Input paper: [[1]](#footnote-1) VTS49-8.2.6

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

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

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

Agenda item [[2]](#footnote-2) 8.2

Technical Domain / Task Number 2 1.1.1

Author(s) / Submitter(s) AMSA, The Nautical Institute, IHMA and Nederlandse Loodsen Corporatie (NLC)

Update to Guideline 1089 – Provision of Vessel Traffic Services

# Summary

At VTS 47, the VTS Committee submitted a paper [1] to council proposing, inter alia, a new task to update Guideline 1089 – *The Provision of Vessel Traffic Services* *(INS, TOS & NAS)* [2] in anticipation of IMO adopting a revised Resolution on Guidelines for Vessel traffic Services at the IMO Assembly in November 2021.

The new task to update G1089 was approved at the 70th session of the IALA Council in December 2019 (subparagraph 11.4.3 of Report of Council 70 [3] refers).

Noting the short time available to complete this task, an input paper [4] was submitted to VTS48 with an initial draft to assist in the development of this important revision. Following the cancellation of VTS48, the authors of this input paper (coordinated by IHMA) were requested to seek the views of VTS Committee members intersessionally on the revised guideline with a view to providing an updated draft proposal to VTS49 for finalisation and submission to Council for approval.

## Purpose of the document

The purpose of this document is to provide an updated draft revision to IALA Guideline 1089 – *The Provision of Vessel Traffic Services* *(INS, TOS & NAS)* for finalization at VTS49 and submission to Council for approval, which would be subject to any further amendments that might be necessary following adoption of the revised Resolution on Guidelines for Vessel Traffic Services by the IMO Assembly.

# Background

A review of IALA documentation that would require updating following adoption of the revised Resolution on Guidelines for Vessel Traffic Services by the IMO Assembly was conducted at VTS47 and an input forwarded to Council. This input highlighted that a number of documents would require revision early after adoption and singled out Guideline 1089 as requiring earlier attention for completion no later than VTS50.

# Discussion

The paper submitted to Council C70 identified that, whilst the proposed revision to IMO Resolution A.857(20) mainly clarifies and simplifies existing text and formalises custom and practice that has developed since the publication of the current Resolution in 1997, the one exception to this relates to Types of Service where the current Resolution continues to be misinterpreted by a number of authorities despite IALA guidance provided.

The new Resolution addresses this and, assuming that the new draft IMO Resolution is adopted in the form approved by NCSR7, some authorities may require to make changes to the legal basis of their VTSs and most VTS Providers will need to amend the way their VTS is promulgated in nautical publications.

Council agreed the priority for updating Guideline 1089 - Provision of VTS - INS, TOS & NAS Ed 1 Dec 2012 in preparation for the adoption of the new IMO Resolution – Guidelines for Vessel Traffic Services and approved the proposal from the VTS Committee that this work should be added to task 1.1.1 for completion no later than VTS50.

Following cancellation of VTS48, the Chairs on-line review directed (*Action plan on VTS tasks to VTS49*) that:

* VTS Committee members should be given the opportunity to comment on the draft update;
* IHMA should coordinate comments, and;
* An updated draft proposal should be submitted to VTS49 for finalisation and submission to Council for approval.

Recognising that this revision will be of significant interest to members of the Committee and noting the limited period available, this input paper proposes an updated draft, drawing on comments received from VTS Committee members, for submission to, and consideration at, VTS49. The updated draft revision is at Enclosure 1; a summary of comments made and responses to these comments is at Enclosure 2.

## Consultation

Following the cancellation of VTS48, all VTS Committee members were notified through an “Action Plan” circulated by the Committee Chair to send comments to the Coordinator, IHMA, with a view to updating the input paper for finalisation at VTS49 and thence to Council for approval pending amendments to A.857 with a deadline of 1 July 2020.

Associated documents were posted on the IALA ftp and all VTS Committee members notified of this on 2 April 2020 and reminded of the deadline of 1 July 2020 for comment. A final reminder was issued by IALA on 24 June.

A total of 61 comments were received from four respondees. These were reviewed by the co-sponsors of the original input paper and responses posted to the IALA ftp. Amendments based on the comment received have been made to the draft revised guideline and this input paper updated for submission to VTS49.

In view of the comprehensive consultation that has been carried out, it is proposed that the draft be circulated with the supporting documents to committee participants for silent approval for five calendar days from the date of the opening plenary of VTS49 in accordance with the IALA procedure for Virtual Committee Working Arrangements [5].

## Key Points to Note

The draft new IMO resolution provides clear and concise guidance on the purpose of VTS in contributing to safety of life at sea, safety and efficiency of navigation and the protection of the environment by mitigating the development of unsafe situations. In particular, it no longer includes reference to “types of service”, which has historically:

* Been subjective and open to broad interpretation and debate.
* A cause of confusion to stakeholders, particularly masters of vessels navigating in different VTS areas.
* Contributed to VTS not being delivered globally in a consistent manner.

It also clarifies the guidance on VTSs beyond territorial waters both in support of IMO adopted schemes and those established on the basis of voluntary participation.

Many parts of the existing text in G1089 are still relevant and have been carried forward into the draft revision. Noting that the Guideline has not been updated since 2012, the opportunity has been taken to develop this guideline into a high-level document that:

* Reflects the new IALA document structure and aligns with new or revised Recommendations and Guidelines that have come into effect since 2012.
* Removes areas of duplication where the subject matter would be more appropriately addressed in other IALA Recommendations or Guidelines.

Areas of duplication include much of the detailed information in the sections on promulgation of the details of a VTS, equipment capabilities, staffing and training, operational procedures and communications. Specifically, Annex A that provides examples of the use of message markers and Annex B that provides a VTS checklist for the provision of navigational assistance service were assessed as being better suited to incorporation in other IALA Guidelines. It was also identified that detailed explanation on courses and speed should be addressed in Guideline G1132. Accordingly, it is recommended that:

* Detailed guidance on message markers and detailed explanation on courses and speed be incorporated in the update to Guideline 1132 as part of task 1.3.1 on VTS Voice Communications, Phrases/Phraseology, and;
* The VTS checklist for the provision of navigational assistance service at Annex B to the current Guideline 1089 be reviewed and incorporated in the update of Guideline G1141 that is currently being undertaken as part of Task 1.1.1.

In the course of this further review, two minor typographical errors in the draft of the revised resolution as approved by NCSR7 was noted and should be corrected before or during MSC:

* The title “competent authority” appears in the middle of a sentence at 2.3 in lower case and 5.2 with the “C” in upper case. The first entry was amended by NCSR7 to all lower case and, for consistency, the same should apply to the entry in 5.2.; and
* There is an inconsistency in the use of VTS in the singular where it should be prefixed by “a” or “the” and VTS used in the plural where it should be shown as “VTSs”.

The reordering of text and aligning the Guideline to the new Resolution and new/revised IALA documentation structure have resulted in a comprehensive revision of the document and it is not practicable to offer the amendments to the existing version of Guideline 1089 in track change. If comparison between the existing document and new draft is required, it is suggested that the two documents are best compared against each other. Should VTS Committee members wish to identify amendments in this draft and compare them with the draft submitted to VTS48, a version showing these amendments in track change can be found on the IALA ftp.

This revised draft of Guideline 1089 draws on the version of the Revised IMO Resolution as agreed at NCSR7 [6] for consideration by MSC and prior to adoption by the IMO Assembly. Further changes would only be necessary if amendments to the new draft resolution are made by IMO at MSC.

# References

1. C70-11.4.3 (VTS47-13.2.2) Input to Council on IALA VTS documents post adoption of revised A.857(20)
2. Guideline 1089 - Provision of VTS - INS, TOS & NAS Ed 1 Dec 2012
3. C70-19.1 Report of Council 70
4. VTS48-8.2.5.1 Enclosure - Draft Revised 1089 - The Provision of VTSs final
5. IALA Virtual Committee Working Arrangements issued by e-mail on 21 July 2020
6. Extract from NCSR7 Final Report (including updated draft Resolution) – VTS49-8.1.1 & VTS49.8.1.1.1

# Action requested of the Committee

The Committee is requested to:

* + - 1. Circulate the enclosed draft revision to IALA Guideline 1089 together with the supporting documents to committee participants for silent approval for five calendar days from the date of the opening plenary of VTS49 with a view to finalising the draft IALA Guideline 1089 at VTS49 for submission to Council and approval

*Note: this draft to be* *subject to any* *further amendments necessary following adoption of the revised Resolution on Guidelines for Vessel Traffic Services by the IMO Assembly.*

* + - 1. Note that the updated version of Guideline 1089 only makes high-level reference to message markers and that detailed guidance on message markers and detailed explanation on courses and speed should be incorporated in the update to Guideline 1132 as part of task 1.3.1.
      2. Consider the review and inclusion of the VTS checklist for the provision of navigational assistance service at Annex B to the current Guideline 1089 in the update of Guideline G1141.
      3. Request the IALA Secretariat to note the typographical errors in the draft Resolution (as approved at NCSR7) as in 3.2 and liaise with IMO as appropriate.

ENCLOSUREs:

* + - 1. Draft revision to IALA Guideline 1089 on The Provision of Vessel Traffic Services Edition 2 Dec 2021
      2. Summary of Comments and Actions Taken

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