**Input paper: [[1]](#footnote-1)** VTS58-10.1.3

**Input paper for the following Committee(s):** **Purpose of paper:**

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

**Technical domain/ Task number** 2 3.8.7.c

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REVALIDATION TRAINING

# BACKGROUND

VTS Committee has been progressing the revision of IALA Model Course C0103-5 VTS Revalidation Process for VTS Qualification and Certification (Task 3.8.7.c) as part of its 2023-2027 work programme. This task is scheduled for completion at VTS58.

At VTS57 it was agreed that the existing Model Course C0103-5 should be renamed to “Revalidation training” and that Guideline *G1156 on Recruitment, Training and Certification of VTS Personnel* would provide guidance on the process to maintain competence. Intersessional group activities continued between VTS57 and VTS58 to progress the revision of model course C0103-5 and G1156.

At a recent meeting of the Australian VTS Advisory Group, the latest intersessional versions of C0103-5 model course and G1156 were reviewed by its members.

The Advisory Group is the peak consultative body to the Australian Maritime Safety Authority for matters relating to its responsibilities as the competent authority for VTS in Australia and includes representatives from VTS providers, State / Territory maritime authorities, port corporations / authorities, Australian Hydrographic Office, Australasian Marine Pilots Institute and other stakeholders.

# Purpose of the document

To provide input on the revision of the IALA VTS Model Course C-0103-5 Vessel Traffic Service (Task 3.8.7.c) for the Committees consideration at VTS58.

# DISCUSSION

The Advisory Group supports that revalidation training should be conducted for VTS personnel holding the C0103-1 – VTS Operator certificate at regular intervals, preferably between three to five years. This approach is consistent with the existing ‘Recurrent Training’ in the C0103-5 model course.

Further, the Group identified that further consideration should be given to whether formal revalidation training is necessary for those individuals holding additional qualifications such as the VTS Supervisor (C0103-2) or OJT Instructor (C0103-4) certificates. Specifically, the Group discussed whether revalidation for these qualifications must be based on the original model courses (eg “*Revalidation of VTS Supervisor qualification should be based on C0103-2 and VTS OJT Instructor qualification should be based on C0103-4.”)*, or whether alternative methods of maintaining competence could be equally valid.

It was acknowledged that individuals holding these additional qualifications often undertake supervisory roles or deliver OJT training as an instructor, therefore they may already be able to demonstrate continued competence through their day-to-day responsibilities. For example:

* A certified VTS Supervisor may derive greater benefit from participating in broader professional development, such as leadership, decision-making, or crisis management training, rather than repeating content areas from the C0103-2 model course.
* An OJT Instructor who regularly develops and delivers structured OJT or local VTS training may already be fulfilling the core objectives of revalidation through practice. In such cases, attending a course on instructional design or coaching techniques could offer more value than revisiting the foundational elements of the C0103-4 model course.

The group recognised the importance of maintaining qualifications while also ensuring that revalidation remains relevant, efficient, and professional standards associated with each qualification are clearly maintained. It was agreed that flexibility should be provided for the Competent Authority, as the entity responsible for ensuring that VTS training is approved and VTS personnel are certified, to achieve revalidation by other means. For example, the revalidation of additional qualifications (e.g. VTS supervisor and OJT instructors) may be achieved without requiring mandatory attendance to a specific revalidation course based on the respective model course.

Further with regards to *PART A, Section 11* – *Course Certificate* it is suggested that consideration be given to the text acknowledging that where a VTS provider is approved to deliver revalidation training for their own personnel there is no requirement to issue a course certificate as they are not an “accredited” training organisation as per G1014. However, the current wording in this section does not clearly state that an accredited training organisation *may* issue a course certificate. This lack of clarity could lead to inconsistent interpretation of this section with Training Organisations and VTS providers.

# Action requested of the Committee

In completing the revision of *Model Course C-0103-5 Vessel Traffic Service Revalidation Process (Task 3.8.7.c)* the Committee is requested to give consideration to:

1. Reflecting that where individuals hold additional qualifications (e.g. VTS Supervisor or OJT Instructor), revalidation may be achieved through mechanisms other than solely following the original model courses (e.g. C0103-2 for VTS Supervisor, or C0103-4 for OJT Instructor).

For example, acknowledging that a Competent Authority may determine how revalidation can be achieved such as through day-to-day responsibilities, participation in other professional development activities or courses, or by attending a specific revalidation course based on the relevant model course.

1. Amending *PART A,* *Section 11 – Course Certificate* to reflect that:

* an accredited training organisation approved to provide C0103-5 *may* issue a course certificate.
* where a VTS provider is approved to deliver revalidation training for their own personnel there is no requirement to issue a course certificate as they are not an “accredited” training organisation as per G1014.

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