

**IALA COUNCIL**  
**63<sup>rd</sup> session**



**13-16 December 2016**  
**IALA Headquarters**

**11 – AGENDA TECHNICAL ACTIVITIES**

**11.4 – VTS**

11.3.3 – Summary report of 2016 International VTS Symposium

Note by the Secretariat

**1. INTRODUCTION**

The 13<sup>th</sup> International VTS Symposium – ‘Sustainable Safe Navigation’ was held from 8 – 12 August 2016 at the Kuala Lumpur Convention Centre, Kuala Lumpur, Malaysia, hosted by the Marine Department Malaysia.

The Symposium was attended by 377 delegates of which 120 exhibitors plus many staff from the host country.

The delegates represented 37 countries, of which 33 were IALA National Members. The associated exhibition attracted 15 Industrial Members, displaying the latest developments in VTS.

The Symposium also saw the publication of the sixth edition of the IALA VTS Manual.

The results of the VTS Questionnaire were presented.

The two nominated best students of the World-Wide Academy Level 1 AtoN Manager courses had their certificates remitted by the IMO Secretary-General Mr Lim Kitack on the opening day.

There were five signing ceremonies during the Symposium, related to AtoN training, e-Navigation Underway conferences for the Asia-Pacific region and the organization of the 19<sup>th</sup> IALA Conference in the Republic of Korea.

The full report of the Symposium is available from the IALA Website at

<http://www.iala-aism.org/product/13th-vts-symposium-sustainable-safe-navigation-august-2016-report/>

**2. PROCESS**

A series of 55 presentations were given under eleven broad headings:

- VTS – Future trends
- International framework for VTS and National Regulatory Provisions
- Where e-navigation meets VTS
- The role of VTS in Incident Response
- VTS simulation and training
- Training and Competency – is the shore lagging behind the bridge?
- Technology in VTS – What’s next?
- Decision support tools in VTS



- VTS communications
- Exchange and management of data and information
- VTS Best practices

### 3. SYMPOSIUM CONCLUSIONS

The Symposium identified 11 Conclusions:

1. There is a need for guidance on how to develop a safety culture in VTS.
2. There is a compelling need to amend IMO Resolution A.857(20) – Guidelines for Vessel Traffic Services, to ensure the Resolution continues to provide an effective instrument providing a clear and concise global framework for both Contracting Governments and mariners.
3. Interaction and communication is not unique to VTS and inspiration from other sectors, such as the aviation sector, may facilitate the development of enhanced and harmonized guidance on communications and phraseology.
4. Training for VTS personnel needs to reflect the experience and actual environment of the VTS centres and take into account the educational and cultural background of the candidates.
5. Cooperation between countries for VTS training, such as the one organized between the ASEAN countries, is a significant step forward in ensuring effective and harmonized implementation of VTS.
6. New sensors and communication systems, such as VDES, facilitate increased interaction between VTS and vessels even beyond VTS areas and there is need for leadership on utilizing the opportunities these new technologies will provide.
7. There is a need to enhance Decision Support Tools to take advantage of emerging concepts and technologies.
8. VTS provides a focal point for e-Navigation and there is a need to ensure ongoing coordination between VTS and e-Navigation.
9. The emergence of big data and the concept of dynamic risk indices present an opportunity to establish a harmonized risk factor to assist the VTS to monitor and respond to abnormal behavior of vessels.
10. The legislative relationship between VTS and AtoN needs to be considered in the light of international conventions.
11. There is a need to develop criteria to assist Authorities to ensure that the VTS operational objectives are being met.

### 4. THE COUNCIL IS REQUESTED TO

**Note** the outcome of the Symposium and to consider the conclusions in relation to the work of IALA.