



VTS47-5.1.1

REPORT FROM THE CORRESPONDENCE
GROUP (A.857 REVISION)
TO VTS47

10 September 2019

This page intentionally blank

Report from the Correspondence Group (A.857 Revision) to VTS47

Executive Summary

A key outcome of the Intersessional Meeting of the Operations Working Group (Working Group 1) of the VTS Committee held at IALA headquarters 10-13 April 2018 was the formation of the Correspondence Group (A.857 Revision) to facilitate achieving the work associated with the revision of IMO Resolution A.857(20) Guidelines for Vessel Traffic Services within the proposed 2018-2019 biennium of IMO.

44 Committee members from 24 organisations, representing Competent Authorities, VTS Authorities, sister organisations, IMO member organisations and IALA industrial members, have participated in 19 meetings of the Correspondence Group (via teleconference) since its formation in 2018.

This report focusses on the outcomes from the Group since its report to VTS46 in February this year. In particular, this includes the following input papers for the Committee's consideration:

1. **Revised/New Resolution - Version 3** (*Input paper - VTS47-5.1.2 Revised-New Resolution - Version 3*)
Significantly, the preparation of Version 3 considered all 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.
 - Participants of the Correspondence Group (A.857 Revision)
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)*)

It is the view of the Group that revised draft Resolution:

- Provides an appropriate high-level framework that is both clear and concise.
- Provides a clear link between SOLAS, the resolution, IMO documentation and requirements relevant to VTS and IALA Standards (as amended or as adopted).
- Is much less prescriptive and in line with a modern approach.
- Is suitable to a rapidly changing world and is 'future proofed' as much as possible. For example, the draft revision states that:
 - In complying with the Guidelines Governments should take account of applicable IMO instruments and refer to the relevant international guidance prepared and published by appropriate international organisations (Section 1.4)
 - Governments should take account of future technical and other developments recognised by the Organisation relating to VTS (Section 4.1.5)
- Clearly articulates the:
 - Responsibilities of Governments, competent authorities and VTS providers (Section 4);
 - Responsibilities of participating ships (Section 6); and
 - Purpose of a VTS (Section 5).
- Recognises IALA as an important contributor to the IMO's role and responsibilities relating to VTS (Section 1.3) and references IALA standards relating to VTS (Section 9).

CONTENTS

Executive Summary.....	3
Report from the Correspondence Group (A.857 Revision) to VTS47	5
1. BACKGROUND	5
2. INTRODUCTION	5
3. DISCUSSION.....	6
3.1 Revised/new resolution for VTS (Version 3)	6
3.2 “Comments Register”	7
3.3 ‘Guiding Principles’	7
3.4 Work programme for completing the revision of resolution A.857(20)	8
4. LIST OF ANNEXES	8
Annex A - Version 3 of the revised/new resolution for VTS.....	9
Annex B - ‘Guiding Principles’ for drafting the Revised/New Resolution.....	16
Annex C - Work programme for completing the revision of resolution A.857(20)	17
Annex D - Participants of the IALA Correspondence Group (Revision of A.857(20)).....	18

Report from the Correspondence Group (A.857 Revision) to VTS47

1. BACKGROUND

An Intersessional Meeting of the Operations Working Group (Working Group 1) of the VTS Committee was held at IALA headquarters 10-13 April 2018 to facilitate achieving the work associated with the revision of IMO Resolution A.857(20) Guidelines for Vessel Traffic Services within the proposed 2018-2019 biennium of IMO.

The meeting also concluded that a Correspondence Group be formed to facilitate achieving the work associated with the revision of IMO Resolution A.857(20) Guidelines for Vessel Traffic Services within the proposed 2018-2019 biennium.

2. INTRODUCTION

The Correspondence Group is chaired by Neil Trainor.

44 Committee members from 24 organisations, representing Competent Authorities, VTS Authorities, sister organisations and industrial members, have participated in the Correspondence Group (via teleconference) since its formation in June 2018.

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
USA	Maritime Institute of Technology and Graduate Studies US Coastguard

The Group has met 19 times since its formation as shown below:

Meeting Number	Date	Key outputs/Comments
1	28 Jun 2018	<ul style="list-style-type: none"> A report on the outcomes from meetings 1-7 was provided to the Committee at VTS45 (<i>VTS45-8.1.8 – Report from Correspondence Group (revision of A.857(20))</i>). Key outputs for the Committees consideration included:
2	12 Jul 2018	
3	26 Jul 2018	
4	09 Aug 2018	

Meeting Number	Date	Key outputs/Comments
5	23 Aug 2018	<ul style="list-style-type: none"> ○ Draft work programme for completing the revision of resolution A.857(20). ○ Draft proposal for the seminar on the revision of A.857(20) to broaden participation and engagement in preparing the draft revision and assist the Committee finalise the draft revision. ○ The 'Guiding Principles' and draft skeleton to commence drafting the revised/new resolution.
6	30 Aug 2018	
7	06 Sep 2018	
8	27 Nov 2018	<ul style="list-style-type: none"> • A report on the outcomes from meetings 8-11 was provided to the Committee at VTS46 (<i>VTS46-8.1.8 – Report from Correspondence Group (revision of A.857(20))</i>). <p>Key outputs for the Committees consideration included:</p> <ul style="list-style-type: none"> ○ Revised/new resolution for VTS (Version 2) - A comprehensive revision of the first draft accepted at VTS45 ○ Minor revision to the 'Guiding Principles' for drafting the Revised/New Resolution for VTS.
9	18 Dec 2018	
10	15 Jan 2019	
11	29 Jan 2019	
12	9 May 2019	<ul style="list-style-type: none"> • The outcomes from these meetings are summarised in this report.
13	28 May 2019	
14	17 Jun 2019	
15	25 Jun 2019	
16	6 Aug 2019	
17	15 Aug 2019	
18	20 Aug 2019	
19	26 Aug 2019	

The reports from the meetings of the Group are available on the IALA share drive at: *VTS/ IALA Correspondence Group (Revision of A.857(20))/ IALA Correspondence Group meeting reports*.

Participants in the Group since VTS46 are listed at Annex D.

3. DISCUSSION

The key outputs prepared for the VTS Committee's consideration at VTS47 include:

- **Revised/New Resolution - Version 3** (Input paper - VTS47-5.1.2 Revised-New Resolution - Version 3)
- **"Comments Register"** (Input paper - VTS47-5.1.3 'Comments Register' - Collated Comments on Draft Resolution and ICG's response)
- **"Guiding Principles"** (Working paper from VTS46 - VTS47-8.2.2 'Guiding Principles' for drafting the Revised/New Resolution for VTS)
- **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))

3.1 Revised/new resolution for VTS (Version 3)

A comprehensive revision of the draft agreed to at VTS46 has been completed (*Input paper - VTS47-5.1.2 Revised-New Resolution - Version 3*). The version from VTS46 was made available to participants at the IALA Seminar on the Revision of the IMO Resolution for Vessel Traffic Services at IALA Headquarters (26 to 27 June 2019).

It is the view of the Group that the document:

- Provides an appropriate high-level framework that is both clear and concise.
- Provides a link between SOLAS, the resolution, IMO documentation and requirements relevant to VTS and IALA Standards (as amended or as adopted).
- Is much less prescriptive and in line with a modern approach.

- Is suitable to a rapidly changing world and is ‘future proofed’ as much as possible. For example, the draft revision states that:
 - In complying with the Guidelines Governments should take account of applicable IMO instruments and refer to the relevant international guidance prepared and published by appropriate international organisations (Section 1.4)
 - Governments should take account of future technical and other developments recognised by the Organisation relating to VTS (Section 4.1.5)
- Clearly articulates the:
 - Responsibilities of Governments, competent authorities and VTS providers (Section 4);
 - Responsibilities of participating ships (Section 6); and
 - Purpose of a VTS (Section 5).
- Recognises IALA as an important contributor to the IMO’s role and responsibilities relating to VTS (Section 1.3) and references IALA standards relating to VTS (Section 9).

Significantly, the revised draft has considered all comments received from:

- VTS Committee members since VTS46;
- Participants at the IALA Seminar on the Revision of IMO Resolution for Vessel Traffic Services at IALA headquarters (26 to 27 June 2019); and
- The IALA Legal Advisory Panel.

A copy of Version 3 of the revised/new resolution for VTS is at Annex A.

3.2 “Comments Register”

To assist the Group consider all comments received on the draft revision in a coordinated and thorough manner a “Comments Register” was compiled and the Groups response to each comment was collated accordingly.

A copy of the ‘Comments Register’ is available as input paper VTS47-5.1.3.

3.3 ‘Guiding Principles’

The ‘Guiding Principles’ provided the framework for drafting the revised/new resolution in a manner that will ensure the outcomes identified in the submission to the IMO (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.”

The document has greatly assisted the Group to focus on preparing the revised/new resolution in a manner that:

- Provides an appropriate high-level framework that is both clear and concise,
- Provides a link between SOLAS, the resolution, IMO documentation and requirements relevant to VTS and IALA Standards (as amended or as adopted).
- Recognises:
 - 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.
 - The outcomes from the June Seminar.

The ‘Guiding Principles’ were approved at VTS45 and have greatly facilitated communicating how the draft has been prepared, particular at the June Seminar.

It is anticipated that this document will provide an accompanying paper to the submission to the IMO following VTS47.

A copy of the revised version of the '*Guiding Principles*' is at Annex B.

3.4 Work programme for completing the revision of resolution A.857(20)

The Work programme has provided a useful document to assist the Group complete its tasks in a timely since its formation in 2018 and has been included in the report. (*Annex C*).

4. LIST OF ANNEXES

Annex A	Version 3 of the revised/new resolution for VTS
Annex B	'Guiding Principles' for drafting the Revised/New Resolution
Annex C	Work programme for completing the revision of resolution A.857(20)
Annex D	Participants of the IALA Correspondence Group (Revision of A.857(20)

ANNEX A - VERSION 3 OF THE REVISED/NEW RESOLUTION FOR VTS

THE ASSEMBLY,

RECALLING Article 28(b) of the Convention on the International Maritime Organization (IMO) concerning the functions of the Committee,

RECALLING ALSO Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

BEARING IN MIND the responsibility of Governments for the safety of navigation and protection of the marine environment in areas under their jurisdiction,

BEING AWARE that vessel traffic services are provided worldwide and make a valuable contribution to safety of navigation, improved efficiency of traffic flow and the protection of the marine environment,

RECOGNIZING that various organizational, operational and technological developments have taken place globally in a rapidly changing maritime domain since the adoption in 1997 of resolution A.857(20) entitled *Guidelines for Vessel Traffic Services* and the revision of the current Guidelines became necessary,

RECOGNIZING ALSO that the level of safety and efficiency in the movement of maritime traffic within an area covered by a vessel traffic service is dependent upon close cooperation between those operating the vessel traffic service and participating ships,

RECOGNIZING FURTHER that the use of differing procedures may cause confusion to ship masters moving from one vessel traffic service area to another and therefore vessel traffic services should be established and operated in a harmonized manner and in accordance with internationally approved guidelines,

NOTING that the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) has contributed significantly to the development of internationally harmonized guidance for vessel traffic services,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its [102nd] session,

1. **ADOPTS** the revised *Guidelines for vessel traffic services* set out in the annex to the present resolution;
2. **INVITES** Governments to take account of the annexed Guidelines when planning, implementing and operating a vessel traffic service in accordance with SOLAS regulation V/12;
3. **RECOMMENDS** Governments to encourage masters of ships navigating in an area for which a vessel traffic service is provided to make use of such a service;
4. **ENCOURAGES** Governments that operate vessel traffic services to consider technical and other developments recognized by the Organization relating to vessel traffic services;
5. **REQUESTS** the Secretary-General to bring this resolution to the attention of all Contracting Governments to the SOLAS Convention and to Members of the Organization which are not Contracting Governments to the Convention;

6. **AUTHORIZES** the Maritime Safety Committee to keep the annexed Guidelines under review and amend them, as appropriate;
7. **REVOKES** resolution A.857(20).

ANNEX

GUIDELINES FOR VESSEL TRAFFIC SERVICES

1 INTRODUCTION

1.1 These Guidelines are associated with the International Convention for the Safety of Life at Sea, 1974 (SOLAS) regulation V/12 and should be complied with when planning, implementing and operating a vessel traffic service under national law.

1.2 IMO, in its role in regulating the planning, implementation and operation of vessel traffic services, is responsible for providing guidance on its establishment, operation, qualification and training. This includes a leadership role in providing a forum and framework for cooperation among Governments to facilitate the consistent and harmonized delivery of vessel traffic services worldwide.

1.3 IALA is recognized as an important contributor to IMO's role and responsibilities relating to vessel traffic services.

1.4 In complying with these Guidelines Governments should take account of applicable IMO instruments and refer to the relevant international guidance prepared and published by appropriate international organizations.

2 DEFINITIONS AND CLARIFICATIONS

The following terms are used in connection with a vessel traffic service:

2.1 *Vessel traffic service (VTS)* means a service implemented by a Government with the capability to interact with vessel traffic and respond to developing situations within a vessel traffic service area to improve the safety and efficiency of navigation, safety of life at sea and to support the protection of the environment.

2.2 *Competent authority* means the authority made legally responsible by the Government for vessel traffic services.

2.3 *VTS provider* means the organization or entity legally empowered by the Government or Competent authority for the provision of a vessel traffic service.

2.4 *VTS area* means the delineated, formally declared area for which the vessel traffic service provider is legally empowered to deliver a vessel traffic service.

2.5 *VTS personnel* means persons performing tasks associated with vessel traffic services, trained in vessel traffic service operations and holding qualifications as appropriate.

2.6 *Allied services* means services other than VTS involved in the safe and efficient passage of a vessel through a VTS area, such as pilotage, tugs and linesman.

2.7 *Participating ship* means a ship [legally] required to participate with the VTS.

3 REGULATORY AND LEGAL FRAMEWORK

3.1 Under the general provisions of treaty law and of IMO conventions, Contracting Governments are responsible for promulgating laws and regulations and for taking all other steps which may be necessary to give those instruments full and complete effect.

3.2 Vessel traffic services are recognized internationally as a navigational safety measure through SOLAS regulation V/12.

3.3 The establishment of a VTS is dependent on national law, recognizing factors such as the volume of traffic, degree of risk, geographic and environmental conditions.

3.4 A VTS may be established beyond the territorial seas of a coastal State on the basis of voluntary participation. Such a VTS may be established in association with an IMO adopted ships' routing system or mandatory ship reporting system, in accordance with SOLAS regulations V/10 and V/11, respectively.

3.5 Contracting Governments should ensure that ships flying their flag comply with the requirements of vessel traffic services. Those Contracting Governments which have received information of an alleged violation of a VTS by a ship flying their flag should provide the Government which has reported the offence with details of any appropriate action taken.

4 VTS RESPONSIBILITIES

4.1 [Contracting] Governments

The [Contracting] Government should:

- .1 [promulgate laws and regulations to] establish a legal basis for VTS that gives effect to international law and SOLAS regulation V/12;
- .2 appoint and authorize a competent authority for VTS;
- .3 take appropriate action against a ship flying its flag that is reported not to have complied with the provisions of a VTS; and
- .4 take account of future technical and other developments recognized by the Organization relating to VTS.

4.2 Competent authority for VTS

The Competent authority should:

- .1 establish a regulatory framework for establishing and operating VTSs in accordance with relevant international conventions and IMO instruments, IALA standards and national law;
- .2 authorize a VTS provider to operate a VTS within a delineated VTS area in accordance with national and international law;
- .3 ensure that VTS training and certification is accredited and approved in accordance with the IALA standards; and
- .4 establish a compliance and enforcement framework with respect to violations of VTS regulatory requirements.

4.3 VTS provider

The VTS provider should:

- .1 ensure the VTS conforms with national law and the regulatory framework set by the Competent authority for VTS;

- .2 set operational objectives for the VTS that are consistent with improving the safety and efficiency of vessel traffic and protection of the environment. The objectives set should be routinely evaluated to demonstrate they are being achieved;
- .3 ensure that appropriate equipment, systems and facilities are provided;
- .4 ensure that a VTS is adequately staffed and that VTS personnel are appropriately trained and qualified; and
- .5 ensure that information regarding requirements and procedures of the VTS and the categories of vessels required to participate in the VTS are promulgated in appropriate nautical publications.

5 PURPOSE OF A VTS

5.1 The purpose of vessel traffic services is to contribute to safety of life at sea, safety and efficiency of navigation and the protection of the marine environment within the VTS area by mitigating the development of unsafe situations through:

- .1 The provision of timely and relevant information on factors that may influence the ship's movements and assist on-board decision making. This may include:
 - .1 position, identity, intention and movements of ships;
 - .2 maritime safety information;
 - .3 limitations of ships in the VTS area that may impose restrictions on the navigation of other ships (e.g. manoeuvrability), or any other potential hindrances;
 - .4 other information such as reporting formalities and ISPS International Ship and Port Facility Security (ISPS) code details; and
 - .5 support to, and cooperation with, allied services.
- .2 The monitoring and management of traffic to ensure the safety and efficiency of ship movements. This may include:
 - .1 forward planning of ship movements;
 - .2 organizing vessels underway;
 - .3 organizing space allocation;
 - .4 establishing a system of traffic clearances;
 - .5 establishing a system of voyage or passage plans;
 - .6 providing route advice; and
 - .7 ensuring compliance with and enforcement of regulatory provisions for which they are empowered.
- .3 Responding to developing unsafe situations, which may include:

- .1 a ship unsure of its route or position;
- .2 a ship deviating from the route;
- .3 a ship requiring guidance to an anchoring position;
- .4 a ship that has defects or deficiencies, such as navigation or manoeuvring equipment failure;
- .5 severe meteorological conditions (e.g. low visibility, strong winds);
- .6 a ship at risk of grounding or collision; and
- .7 emergency response or support to emergency services.

5.2 To achieve its purpose, a VTS should provide information or issue advice, warnings and instructions as deemed necessary.

6 RESPONSIBILITIES OF PARTICIPATING SHIPS

6.1 In a VTS area, participating ships should:

- .1 provide reports or information required by the VTS;
- .2 take into account the information provided, or advice and warnings issued, by the VTS; and
- .3 comply with the requirements and instructions given to the ship by the VTS unless contradictory safety reasons exist.

6.2 Ships [and vessels] not designated as participating ships may take part in a VTS subject to complying with the requirements of the VTS and any guidance issued by the VTS provider.

6.3 Masters may be required to report on their actions should they decide to disregard any instruction given by a VTS.

7 GENERAL PRINCIPLES

7.1 Nothing in these Guidelines change the Master's ultimate responsibility for all aspects of the operation of the vessel including the responsibility for safe navigation.

7.2 VTS communications should be timely, clear, concise and unambiguous.

7.3 VTS operates within a comprehensive environment in which ships, ports, allied services and other organizations fulfil their respective roles, as appropriate.

7.4 Effective harmonized data exchange and information sharing is fundamental to overall operational efficiency and safety.

8 QUALIFICATIONS AND TRAINING

A major factor in the operation of a VTS is the competence of its VTS personnel. It is recommended that Governments use the IALA standards for training and certification of VTS personnel.

9 IALA STANDARDS

To achieve worldwide harmonization of VTS, IALA publishes standards and associated recommendations, guidelines and model courses specifically related to the establishment and operation of VTS. These are suitable for direct use and citation by parties involved in VTS.

<p>Note: Some editorial and formatting changes have been made and some remain to be completed to ensure compliance with the IMO Style Guide.</p>

ANNEX B - 'GUIDING PRINCIPLES' FOR DRAFTING THE REVISED/NEW RESOLUTION



Guiding Principles

Drafting the revised/new Resolution for VTS

Introduction

The '*guiding principles*' provide the framework for drafting the revised/new resolution in a manner that will 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."

Purpose of the Resolution

The Resolution:

INVITES Governments to take account of the annexed Guidelines when developing, implementing and operating vessel traffic services;

RECOMMENDS Governments to encourage masters of ships navigating in areas for which vessel traffic services are provided to make use of such services.

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.

In particular, 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.

Evaluating Proposed Text

As a guide, the following questions should be asked when considering content/proposed text for the revised/new Resolution:

- Is it clear and concise?
- Is the topic/issue already prescribed in, or is a cross reference required to, existing IMO and/or IALA documentation?
- Does it add value?
- Is it in conflict with other parts of the revised/new Resolution?

ANNEX C - WORK PROGRAMME FOR COMPLETING THE REVISION OF RESOLUTION A.857(20)

Task	2018				2019								2020	2021
	IM ¹ (10-13 Apr)	ICG ²	VTS45 (1-5 Oct)	ICG	NCSR 6 (16-25 Jan)	VTS46 (25 Feb-1 Mar)	ICG	MSC101 (5-14 Jun)	Seminar (24-28 Jun)	ICG	VTS47 (23-27 Sep)	NCSR 7 (15-24 Jan)	MSC102 (13-22 May)	A32 (Nov/Dec)
IALA intersessional meeting to establishing a common understanding of the submission and the tasks required	X													
Draft skeleton for revised/new Resolution		X	X											
Draft Work Plan		X	X											
Prepare proposal for a Workshop on the revision of A.857(20) for Council approval		X	X											
First draft of revised/new Resolution			X											
Information Paper/s to NCSR and MSC ³ • Status of the revision • Invitation to the workshop			X	X	X			X						
Second draft of revised/new Resolution				X		X								
Workshop with stakeholders to review the draft revision									X					
Final draft of revised/new Resolution							X			X	X			
Review by NCSR of final revised/new Resolution for approval by the Maritime Safety Committee												X		
Review and approval of revised/new Resolution by the Maritime Safety Committee													X	
Adoption of the revised/new Resolution by the Assembly														X

¹ IALA Intersessional Meeting of Working Group 1 of the VTS Committee

² IALA Correspondence Group (ICG) for the revision of A.857(20)

³ Note submission end dates and need for Council approval:

- NCSR6 - submission deadline is 16 Oct. 2018
- MSC101 - submission deadline is 5 Mar (bulky), 2 Apr (INF-doc 1-6 pages) 2019
- NCSR7 - submission deadline will be 15 Oct 2019

ANNEX D - PARTICIPANTS OF THE IALA CORRESPONDENCE GROUP (REVISION OF A.857(20))

Australia	Australian Maritime Safety Authority
	Neil Trainor
	e-mail: neil.trainor@amsa.gov.au
	Kerrie Abercrombie
	e-mail: kerrie.abercrombie@amsa.gov.au
Denmark	Nautical Institute
	Jillian Carson-Jackson
	e-mail: jcj@iinet.net.au
	BIMCO
	Ashok Srinivasan
Belgium	e-mail: asr@bimco.org
	Agency for Maritime and Coastal Services
	Stefaan Priem
	e-mail: stefaan.priem@mow.vlaanderen.be
Finland	Vessel Traffic Services Finland Ltd
	Sari Talja
	e-mail: sari.talja@vtsfinland.fi.
	Finnish Transport Infrastructure Agency
	Tuomas Martikainen
France	e-mail: tuomas.martikainen@liikennevirasto.fi
	Matti Aaltonen
	e-mail: matti.aaltonen@traficom.fi
	Direction des Affaires Maritimes
	Melaine Loarer
Germany	e-mail: melaine.loarer@developpement-durable.gouv.fr
	IALA
	Francis Zachariae
	Kevin Gregory
	e-mail: kevin.gregory@iala-aism.org
Japan	Tom Southall
	e-mail: tom.southall@iala-aism.org
	Omar Frits Eriksson
	e-mail: omar.eriksson@iala-aism.org
	Federal Waterways and Shipping Administration
Japan	Christina Schneider
	e-mail: Christina.Schneider@wsv.bund.de
	Japan Coast Guard
	Takashi Tanaka

e-mail: jcghkotsukanri2-2h9f@mlit.go.jp

Eiichi Masuda

e-mail: jcghkokugikaihatsu1-6r9i@mlit.go.jp

Hideki Noguchi

e-mail: hideki.noguchi@gmail.com

e-mail (alternative) jcghkokugikaihatsu1-6r9i@mlit.go.jp

Netherlands Dutch Pilots Corporation

Martijn Drenth

e-mail: m.drenth@loodswezen.nl

Port of Rotterdam

Rob Gutteling

e-mail: RJ.Gutteling@portofrotterdam.com

Ben Rohner

e-mail: B.Rohner@portofrotterdam.com

Ministry of Infrastructure and the Environment

Pieter PAAP

e-mail: pieter.paap@rws.nl

e-mail (alternative) pieter.l.paap@quicknet.nl

Norway Norwegian Coastal Administration

Trond Ski

e-mail: trond.ski@kystverket.no

People's Republic of China China Maritime Safety Administration

Wang Wei

e-mail: wangwei@sdmsa.gov.cn

Yi Cong Bo

e-mail: yicongbo@szmsa.gov.cn

Liu Wei

e-mail: liuwei@shmsa.gov.cn

Shengli Jin

e-mail: jinshengli@msa.gov.cn

Lyu Xinli

e-mail: lvxinmsa@163.com

Su Changliang

e-mail: sulonglight@163.com

Tang Yeo

e-mail: 252469375@qq.com

Xu Xipeng

e-mail: 534492702@qq.com

Li Yuanhang

e-mail:

Russia Traffic Control & Management Solutions

Dmitry Rostopshin

e-mail: Dmitry.Rostopshin@transas.com

Portugal Airbus

Jacinto de Sousa

	e-mail:	jacinto.desousa.external@signalis.com
Singapore	Maritime and Port Authority of Singapore	
	Teo Tze Kern	
	e-mail:	Teo_Tze_Kern@mpa.gov.sg
	Henry Heng	
	e-mail:	Henry_Heng@mpa.gov.sg
	Koh Boon Wee	
	e-mail:	Koh_Boon_Wee@mpa.gov.sg
	Pang Yock Foo	
	e-mail:	Pang_Yock_Foo@mpa.gov.sg
Spain	Spanish Maritime Safety Agency	
	Carlos Salinas	
	e-mail:	jcarlosfs@centrojovellanos.com
Sweden	Swedish Transport Agency	
	Monica Sundklev	
	e-mail:	Monica.Sundklev@transportstyrelsen.se
United Kingdom	International Harbour Masters Association	
	Barry Goldman	
	e-mail:	barry.goldman@btinternet.com
	Nautical Institute	
	David Patraiko	
	e-mail:	djp@nautinst.org
	Vissim AS	
	Peter Eade	
	e-mail:	Peter.Eade@vissim.no
USA	Maritime Institute of Technology and Graduate Studies	
	Allen Birch	
	e-mail:	abirch@mitags.org
	US Coastguard	
	Loan O'Brien	
	e-mail:	Loan.T.O'Brien@uscg.mil



10, rue des Gaudines - 78100 Saint Germain en Laye, France
Tél. +33 (0)1 34 51 70 01- Fax +33 (0)1 34 51 82 05 - contact@iala-aism.org
www.iala-aism.org

International Association of Marine Aids to Navigation and Lighthouse Authorities
Association Internationale de Signalisation Maritime