 Input paper: VTS42-8.6.2

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

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

**□** ENAV **X** VTS **□** Information

Agenda item 8.6

Technical Domain / Task Number 1.4.2

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

Task 1.4.2- Review/Update/Provide Input to IMO On Resolution A.857(20) Guidelines For VTS

# Summary

## Purpose of the document

The purpose of this paper is to provide input for the consideration of the VTS Committee regarding Task 1.4.2- Review/Update/Provide Input to IMO on Resolution A.857(20) Guidelines For VTS.

# Background

Task 1.4.2- Review/Update/Provide Input to IMO on Resolution A.857(20) Guidelines for VTS is currently being progressed by the Committee as part of the 2014-2018 work programme.

The report from VTS41 states that:

*“Work on the development of a proposed submission for IMO Resolution A.857(20) to be updated as an unplanned output will be included in task 1.4.2 but will need to draw on the compelling needs identified in the process of updating the existing document*.”

# Discussion

AMSA supports IALA’s review of IMO Resolution A.857(20) to:

* Reflect emerging needs and developments and ensure the international framework for VTS continues to meet its objectives
* Ensure IMO Resolution A.857(20) Guidelines for Vessel Traffic Services continues to provide an effective IMO instrument to assist competent authorities implement and deliver VTS globally in a consistent and harmonised manner.

The VTS Committee Work Programme Task Register (2014-18) states that the expected outcomes associated with this Task include:

* A documented review of the Resolution in terms of its capacity to contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, noting changing expectations, needs, new and emerging technologies, and
* Where potential amendments / changes are identified, documented clear and concise reasons for the change and the advantages/needs for progressing them.

With regards to progressing this Task, the report from VTS41 states that:

* *“Work on the development of a proposed submission for IMO Resolution A.857(20) to be updated as an unplanned output will be included in task 1.4.2 but will need to draw on the compelling needs identified in the process of updating the existing document*.”

The compelling need/s for a change to the existing Resolution is yet to be clearly identified and documented by the Committee.

**Compelling Need**

Australia suggests that the key compelling need to review IMO Resolution A.857(20) is that the Resolution, as it currently stands, is vague, unclear, subjective and open to broad interpretation. This needs to be rectified to ensure the Resolution provides a clear and concise framework for Contracting States and their competent authorities to implement so as to meet their mandatory obligations under SOLAS Chapter V, Regulation 12.

This is particularly relevant so that there is an agreed VTS framework against which States can be assessed under the IMO Member State Audit Scheme (IMSAS), with respect to the implementation and delivery of VTS.

Under IMSAS States will be required to demonstrate that they:

* Give full and complete effect to SOLAS Chapter V (Safety of Navigation) Regulation 12
* Fulfil their responsibilities under the general provisions of treaty law and IMO conventions requiring promulgating necessary laws and regulations.

Given this compelling need the review should ensure clear and concise guidance is provided about the:

1. **Link between the Resolution and IALA Recommendations and Guidelines –** There needs to be a clear link between the Resolution and compliance with IALA’s Recommendations and Guidelines.
2. **Role of Competent Authority and VTS Authority** – The role and responsibilities of Competent Authorities and VTS Authorities needs greater definition and clarity.
3. **Qualifications and training** - The guidance provided for VTS qualifications and training needs definition and clarity. Further, as identified in the Conclusions of the 12th VTS Symposium (VTS2012) there is a compelling need for mandatory training for VTS operators in order to ensure a consistent and harmonised delivery of VTS (eg. In a manner similar to STCW).
4. **Types of Service** – The guidance provided for Types of Service needs definition and clarity. As identified in the IALA VTS Strategy Paper the “types of services need to be more clearly defined as they currently are a source for continuous debate”.
5. **Administrative updates** – The Resolution is in need of administrative updates to correctly reflect and reference international instruments and guidance.

# Action requested of the Committee

The Committee is requested to consider the suggested “compelling need” and associated items identified in this document and, if appropriate, include these in the preparation of the draft unplanned output.