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| **IALA COUNCIL**  **55th Session** | **May 27 - 31, 2013**  **Busan** |

**Agenda item 9 – IALA Committees and Working Groups**

**9.3 VTS matters**

9.3.5 Information Paper onIMO/IALA Award for Accident Zero Campaign

# 1 Purpose of the document

The purpose of this document is to provide IMO with comments from IALA with regard to the draft outline from IMO describing the process of the Secretary-General of IMO’s ‘Zero Accident’ campaign, which was proposed at the 12th International Symposium on Vessel Traffic Services, 10 -14 September 2012 in Istanbul, Turkey.

IALA is very grateful to be given the possibility to consider and review the Terms of Reference and criteria for this important Award. IALA was especially requested to take regard to the following:

1. Composition of the Panel of Experts.
2. Terms of Reference of the Panel of Experts. and
3. Criteria for evaluation to assist the experts.

## Related documents

* Input paper VTS36/31 Records of decisions - Zero Accident (Paper C55/9.3/5A);
* Input paper VTS36/32 IMO-IALA Award for Accident Zero Campaign (Paper C55/9.3/5B);
* IMO Circular letter No.3311 - 2013 IMO Award For Exceptional Bravery At Sea (Paper C55/9.3/5C).

# Action requested of the Council

The Council is requested to consider the liaison note at Annex A, with a view to approval for it to be sent to the Director, Maritime Safety Division, IMO by 31 May, inorder for it tp be presented at NAV59.

Liaison Note to the Director, Maritime Safety Division, IMO

The IMO/IALA Award for Accident Zero Campaign

# IMO/IALA AWARD FOR ACCIDENT ZERO CAMPAIGN

The purpose of this Award should be to provide a unique, international recognition for established Vessel Traffic Services (VTS), which 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 the possible adverse effects of maritime traffic.

The objective of the campaign is to encourage all Member States to contribute towards a common and great objective – continuous days of ‘Accident Zero’ - no major accidents.

# 3 Composition of the PANEL OF EXPERTS

IALA proposes that the Panel of Experts to evaluate Vessel Traffic Services (VTS) is composed by the following delegates:

1. Chairman of the Sub-Committee on Safety of Navigation (Chairman of the Panel).
2. Secretary-General of IALA.
3. Secretary-General of IMPA.
4. Secretary-General of IAPH.
5. Chairman of the IALA VTS Committee (including a team of two additional VTS experts).
6. The IALA VTS Committee Representative of IFSMA
7. The IALA VTS Committee Representative of IHMA.

The function of the Panel of Experts should be to review the nominations for the Award, taking into account the Award's purpose and criteria with regard to the description of the factual circumstances giving rise to the nomination and the related supporting documentation.

The Panel of Experts should produce a shortlist for the four awards to be granted, together with the rationale for their recommendation. No more than one award can be presented to any of the listed proposed regions.

*Comments:*

*IALA believes that the proposed regions (Europe, North America and the Caribbean; South and Central America; Oceania; Asia Pacific; South and West Asia; North and West Africa and East and South Africa) should be further discussed or explained so that it may be possible to evaluate if there are enough VTSs in those areas which may be potential for nomination.*

*IALA has no opinion on whether a Panel of Judges (as in the case of the IMO Bravery Awards which has been recommended as a template) should be used. If a Panel of Judges is utilised, consideration should be made as to whether a senior IALA member should be included.*

# 4 TERMS OF REFERENCE OF THE PANEL OF EXPERTS

The Panel of Experts should meet once a year in order to review and evaluate the nominations with respect to the basic criteria and any other supporting elements. The Panel of Experts should take into consideration acts of exceptional service that aim to save life at sea or prevent/mitigate damage to the marine environment and/or enhance the general safety and efficiency of vessel traffic. This is in order to raise the profile of Vessel Traffic Services and enhance its image and to promote a wider understanding of the role of VTS amongst its users.

# 5 Criteria for evaluation to assist the experts

## 5.1 Nomination criteria

United Nations Member States, intergovernmental organizations and non-governmental organizations may nominate a VTS for consideration by the Panel of Experts. The nomination should be addressed to the Secretary-General of the IMO together with a full description of the circumstances and events, including VTS data recordings etc. giving rise to the nomination for further dissemination amongst the panel.

IALA proposes that the basic requirements for nominating a VTS should be as follows:

1. The VTS should be established by a Member State and authorized by the Competent Authority. In cases where the VTS is established outside the territorial seas of a Member State, the service should only be voluntary.
2. The VTS area should be delineated and declared as such and the procedures to be followed should be published in the appropriate nautical publications and, preferably, but not necessarily, in the "World VTS Guide".
3. The VTS should have the capability to compile a traffic image and to interact with traffic and to respond to traffic situations developing in the VTS area.
4. The VTS should be operated in compliance with IMO/IALA recommendations and guidelines.
5. The VTS staff should be appropriately qualified and suitably trained according to the IALA Recommendation V-103 and its associated model courses.
6. A Quality Management System (QMS) should be used including operating procedures.
7. The VTS should keep accident and near-miss statistics for the VTS area.

The IALA VTS Committee proposes that additionally to the basic requirements, the following elements may be taken into consideration by the panel when nominating a VTS for the Award:

* Any documented near-miss that may demonstrate a positive contribution by the interaction of the VTS that avoids the adverse effects of maritime traffic or marine environment;

This may encourage the reporting of near-miss occurrences and promote a safety culture.

* Any history of an improving safety record, culture and continual procedural developments as a result of VTS performance monitoring;
* Best practices demonstrated by the VTS that enhances safety and efficiency of navigation;
* Best practices by the VTS regarding continual professional development of VTS staff;
* The location of the VTS as well as the volume and nature of traffic and complexity of the waterway;
* Any history of innovation that improves the service in regards to safety and efficiency of navigation;

*Comments:*

1. *The IALA does not agree that one of the nomination criteria should be that the VTS area only may be established in the territorial waters of a Member State. Although SOLAS V-12 states that ‘The use of VTS may only be made mandatory in sea areas within the territorial seas of a coastal State’ there are several VTSs worldwide that operate both on territorial and international waters. There is also the fact that an established Ship Reporting System (SRS) often is operated by a VTS centre. It needs to be clarified if these SRSs are within the criteria for nomination or not.*
2. *IALA is concerned over the proposal that the effectiveness of operation should be evaluated, since this may be a very difficult task to achieve considering the different complexities of the VTS areas as well as traffic volume and nature of traffic and waterway. However, IALA believes that these elements may be considered additionally when looking at the nominated VTSs.*
3. *IALA is of the opinion that there should not be any limitation in the criteria as regards VTSs listed in the World VTS Guide. The intent is good but it should not be criteria when there may be VTSs that have contributed to the maritime safety and that still not are published in the Guide. It is also worth knowing that there has been a fee connected for being listed in the World VTS Guide and therefore it is a big probability that this have been a barrier for some VTSs. From March 2013, the fee has been removed and the site has also been modernised and updated and therefore IALA would support recognising the World VTS Guide, but as a meritorious element and not mandatory.*
4. *Although the campaign is called “Zero Accident Award” it is not likely that there should be a VTS area without any accident and especially within high-density traffic areas and complex navigational fairways. Vessel blackouts etc. may happen anywhere and the focus for the VTS should be to minimize the adverse effects of a possible accident. There is also a possible negative effect that awarding areas with a long history of no accidents could discourage VTSs from accurately reporting accidents and near-misses. IALA therefore proposes that the vision should be to minimize accidents within a VTS area. On the other hand, no accidents should occur where the VTS may be liable.*

# 6 IMO Circular letter No.3311 ‘2013 IMO Award for Exceptional Bravery at Sea’

*Comments:*

1. *The IALA is in favour of using similar Terms of References as the IMO Bravery Award.*
2. *The IALA is looking forward to further consideration and review of the Terms of Reference and criteria together with a proposal of a nomination questionnaire which will be developed by the IMO in a similar way to those relating to the Exceptional Bravery Awards at Sea.*
3. *A question raised within IALA is whether the Award may go to a person or exclusively to a VTS and/or Competent Authority?*