

**REGIONAL FORUM
ON VESSEL TRAFFIC SERVICES
SINGAPORE, 1 – 4 OCTOBER 2013
FURAMA RIVERFRONT**

Singapore

1 – 4 October, 2013

REPORT

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The opinions expressed in this report are solely those of the authors and do not in any way reflect the opinions or policies of the International Maritime Organisation or of the International Association for Marine Aids to Navigation and Lighthouses Authorities

Summary and Recommendations

This four-day Forum on Vessel Traffic Services was intended to enable executives and authorities in charge of VTS, maritime safety and safety of navigation in the region to discuss and to be informed of contemporary issues in this specific field. This Forum was also considered as a platform where matters related to the operational aspects and training needs could be addressed. While the Forum indeed facilitated a better understanding of contemporary issues, it also assisted IMO and IALA Secretariats to identify actual needs of Member States in order to prepare a "need base" and realistic programme under the ITCP to deliver better services in the future.

The Forum was held in Singapore, from 1 to 4 October, 2013. It was hosted by the Singapore Ministry of Foreign Affairs and the Maritime and Port Authority of Singapore, and was attended by 31 participants from 15 countries and one territory in the South and East Asia. In addition to the host nation, these were Bangladesh, Brunei Darussalam, Cambodia, China, Democratic People's Republic of Korea (the), Indonesia, Malaysia, Maldives, Myanmar, Pakistan, Papua New Guinea, Philippines (the), Thailand, Vietnam and Hong Kong (China). Although the format of this four-day Forum was initially aimed at the information of the authorities and the executives in charge of maritime safety and safety of navigation, some participants' profession or responsibility were more various than those. However, according to the general opinion expressed at the end of the seminar, all the participants appreciated and benefited from the information received.

In concluding the Forum, the participants expressed the wish to underline some of the key points developed during the meeting in adopting the following fourteen recommendations:

1. National administrations define and promulgate their role and responsibilities for the delivery of VTS, noting their international obligations under SOLAS and national legislation. IMO and IALA should provide guidance to assist them to undertake and promulgate this in a consistent manner;
2. Participants who are not existing IALA members should endeavour to become members and encourage effective participation by their administrations in the IMO and IALA, in particular the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) and the IALA VTS Committee;
3. The exchange of experience, information and knowledge be encouraged at the regional level to improve maritime safety and efficiency, protection of the marine environment and maritime domain awareness;
4. The establishment of accredited regional training organizations should be considered and Competent Authorities are encouraged to achieve training in their region consistent with IALA Recommendations V-103 and associated Model Courses;
5. The deployment of IMO and IALA expertise to conduct needs assessment missions for coastal States and their adjacent waters be considered as part of IMO and IALA WWA's capacity-building strategy;

6. Participants are encouraged to formally request IMO and IALA to provide such expertise referred in paragraph 5, in particular to assist in the determination and operation of VTS;
7. Countries, in pursuance of the decision of the IMO Technical Co-operation Committee (TCC) regarding the development of National Maritime Policies, adopted by the TCC, are encouraged to complete their Country Maritime Profiles (CMPs) in connection with paragraph 5;
8. Competent / VTS Authorities providing VTS define and declare the type/s of VTS services provided in accordance with IALA Guideline 1089 on Provision Vessel Traffic Services (INS, TOS and NAS) and Guideline 1083 on Standard Nomenclature to identify and refer to VTS centres. This should be done in accordance with IMO Resolution A.857(20);
9. A framework for the mandatory training of VTS personnel be considered in a manner similar to the provisions for navigating officers provided in STCW Convention;
10. International recommendations and guidelines relating to VTS be communicated as “Standards” as a means to create a better international awareness and understanding of their implications and significance.
11. National Authorities are requested to register their accredited VTS training organisations with the IALA World-Wide Academy.
12. IALA National members are encouraged to consider joining IALA-NET in accordance with IALA Recommendation E-142.
13. Participants encourage IMO and IALA to continue their efforts in addressing safety of navigation in all regions by organizing similar activities in the future.
14. Participants will continue sharing information and ideas after the Forum via email under the co-ordination of Singapore.

1. Background and objective

This report covers the development and delivery of a four-day Forum on Vessel Traffic Services, held in Singapore, from 1 to 4 October, 2013. It was hosted by the Singapore Ministry of Foreign Affairs and the Maritime and Port Authority of Singapore, and was attended by 31 participants from 15 countries and one territory in the South and East Asia. In addition to the host nation, these were Bangladesh, Brunei Darussalam, Cambodia, China, Democratic People's Republic of Korea (the), Indonesia, Malaysia, Maldives, Myanmar, Pakistan, Papua New Guinea, Philippines (the), Thailand, Vietnam and Hong Kong (China). A full list of participants is at Annex 3.

The Forum was delivered by Mr Bekir Sıtkı Ustaoglu, Head, Asia and Pacific Section, Technical Co-operation Division of the International Maritime Organisation (IMO); Rear-Admiral Jean-Charles Leclair, Dean of the IALA World Wide Academy (The Academy); Mr. Tuncay Cehreli, Chairman, IALA VTS Committee, Directorate General of Coastal Safety, Turkey; and Mr. Neil Trainor, Vice-Chairman, IALA VTS Committee, Australian Maritime Safety Authority. Country presentations were delivered by Bangladesh, Brunei Darussalam, Cambodia, Democratic People's Republic of Korea (the), Indonesia, Malaysia, Maldives, Myanmar, Pakistan, Papua New Guinea, Philippines, Singapore, Thailand, Vietnam and Hong Kong (China).



At the IALA Vessel Traffic Services (VTS) Symposium held in Istanbul, Turkey in September 2012, The Secretary General of IMO indicated that the use of VTS provides a valuable tool in the overall awareness of the maritime domain, particularly in congested waters, and pointed out the importance of IMO's collaboration with IALA in addressing this matter. The role of VTS was also mentioned as an important tool for the development of the Sustainable Maritime Transportation System concept as expressed during a recent seminar held at IMO during the World Maritime Day.

Within this framework, IMO and the IALA WWA, as part of their close partnership, embarked on new initiatives in order to address some contemporary issues of VTS, raise awareness on these matters and exchange views of future collaboration among IMO Member States.

Organized under the Singapore-IMO Third Country Training Programme (TCTP), and in collaboration with IMO and the IALA World-Wide Academy (IALA WWA), the Forum was intended to enable executives and authorities in charge of VTS, maritime safety and safety of navigation in the region to

discuss issues in this specific field. This Forum was also considered as a platform where matters related to the operational aspects and training needs could be addressed. While the Forum indeed facilitated a better understanding of contemporary issues, it also assisted IMO and IALA Secretariats to identify actual needs of Member States in order to prepare a "need base" and realistic programme under the ITCP to deliver better services in the future. The agenda of the Forum is attached at Annex 2.

2. Preparation of the Forum

Taking into account the proposal made by Singapore at the 13th Asia-Pacific Heads of Maritime Safety Administrations (APHoMSA) held in Viet Nam in June 2012, and which was supported by IMO and IALA, IMO and the IALA WWA produced a proposal to arrange this regional Forum focusing on VTS. The Government of Singapore graciously agreed to host the event and to organise it together with IMO under its Integrated Technical Cooperation Programme (ITCP) and sponsor attendance by delegates from 13 countries.

The Academy participation was funded mainly by its major sponsor, the International Foundation for Aids to Navigation (IFAN). The participation by Mr. Tuncay Çehreli was also made possible by in-kind sponsorship from the Turkish Directorate General of Coastal Safety, as well as the participation of Mr. Neil Trainor thanks to the Australian Maritime Safety Authority. Their support is acknowledged with many thanks.

The support and superb organization provided by the Singapore Ministry of Foreign Affairs and the Marine and Port Authority of Singapore cannot be underestimated. The selection of the modern and perfectly equipped Furamma Riverfront Hotel as the venue for the Forum was an inspired choice. We take the opportunity that this report provides to thank formally Cap. M. Segar, Assistant Chief Executive, Marine and Port Authority, and Ms. Angeline Szeto, Assistant Director, Ministry of Foreign Affairs, who both addressed the Forum participants at the Opening Ceremony and their dedicated staff who worked tirelessly to ensure that the Forum proceeded so efficiently. They were supported before, during and after the seminar by IMO staff in the Headquarters in London and in the office of the IMO Regional Coordinator for East Asian Manila. The IALA Secretariat provided their usual impeccable administrative support. This report also enables well deserved thanks to go to all of them.

The seminar would not have been what it was without the active, informative and very positive contribution from the visiting Delegations and the staff from the Marine and Port Authority of the host country. All participants were given a joint IMO/Academy feedback questionnaire. Those have been analyzed and the result is given hereunder (ref. item 5) which shows the success of the event and the general satisfaction of the participants. Those results will be used to improve the next events of this kind which should be repeated in other regions as they correspond to an obvious need as it clearly appear during this Forum.

3. Development of the Forum

The opening ceremony took place on Tuesday 1 October, from 9.00, with the opening address delivered by Guest of Honour, Capt. M. Segar, Assistant Chief Executive, Maritime and Port Authority, followed by keynote addresses from Ms Angeline Szeto, Assistant Director, Ministry of Foreign Affairs, Mr Ashok Mahapatra, Senior Deputy Director, Maritime Safety Division, International Maritime Organization, and Rear Admiral Jean-Charles Leclair, Dean, International Association of Marine Aids to Navigation and Lighthouse Authorities World-Wide Academy.

The opening ceremony ended by the presentation of a video on Singapore Cooperation Programme. It was followed by a group photograph before the formal programme was got underway. A copy of the programme is at Annex 2. The lectures and presentations started immediately after, and were conducted on the basis of the programme, as detailed below, up to Friday 4 October at 12.00. Singapore's Marine and Port Authority generously hosted a welcome dinner at the hotel on the evening of the first day. The Ministry of Foreign Affairs also proposed a City Tour to the participants the second evening of the Forum.

Flash memory cards were presented to all participants at the end of the Forum. These contained all the Microsoft PowerPoint presentations; a soft copy of the IALA NAVGUIDE and of the VTS Manual; the IALA Recommendations and Guidelines on VTS; various information on IMO and its technical cooperation programme; a soft copy of the concept document on Sustainable Maritime Development; the list of participants and the text of the different speeches delivered at the opening ceremony. The participants also received a hard copy of the recommendations they adopted in conclusion of the Forum. These are listed at Annex 1 to this report.

4. Content of the Forum

This four-day event programme was specially arranged by IMO and IALA. It was the first forum held by the two organisations specifically dedicated to VTS. It was not intended to be a training seminar for VTS staff and managers, but a high level information and awareness meeting on VTS, as well as an opportunity to exchange information and experiences between neighbouring countries. The Forum was conceived to provide a platform for officers from maritime administrations from the Region to interact and discuss on matters related to VTS, maritime safety, and safety of navigation, facilitate information sharing and experiences, and to identify capacity building needs in VTS. Its objectives were to assist maritime Authorities in charge of VTS at ensuring that coastal activities they carried out in the region are in compliance with international standards, and to look ahead and to draw a picture of what could be VTSs in the future, in particular, taking into account the next implementation of the concept of e-Navigation, for which VTSs will be a core element.

In more details, the content of the seminar were divided into the following sessions.

Session 1 – Opening ceremony

The first session was fully dedicated to the opening ceremony and was followed by a group photograph.

Session 2 – International Organisations and their role in safety of navigation

Following the opening ceremony, the second session started by the presentation of the lecturers and of each participant, presentation of the Forum objectives, presentation and adoption of the agenda, and definition of different aspects of safety at sea. It was followed by a lecture on IMO's mandate on Safety of Navigation and Capacity Building Strategy delivered by Bekir Sıtkı Ustaoglu. Then, Jean-Charles Leclair introduced the IALA and briefed the participants on the proposal to change the status of the Association from an NGO to an IGO. He then presented the IALA World-Wide Academy, its training activity and its capacity building strategy. He also briefly presented the other international organisations involved with safety of navigation.

Session 3 – Safety of Navigation – Coastal States obligations

Jean-Charles Leclair introduced some definitions on maritime safety before recalling what are the international regulations regarding safety of navigation, in particular in UNCLOS and SOLAS, chapter V, as well as the pertinent IMO Resolutions and the IALA Recommendations and Guidelines, which should be considered as the international standards for the topic. He underlined the necessity to introduce such requirements in the national legislation and recall the near future implementation of the

mandatory IMO audit scheme. He ended his intervention by examples of possible evolution of the role of VTS in the future and showed a video of the Mona Lisa European Project.

Session 4 – VTS Experiences

Neil Trainor described the Great Barrier Reef and Torres Strait Vessel Traffic Service (REEFVTS). It was introduced in 2004, at the initiative of the Australian and Queensland Governments. It covers more than 300.000 km², including 40% of the area beyond territorial water.

Tuncay Cehreli presented the Turkish Straits Vessel Traffic Services, which extend on 204 NM. Around 50 000 vessels are crossing the Straits every year of which only half of them embarked a pilot on board, despite narrow passages, sharp bends and strong currents.

Chan Keng Nee gave the history of the development and the role of the Singapore Strait Vessel Traffic Information Service operated from two Ports Operations Control Centres, which monitor the maritime traffic on the approaches of one of the busiest ports in the World. Later during the week, the participants had the opportunity to visit the POCC at Vista.

Session 5 – Implementation and operation of the VTS

The session was presented by Tuncay Çehreli. Using the IMO Resolution A.857(20) he recalled the definition and the role of a VTS, different types and categorization. He then explained how to plan and implement a VTS, including its equipment and staff. He ended by the operational functions depending of the types of service provided.

Session 6 - VTS training and legislation

Neil Trainor listed the different international regulations and recommendations ruling VTSs and detailed the content of the IMO Resolution A.857(20). He then explained the training programme recommended by IALA for the different categories of personnel and gave the example of Australia on how to implement the training and certification scheme, including the accreditation of the training organisations.

Session 7 – Technical aspects of the VTS

Starting from the draft IALA Guidelines on Auditing and Assessing VTS, prepared by the IALA VTS Committee and which is proposed to the approbation of the IALA Council at its next session (Dec. 2013), Neil Trainor detailed the different sensors and equipment that can be used by a VTS, in particular to conform the requirements of the IMO Resolution A.857(20). In a second part, he explained the role that VTS could play in the implementation of e-Navigation and the new necessary development of standards for the portrayal of data and information at VTS.

Session 8 – Operational key elements

Tuncay Cehreli explained that a prime responsibility of the VTS is to maintain situational awareness and to monitor the vessel traffic image with all available sensors within the area of responsibility. Extended from that, he detailed the role of the operator, in particular regarding the communication aspects, and the associated human factors.

Session 9 – VTS Experiences (Training)

Kevin Wong, Deputy Port Master, made a presentation on the MPA's VTS competency and training framework. He started by describing the different workstations in Singapore VTS and the background of the VTS personnel employed. And then he explained the response given to the MPA key policy elements: structured training in accordance with IALA standards, career development, job designations, additional training needed.

Session 10 – Country presentations

Bangladesh made two presentations, one on the VTMIS project implemented by the Chittatong Port Authority, and the second one on the plan to establish a VTMS for the access to Mongla Port. Both presentations introduced the characteristics of the ports and their access.

Brunei Darussalam introduced the Marine Department and described the present role of the Muara Signal Station and the plans to develop a new coastal station on Pulau Muara Besar and to equip the coasts with additional aids to navigation and communication equipment, including AIS shore stations.

Cambodia presented the port of Sihanoukville and the implementation of a vessel traffic management system (VTMS) to improve safety and reduce risks of accident in port and its approaches. There is a plan and a request for assistance to train the VTMS operators.

The **Democratic People's Republic of Korea** described the characteristics of the navigation on the river Taedong, which leads to several ports and to P'Yongyang, then presented the project to establish a VTS in accordance with the IMO and IALA standards.

Hong-Kong China described its Hong Kong Vessel Traffic Centre (VTC), upgraded in 2002, including its 13 radar stations, 6 AIS base stations, 4 VHF direction finders and 19 CCTV cameras.

Indonesia after having given information on the countries and main traffic routes, described the existing VTSs and the plans for the future, in particular for the Singapore and Malacca Straits, the Batam VTS. Indonesian VTSs participate actively to the Indonesian Ship Reporting System (INDOSREP).

Malaysia explained the navigation into the Malacca Strait with its reporting system and the role fulfilled by the Klang VTS facing many challenges. Its operators are now trained according to IALA standards. Future developments, including AIS stations coverage, are planned.

Maldives gave an overview of the maritime activities in the Maldives waters which represent 90% of the country. There is a project to develop a Vessel Traffic and Information System (VTIS) which will include 31 VHF stations.

Session 11 – Field Trip

A visit to Singapore Maritime Gallery and to the Port Operations Control Centre (Vista) was organised for all participants and lecturers by MPA. It was the occasion for many of them to discover a modern VTS, well equipped, efficient and in the fore front of progress.

Session 12 – Country presentations (cont.)

Myanmar described the marine activity of the country managed by the Department of Marine Administration of the Ministry of Transport, including hydrography and aids to navigation. The challenges ahead were noted as well as the development and creation of ports, including associated VTS.

Pakistan presented the country, its maritime national legislation and the strategic plans regarding the development of its ports and the exploitation of the EEZ. Pakistan called for assistance from IMO in all domains and from IALA more particularly for aids to navigation and VTS.

Papua New Guinea presented the country in brief and its challenges due to its very fast growing economy. Two VTS were just installed in two main ports and are still in test mode. In project is the development of a national vessel tracking framework based on AIS.

Philippines gave information on the role of the Philippine Coast Guard which is now in charge of Maritime Affairs since an Act of 2009. It has in particular the responsibility of all vessel traffic and monitoring systems (VTMS) established in the Philippine waters: Manila, Batangas and Cagayan de Oro. A project is well advanced regarding the implementation of a new VTMS in Cebu.

Thailand informed the participants on the projects developed in the country to implement a vessel Traffic Management and Information System (VTMIS). Emphasis was made on the description of the VTS implemented in Siracha port.

Vietnam described the role and organisation of the Vietnam Maritime Administration and the way the VTS implemented at Saigon since January 2012 is run by the Maritime Administration in Ho Chi Minh City. Future projects were also presented taking into account the cargo annual growth rate of 20%. A call for assistance in training was launched.

Session 13 Summary of discussions and closing ceremony

The topics presented during the Forum were briefly discussed together with a list of recommendations which were adopted. The general feeling was that the Forum was beneficial for all and underlined the needs for further capacity building and technical cooperation.

Then Cap. M. Segar, Ms. A. Szeto, Mr. A. Mahapatra and R. Adm. JC. Leclair presented the participants with a certificate of attendance. They also received a memory card with all the presentations made during the week as well as pertinent documents from IMO and IALA.

The Forum ended with a Closing Address delivered by Mr. A. Mahapatra during which he thanked the organisers and congratulated the participants and lecturers for the success of the event.

5. Assessment

An evaluation form was distributed to each participant. Upon 31, 28 were filled and gave a positive feeling of the objective of the seminar, its content and its delivery.

- Arrangements prior to the seminar (questions 1 to 6): 28 yes answers to all rubrics
- Duration of the event (question 6): 28 answers, all but one declared that it was just right to cover the topics.
- Organisation (question 7): the organisation and equipment were rated from excellent to good, with one "satisfactory".
- Presentations and Documentary material (questions 8, 9 and 10): upon 15 criteria and 420 possible answers, 120 were rated excellent, 270 good and 30 satisfactory; no one was rated poor.
- The average quotations for lecturers (question 11) were equally shared between excellent and good.
- The list of topics of major interest (question 12) was no significant as most of the topics were quoted by the different participants. Only training of VTS operators come back several times. The occupation and the particular interest of each one had probably influenced their answer.
- In the same time, no topics were suggested to be added to the programme (question 13).
- Objective met and use of the information gained (questions 14, 15, 16): yes for all, 27 explicit answers.

Half of the questionnaires content comments, all of them positive considering the usefulness of such events. Several contained a wish for further similar meetings on VTS and also requested more efforts by IMO and IALA on the training of VTS personnel.

The general opinion reflected from the questionnaires concurred with the very positive feedback received during discussions with the participants. The general view was that such information and discussion Forum was very useful and should be repeated from time to time and could be recommended for other regions. Regarding this particular region the participants have indicated that they will continue sharing information and ideas after the Forum via email under the co-ordination of Singapore.

It also clearly appeared that many countries are in demand of assistance both on technical aspects and for training. It had been several times repeated that IMO and IALA could assist in those domain, but their intervention can only be realized after a formal request was addressed by the country to the organization concerned.

Therefore, the recommendations adopted unanimously by the participants in conclusion of the Forum mirrored the above views. They are reported in Annexe 1.

6. Conclusions and recommendations

In concluding the seminar, the participants expressed the wish to underline some of the key points developed during the meeting in adopting fourteen recommendations focusing on the development of the VTS in their countries and the need to conform to the international standards established through the IMO and IALA rules and recommendations.

The full text of the Recommendations is at **annex 1**.

It was also recognized that the four-day seminar was the first step towards further actions to improve the situation regarding VTS and traffic monitoring, in particular, to further pursue the process through need assessment analysis that coastal States would like to perform. IMO and IALA, through its Academy, offered to provide any assistance which would be requested and which would be within their remits.

Annex 1

**REGIONAL FORUM ON VESSEL TRAFFIC SERVICES
SINGAPORE, 1 – 4 OCTOBER 2013
FURAMA RIVERFRONT
RECOMMENDATIONS**

The following recommendations were adopted by the participants at the conclusion of the Forum.

1. National administrations define and promulgate their role and responsibilities for the delivery of VTS, noting their international obligations under SOLAS and national legislation. IMO and IALA should provide guidance to assist them to undertake and promulgate this in a consistent manner;
2. Participants who are not existing IALA members should endeavour to become members and encourage effective participation by their administrations in the IMO and IALA, in particular the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) and the IALA VTS Committee;
3. The exchange of experience, information and knowledge be encouraged at the regional level to improve maritime safety and efficiency, protection of the marine environment and maritime domain awareness;
4. The establishment of accredited regional training organizations should be considered and Competent Authorities are encouraged to achieve training in their region consistent with IALA Recommendations V-103 and associated Model Courses;
5. The deployment of IMO and IALA expertise to conduct needs assessment missions for coastal States and their adjacent waters be considered as part of IMO and IALA WWA's capacity-building strategy;
6. Participants are encouraged to formally request IMO and IALA to provide such expertise referred in paragraph 5, in particular to assist in the determination and operation of VTS;
7. Countries, in pursuance of the decision of the IMO Technical Co-operation Committee (TCC) regarding the development of National Maritime Policies, adopted by the TCC, are encouraged to complete their Country Maritime Profiles (CMPs) in connection with paragraph 5;

8. Competent / VTS Authorities providing VTS define and declare the type/s of VTS services provided in accordance with IALA Guideline 1089 on Provision Vessel Traffic Services (INS, TOS and NAS) and Guideline 1083 on Standard Nomenclature to identify and refer to VTS centres. This should be done in accordance with IMO Resolution A.857(20);
9. A framework for the mandatory training of VTS personnel be considered in a manner similar to the provisions for navigating officers provided in STCW Convention;
10. International recommendations and guidelines relating to VTS be communicated as “Standards” as a means to create a better international awareness and understanding of their implications and significance.
11. National Authorities are requested to register their accredited VTS training organisations with the IALA World-Wide Academy.
12. IALA National members are encouraged to consider joining IALA-NET in accordance with IALA Recommendation E-142.
13. Participants encourage IMO and IALA to continue their efforts in addressing safety of navigation in all regions by organizing similar activities in the future.
14. Participants will continue sharing information and ideas after the Forum via email under the co-ordination of Singapore.

Annex 2

**REGIONAL FORUM ON VESSEL TRAFFIC SERVICES
SINGAPORE, 1 – 4 OCTOBER 2013
FURAMA RIVERFRONT**

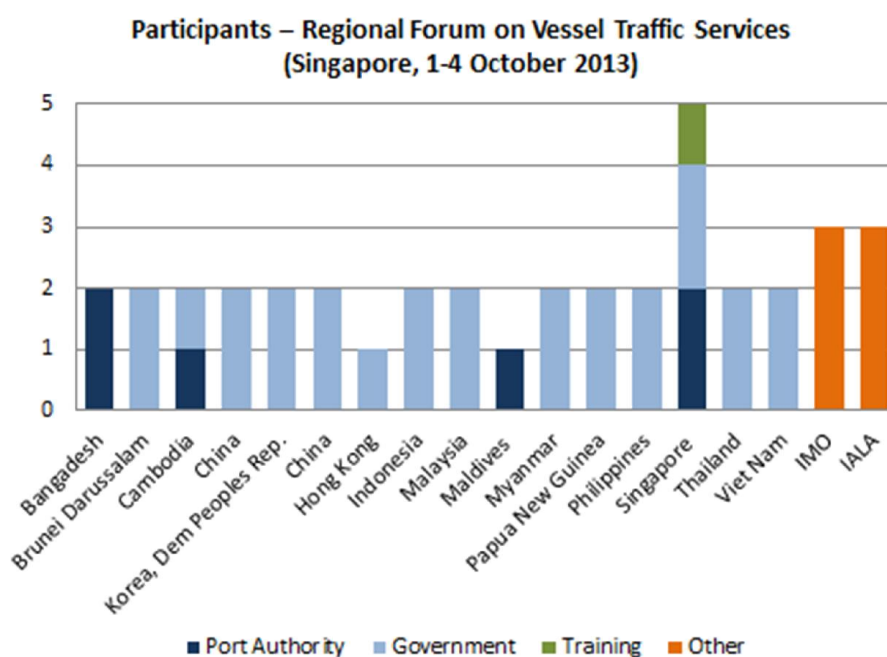
PROGRAMME

DAY 1 - Tuesday, 1 October 2013		
08.00 - 09.30	Registration	
09.30 - 10.30	<u>Session 1 - Opening Ceremony and Introduction</u> Opening Address by Guest of Honour (MPA) – Capt M.Segar, Asst Chief Executive (Operations) - Objectives of the Forum Keynote Address by MFA Keynote Address by IMO Keynote Address by IALA Video Presentation on Singapore Cooperation Programme Photo taking session	MPA MFA IMO IALA
10.30 - 11.15	<i>Coffee break</i>	
11.15 - 12.30	<u>Session 2 - International Organisations and their role in safety of navigation</u> IMO Mandate and Overview Capacity Building policy and action IALA Description The IALA World-Wide Academy Other International Organizations involved in safety of navigation	IMO IALA
12.30 - 14.00	<i>Lunch (The Square)</i>	
14.00 - 15.30	<u>Session 3 – Safety of navigation - Coastal States obligations</u> Maritime Safety, Safety of Ships/Safety of Navigation International Regulations – Conventions, Recommendations, Guidelines National Legislation Equipment and services	LA IA
15.30 - 16.00	<i>Coffee break</i>	
16.00 - 17.00	<u>Session 4 - VTS Experiences (Operations)</u> REEFVTS Turkish Straits VTS Singapore Strait VTIS	AMSA DGCS MPA
19.00 - 21.00	<i>Welcome dinner (Kintamani)</i>	MPA
DAY 2 - Wednesday, 2 October 2013		
09.00 - 10.15	<u>Session 5 - Implementation and operation of the VTS</u> VTS Framework Provision of VTS Supportive functions	LA IA
10.15 - 10.45	<i>Coffee break</i>	
10.45 - 12.00	<u>Session 6 - VTS training and legislation</u> International standards and legislation VTS Training and IALA Model Courses Accreditation of training organisations	LA IA
12.00 - 14.00	<i>MFA hosted Lunch (Asian Market Cafe-Fairmont Singapore)</i>	MFA
DAY 2 - Wednesday, 2 October 2013 (contd.)		
14.00 - 15.30	<u>Session 7 - Technical aspects of the VTS</u> VTS sensors and equipment Portrayal of data and information at VTS Procedures and Quality Management VTS and e-Navigation	LA IA

15.30	-	Coffee break	
16.00			
16.00	-	<u>Session 8 - Operational key elements</u>	
17.00		Situational awareness Communications Human factor management	IALA
18.30	-	<i>Social Programme (City Tour)</i>	MFA
21.00			
DAY 3 - Thursday, 3 October 2013			
09.00	-	<u>Session 9 - VTS Experiences (Training)</u>	
10.30		MPA's VTS Competency and Training Framework Papers from other countries	PA M
10.30	-	Coffee break	
11.00			
11.00	-	<u>Session 10 - Country presentations</u>	
12.00		<i>Country Presentations of their services already implemented, in project and application on VTS</i>	
12.00	-	<i>Lunch (The Square)</i>	
13.30			
13.30	-	<u>Session 11 - Field trip</u>	
17.00		Visit to Singapore Maritime Gallery & the Port Operations Control Centre (Vista)	MPA
DAY 4 - Friday, 4 October 2013			
09.00	-	<u>Session 12 - Country presentations (contd.)</u>	
10.30		Continue with country presentations	
10.30	-	Coffee break	
11.00			
11.00	-	<u>Session 13 – Summary of Discussion & Closing Ceremony</u>	
12.30		Discussion on topics presented Capacity Building Needed Joint certificate presentation by MPA,MFA, IMO & IALA Closing Address	IALA IMO, MPA MFA
12.30	-	<i>Lunch (The Square)</i>	
14.00			

Annex 3

REGIONAL FORUM ON VESSEL TRAFFIC SERVICES SINGAPORE, 1-4 OCTOBER 2013



LIST OF PARTICIPANTS

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