



**CORRESPONDENCE GROUP ON REVISION OF
THE IMO RES. A.857(20)
(VTS47)**

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Introduction

1. A brief overview
2. The need for a new Resolution?
 - IMO submission (MSC99/20/3)
3. IALA Correspondence Group
 - Guiding Principles
 - Proposed Resolution
 - Comments Register



Brief Overview



Date	Event
February 2018	IMO Submission MSC99/20/3
April 2018	Intersessional Meeting of the Operations Working Group of the VTS Committee (IALA headquarters) <ul style="list-style-type: none">• Correspondence Group
October 2018	VTS45
March 2019	VTS46
June 2019	<i>IALA Seminar on the revision of IMO Resolution A.857(20) Guidelines for Vessel Traffic Services</i>
September 2019	VTS47
October 2019	Input to NCSR7

MARITIME SAFETY COMMITTEE
99th session
Agenda item 20

MSC 99/20/3
6 February 2018
Original: ENGLISH

WORK PROGRAMME

Proposal for a new output for a revision of resolution A.857(20) on *Guidelines for Vessel Traffic Services*

Submitted by Australia, China, India, Norway, Republic of Korea, Singapore, South Africa, Turkey, IALA, IAIN, IFSMA, IHMA, and NI

SUMMARY

Executive summary: This document proposes a new output for the Sub-Committee on Navigation, Communications and Search and Rescue for a revision of resolution A.857(20) on *Guidelines for Vessel Traffic Services*. This is to ensure that the resolution is modernized/updated and that it continues to serve as an effective instrument, providing a clear framework to implement VTS globally in a harmonized manner

Strategic Direction, if applicable: 2 and 6

Output: Not applicable

Action to be taken: Paragraph 26

Related documents: Resolution A.857(20); MSC 94/21, MSC 94/6/4, MSC 94/6/2; MSC 93/6/15; MSC 90/22/3, MSC 90/27/4; NCSR 1/28 and NCSR 3/INF.10

IMO Submission (MSC99/20/3)

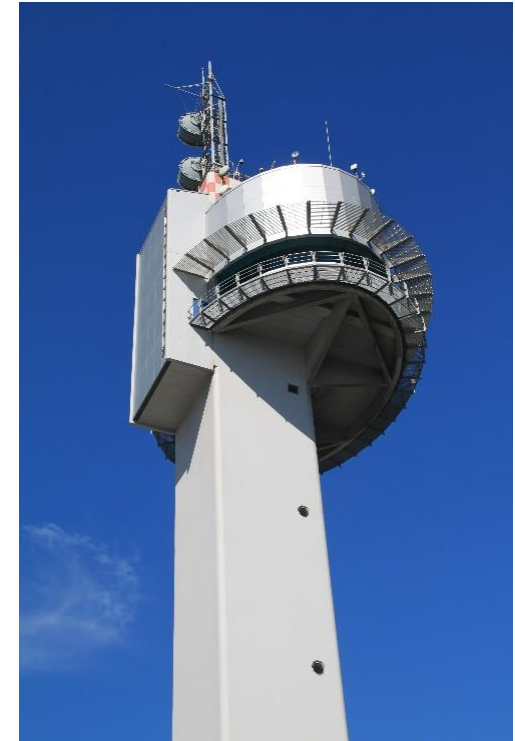


IMO Submission (MSC99/20/3)



Key areas contributing to the broad interpretation and debate:

1. Role of the Competent Authority/VTS Authority
2. Changing traditional boundaries
3. Recognition of IALA Standards
4. Types of Service
5. Result-oriented instructions
6. VTS qualifications, training and certification
7. VTS and future developments
8. Administrative amendments



Country	Organisation
Australia	Australian Maritime Safety Authority
Belgium	Agency for Maritime and Coastal Services
Denmark	BIMCO
Finland	Finnish Transport Infrastructure Agency Vessel Traffic Services Finland Ltd
France	Direction des Affaires Maritimes IALA
Germany	Federal Waterways and Shipping Administration
Japan	Japan Coast Guard
Netherlands	Dutch Pilots Corporation Ministry of Infrastructure and the Environment Port of Rotterdam
Norway	Norwegian Coastal Administration
People's Republic of China	China Maritime Safety Administration
Portugal	Airbus
Russia	Traffic Control & Management Solutions
Singapore	Maritime and Port Authority of Singapore
Spain	Spanish Maritime Safety Agency
Sweden	Swedish Transport Agency
UK	International Harbour Masters Association International Federation of Ship Masters Associations The Nautical Institute Vissim AS
US	Maritime Institute of Technology and Graduate Studies US Coastguard

Correspondence Group



- 44 members
- 24 organisations - representing Competent Authorities, VTS Authorities, sister organisations and industrial members
- 19 Intersessional meetings via teleconference

Correspondence Group



Key inputs to VTS47

1. **Revised/New Resolution - Version 3** (*Input paper - VTS47-5.1.2 Revised-New Resolution - Version 3*)

Version 3 – Taking into consideration comments received from:

- Committee members at VTS46;
- Participants at the IALA Seminar on the Revision of the IMO Resolution for Vessel Traffic Services at IALA headquarters (24 – 28 June 2019); and
- The IALA Legal Advisory Panel.

Correspondence Group



Key inputs to VTS47

2. **“Comments Register”** (*Input paper - VTS47-5.1.3 ‘Comments Register’ - Collated Comments on Draft Resolution and ICG’s response*)
3. **“Guiding Principles”** (*Working paper from VTS46 - VTS47-8.2.2 ‘Guiding Principles’ for drafting the Revised/New Resolution for VTS*)
4. **Work programme** for completing the revision (*Working paper from VTS46 - VTS47-8.2.2.1 Work programme for completing the revision of resolution A.857(20)*)

Guiding Principles



Provide the framework for drafting the revised/new resolution to ensure the outcomes identified in the IMO document MSC 99/20/3 are achieved. That is:

*“The output is required for VTS to fulfil its role as a measurable and proactive instrument in the prevention of maritime incidents and accidents. This will be achieved by providing a **clear and concise framework to implement and deliver VTS globally in a realistic, consistent and harmonized manner.**”*

Guiding Principles



The revised/new resolution should be prepared in a form that assists Contracting Governments and Competent Authorities to meet their obligations under SOLAS Chapter V (Safety of Navigation) Regulation 12 to **plan, implement and deliver VTS in a consistent and harmonized manner.**



Guiding Principles

In summary, the revised/new resolution should:

- Provide an appropriate high-level framework that is both clear and concise.
- Provide a link between SOLAS, the resolution, IMO documentation and requirements relevant to VTS and IALA Standards (as amended or as adopted).
- Recognise:
 - The “key areas” identified in the IMO document MSC 99/20/3; and
 - The outcomes from the Intersessional Meeting of the IALA VTS Committee’s Working Group 1 (Operations) in April 2018.

Key issues identified in (MSC99/20/3)



Role of the Competent Authority / VTS Authority

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Overly prescriptive on the respective responsibilities.• Does not recognise circumstances may differ due to national law.	<ul style="list-style-type: none">• Clear Structure<ul style="list-style-type: none">➤ SOLAS➤ 857➤ IALA Standards• Concisely describes the responsibilities at a high level.<ul style="list-style-type: none">➤ The Competent Authority is seen as the <u>Regulator</u> and the VTS Authority as the <u>Provider</u> - responsible for the management, operation and coordination of the VTS.

Key issues identified in (MSC99/20/3)



Changing traditional boundaries

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Silent on the ways that a VTS may contribute to the safety of vessel traffic and the protection of the environment beyond territorial waters.	<ul style="list-style-type: none">• Recognises the contribution of VTS beyond the territorial seas of a coastal State.<ul style="list-style-type: none">○ i.e. on the basis of voluntary participation in accordance with SOLAS regulations V/10 and V/11.

Key issues identified in (MSC99/20/3)



VTs and Future Developments

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Does not provide a framework to accommodate new trends<ul style="list-style-type: none">○ e.g. the development, adoption and implementation of Maritime Service Portfolios, e-navigation, etc.	<ul style="list-style-type: none">• Recognises Governments should take account of:<ul style="list-style-type: none">○ Applicable IMO instruments; and international guidance.○ Future technical and other developments recognized by the Organization relating to VTS.



Key issues identified in (MSC99/20/3)

Types of Service (INS, TOS and NAS)

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Is subjective and open to broad interpretation and debate.• Causes confusion to stakeholders, particularly masters of vessels navigating in different VTS areas.• Concern that services are not being declared or delivered globally in a consistent manner.	<ul style="list-style-type: none">• Provides clear and concise guidance on the purpose of a VTS.

Key issues identified in (MSC99/20/3)



VTs Qualifications, Training and Certification

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Existing text (Annex 2) is:<ul style="list-style-type: none">○ Overly prescriptive – 12 pages;○ Dated; and○ In conflict with, or constraining the necessary continued development of modern IALA training Recommendations, Guidelines and Model.	<ul style="list-style-type: none">• Concise and high level.• Recommends that Governments use the standards for training and certification of VTS personnel acceptable to the Organization (i.e. IALA Standards).

Key issues identified in (MSC99/20/3)



Recognition of IALA Standards

Existing	Proposed New Resolution
<ul style="list-style-type: none">• Does not recognise IALA Standards and associated Recommendations, Guidelines and Model Courses.• The guidance and terminology is limiting and complicating the development and modernisation of IALA guidance in a range of areas.	<ul style="list-style-type: none">• Recognises:<ul style="list-style-type: none">○ IALA as an important contributor to IMO's role and responsibilities relating to VTS○ That IALA Standards provide the framework for coastal States to harmonize VTS worldwide and are suitable for direct use and citation.

Looking Forward – A new Resolution



A more effective instrument, providing a clear framework to implement VTS globally in a harmonised manner.

Clear Structure

SOLAS

857

IALA Standards

Future Proofing

Not confusing to Stakeholders

