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| From: VTS Committee | ANM21-12.1.2 |
| To: e-NAV, ANM Committees and PAP | 20th September 2013 |

Liaison Note

Response regarding Disaster Recovery

# Introduction

In response to the request to consider the questions below, the VTS Committee has reviewed the document (Ref: e-NAV 13/output/17) and is pleased to provide the responses provided at section 2.

1. Whether the information at Annex A could form the core of a general IALA Guideline on Disaster Recovery.
2. What additional information on disaster recovery can be provided by the other Committees.
3. Whether ANM should lead the development of this Guideline on disaster recovery.

# Specific Concerns and Comments

This section provides the VTS committee responses to the three questions.

1. Whether the information at Annex A could form the core of a general IALA Guideline on Disaster Recovery?

* The VTS Committee agree that the annex provides a basis for the core for a general IALA Guideline but also considers that additional consideration is needed to maximise the probability that maritime infrastructure can survive disaster situations such that it can aid the recovery effort.
* Whilst it is expected that most authorities have some level of Disaster Recovery Planning, the Competent Authorities should consider the ability of the VTS to survive disasters such that the VTS can be a participating service (for example, through its operational picture) in the disaster recovery activities.
* The VTS Committee therefore advises ANM to review the approach to establish an overall IALA Guideline on this subject. In addition, the VTS Committee advises ANM to progress the general part to the NAVGUIDE, excluding Annex A.

1. What additional information on disaster recovery can be provided by the other Committees?

* The VTS Committee recognises that a disaster that damages or destroys existing VTS Infrastructure may result in a long rebuild timescale. However, temporary / mobile VTS facilities could be hosted on appropriate vessels, or at secondary locations, that could provide an interim service to maritime transport ahead of the rebuild of the infrastructure.
* The provision of adhoc support to other services (for example, shared use of communications services, the provision of relevant information, compatible interfaces between agencies etc..) in accordance with the direction of the Responsible Authority.
* The provision of an operational traffic image and communications through Satellite services
* The use of the common maritime data structure and transfer standards strongly supports the potential for emergency communication between all maritime stakeholders (new information to be added to section 5.1).

1. Whether ANM should lead the development of this Guideline on disaster recovery.

* The VTS Committee agree with this proposal but have some concern that such an activity should also consider aspects that may exceed the normal remit of the ANM Committee (for example; maintenance of the operational picture, communications network)

For Further Consideration:

The VTS Committee proposes that on the subject of Disaster Recovery, **a resilience-based approach should be considered.** Such approach is not solely the domain of emergency management agencies; rather, it is a shared responsibility between governments, communities, businesses and individuals. Thus, including all IALA Committees.

A resilience-based approach is considered to be a proactive and forward thinking approach, providing organizations involved in disaster recovery to respond appropriately in a coordinated approach, and use the opportunities available to recover, restore and/or adapt continuity of their operations.

# Action requested

The e-NAV and the ANM Committees are requested to:

1. Consider the responses given above and provide feedback to the VTS Committee on these comments.
2. Consider the information provided above as an input to the IALA Disaster Recovery guidance preparation activities
3. To take note that the VTS Committee is happy to follow the coordination of ANM on this topic.