (Regulatory powers for the operation of VTS and any mandatory participation requirements for vessels operating in VTS areas)
- Policy (Guidance for the implementation of the regulatory framework)

Fields of work

IALA maintains a suite of guidance to assist governments, competent authorities and VTS authorities implement and operate VTS in a manner consistent with IMO Resolution A.857(20) to facilitate the harmonised delivery of VTS worldwide and in a manner that ensures ships' masters can expect consistency in terms of service and procedural requirements between individual VTS's.

In support of the Goals and Strategies of the IALA Strategic Vision the work of IALA in Vessel Traffic Services is carried out in under the following fields.

- Operations
- Training
- Technology

Operations

IALA guidance associated with the implementation and operation of VTS including, but not restricted to

Functions / Services types and purpose - <insert brief explanation>
Performance standards - <insert brief explanation>
Performance monitoring and evaluation - <insert brief explanation>
Management and staffing - <insert brief explanation>
Decision support tools - <insert brief explanation>
Communications - Procedures and phraseology - <insert brief explanation>

Commenté [NT2]: Suggest we Determine the Key sub-areas under Operations, Training and Technology using the word table above and then populate here and in Figure 6 above – VTS Policy

Training

IALA guidance associated with VTS training, including, but not restricted to

Functions / Services types and purpose - <insert brief explanation>
Performance standards - <insert brief explanation>

The WWA will assist national competent authorities with the process of accrediting VTS training institutions, and advising on the training of trainers.

Technology

IALA guidance associated with VTS Technology, including, but not restricted to

Functions / Services types and purpose - <insert brief explanation>
Performance standards - <insert brief explanation>

Engagement

IALA will engage with sister organisations, in particular with IMPA and IHMA, to ensure that its guidance associated with VTS is effective and consistent with IMO Resolution A.857(20).

Commenté [NT3]: Further review of this section is suggested

Emerging Trends and technology

Though engagement with other bodies, sister organisations and stakeholders IALA will keep abreast of emerging issues and technologies and where appropriate be actively involved.

Commenté [NT4]: Further review of this section is suggested

For example, the provision of Maritime Safety Information (MSI) in the form of digital Maritime Service Portfolios (MSPs) is a future component of VTS. IALA will work with IMO, IHO, CIRM, and others towards the definition and harmonisation of these digital services.

IALA will assume responsibility for the detail of MSPs allocated to VTS.