 Input paper: [[1]](#footnote-1) VTS41-10.1.3

Input paper for the following Committee(s): check as appropriate Purpose of paper:

**□** ARM **□** ENG **□** PAP **X** Input

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Agenda item [[2]](#footnote-2) 10.1

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Author(s) / Submitter(s) Australian Maritime Safety Authority

Task 3.1.1 - Develop a Model Course on Revalidation Process for VTS Certification

# Summary

## Purpose of the document

The purpose of this paper is to provide input for the consideration of the VTS Committee regarding:

* Task 3.1.1 - Develop a Model Course on Revalidation Process for VTS Certification, and
* Input Paper – VTS41-10.1.2 (VTS40-12.2.1) IALA Recommendation V-103 on Standards for Training and Certification of VTS Personnel.

# Background

Task 3.1.1 - Develop a Model Course on Revalidation Process for VTS Certification is currently being progressed by the Committee as part of the 2014-2018 work programme.

At the IALA Council Meeting 59 on 9-10 December 2014 it was agreed that Task 3.1.1 should be developed as a Model Course associated with IALA Recommendation V-103 on Standards for Training and Certification of VTS Personnel rather than a Guideline.

The objective for this change was to take into account the increasing awareness of the need for global standards in VTSO qualifications and training raised at recent IALA events, and the Objectives of Recommendation V-103 on Standards for Training and Certification of VTS Personnel, which states that: *“Competent and / or VTS authorities are encouraged to adopt this Recommendation together with the associated model courses as the basis for mandatory training in a manner consistent with their domestic legal framework.”*

Significantly, the importance of the revalidation process being a model course was that it involves an approved model course provided by an accredited VTS Training Organisation as a means to establish continued professional competence.

# Discussion

The review of Input Papers VTS41-10.1.1 and VTS41-10.1.2 was undertaken noting that the scope of Task 3.1.1 is to develop a Model Course to assist National Competent Authorities, VTS Authorities and accredited VTS Training Organisations in preparing and delivering revalidation training for VTS personnel.

This highlighted some items which the Committee may wish to give consideration to. These are provided (in track changes/comments) in the following Input Papers:

* VTS41-10.1.5 Comments on Input 10-1-1 (V103-5)
* VTS41-10.1.4 Comments on Input 10-1-2 (V103

In addition, the Committee may wish to also give consideration to the following:

## Revalidation

The Model Course on Revalidation Process for VTS Certification should focus on providing guidance on the revalidating of V-103 qualifications for VTS personnel.

The current draft encompasses facets of refresher training (including Adaptation and Updating Training) as opposed to focusing on the validation of V-103 qualifications. As such, it is suggested that the committee give consideration to reviewing the scope of the document to focus on the revalidation of V-103 qualifications.

## Use of the term Recurrent Training

IALA Recommendation V-103 and associated Model Courses state that it takes into account the International Convention on Standards of Training, Certification and Watchkeeping of Seafarers, 1978, as amended in 1995 (STCW Convention), the Seafarer’s Training, Certification and Watchkeeping Code (STCW Code) and STCW 95 Resolution 10, IALA has adopted Recommendation V-103 on Standards of Training and Certification of VTS personnel.

The term ‘Recurrent’ training is not a common term that is used within the STCW environment.

It is suggested that consideration should be given to using the term ‘Revalidation’ as opposed to ‘Recurrent’ to reflect the title of the document.

## Adaption / Updating Training

The current draft defines Adaptation and Updating training as:

* Adaptation training is carried out whenever changes are expected to be made or when changes have been made, concerning equipment, regulations, operational procedures or any other matter which is relevant to the performance of VTS personnel.
* Updating training is custom made training designed following a training needs analysis indicating that member(s) of VTS Personnel need additional training. Updating training may be required after a break in service, unsatisfactory operational performance or other circumstances leading to a reduced level of competence

In reviewing the current draft Model Course it was identified that consideration should be given to relocating the concepts and good text within these sections of Adaptation and Updating training to the IALA Model Course V-103/3 on Vessel Traffic Services on the Job Training. A VTS Authority may conduct these forms of training at any stage as a means to ensure their VTS personnel have the knowledge and practical competence to perform within their operational environment. By default these activities that are directly related to on the job training and the ongoing maintenance of their individual skillset.

Both Adaptation and Updating training require a flexible course structure which would be identified as a result of the VTS Authority conducting a training needs analysis. Noting the routine nature of this local training it is unlikely that a Competent Authority would see a need to approve such training n accordance with IALA Guideline 1014, other than to note during a compliance audit that training of this nature is being conducted.

## Frequency to when Revalidation Training should occur

The current draft identifies two different approaches to when revalidation (recurrent training) should be completed:

* Part C, section 1.1 *“it is recommended that recurrent training should normally be carried out at intervals of not exceeding 5 years”.* This approach of not exceeding 5 years is consistent with STCW requirements for the revalidation of certificates.
* Part C, section 1.4 *“The Competent Authority should determine the frequency of a programme of recurrent training. The specific duration of a programme of recurrent training should be determined by the Competent Authority. It is recommended that VTS Authorities allow sufficient time for elements of local continuous professional development training to be undertaken on an annual basis.”*

In addition, IALA Recommendation V-103, section 5.1.1 on validity states that:

*“An endorsement VTS qualification should be valid until either:*

* + *an assessment indicates that the holder has fallen below the standards, including medical requirements, set by the Competent Authority for operator VTS personnel qualifications; or*
  + *there is a break in carrying out the duties, for whatever reason, for a period defined by the Competent Authority / VTS Authority. “*

It is suggested that in determining when revalidation should occur a consistent approach be adopted and articulated. It is recognised that the Committee may wish to give this some consideration in terms of embracing the STCW approach (5 years) or adopting a more flexible approach noting the diversity of VTS operations (eg. types of services delivered, inherent risks and consequences, etc).

## Interchanging use of Competent Authority / VTS Authority

Consideration should be given to reviewing Input Papers VTS41-10.1.1 and VTS41-10 to ensure the correct use of Competent Authority / VTS Authority / Training Organisation is being used based on their responsibility of their role for that task in accordance with the guidance provided in IMO Resolution A.857(20).

Example 1 - Model course V103/5 states with respect to Course Intake limitations ”*Class/group sizes should be limited at the discretion of the Competent Authority in order to allow the instructor(s) to give adequate attention to individual participants.”* The Competent Authority accredits a training organisation based on their demonstrated ability to meet the required standards as per IALA Guideline 1014. A training organisation is responsible under their training management system to identify in their training plan the instructor to student ratio for each defined course, of which, the Competent Authority assesses when approving the model course. The Competent Authority should have no need to be involved in determining the class/group size, when an accredited training organisation has the specialist expertise and competence in this field.

Example 2 – In IALA Recommendation V-103 under Section 4.4 Medical/Physical Requirements it states that *“Candidates should meet the medical, including optical, standards of health established by the Competent Authority”*. This statement is not consistent with IMO Resolution A.857(20) which states in section 5.2.2 that *“VTS authorities may wish to consider introducing additional screening mechanisms to ensure that recruits have the necessary aptitudes, personal suitability characteristics, and ancillary skills for the functions they will be assigned. These mechanisms will assess, inter alia, ability to meet medical standards commensurate with the working conditions of the VTS position in question, spatial problem-solving capabilities and other job-related aptitudes, ability to work under pressure; and language capability required for the particular VTS.”*

# Action requested of the Committee

The Committee is requested to consider this Input Paper (and associated papers listed above) in progressing Task 3.1.1 - Develop a Model Course on Revalidation Process for VTS Certification.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Leave open if uncertain [↑](#footnote-ref-2)