



Australian Government  
Australian Maritime Safety Authority

# Giving effect to the current Resolution

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# Overview

1. VTS in Australia - a snapshot
2. Why the need for a new Resolution?
  - Australia's experience with the current Resolution
  - IMO submission (MSC99/20/3)
3. A new Resolution – The way forward?

# VTs in Australia

## 15 VTs under Australian law:

- 5 VT Authorities
- 9 VT Centres

3 More in 2019?

VT Authority	Centre	VT
Port of Melbourne Corporation	Melbourne	Melbourne
Pilbara Ports Authority – Dampier	Dampier	Dampier
		Ashburton
Pilbara Ports Authority – Port Hedland	Port Hedland	Port Hedland
Maritime Safety Queensland	Brisbane	Brisbane
	Gladstone	Gladstone
	Hay Point	Hay Point
		Mackay
	Townsville	Abbot Point
		Townsville
		REEFVTs
	Cairns	Cairns
		Weipa
Port Authority of New South Wales	Sydney	Sydney

# VTS in Australia

**The Australian Government is the Contracting Government to SOLAS.**

Australia gives effect to SOLAS through:

- Navigation Act 2012
- Marine Order 64 (Vessel Traffic Services)



# VTs in Australia

## Navigation Act 2012

- Establishes the Australian Maritime Safety Authority (AMSA) as the competent authority for VTS in Australia
- Allows regulations to be made in relation to VTS



# VTS in Australia

## Marine Order 64 (Vessel Traffic Services)

Sets out the arrangements for AMSA to regulate:

- VTS Authorities, including authorisation, certification and auditing
- VTS training organisations, including accreditation, approval of model courses and auditing
- Masters of vessels to provide reports required by VTS authorities and to comply with their instructions





# VTs in Australia

## Compliance Audits

It is a condition of authorisation that a VTS Authority must operate in accordance with:

- Marine Order 64
- IMO Guidelines for Vessel Traffic Services
- IALA Standards and associated Recommendations, Guidelines and Model Courses

*Audit documentation available at <https://www.amsa.gov.au/safety-navigation/navigating-coastal-waters>*



## Maritime Safety Queensland

is authorised as a

### VTS AUTHORITY

in accordance with the provisions of  
*Marine Order 64 (Vessel Traffic Services) 2013 (MO64)*

#### Objectives of the VTS

- Maintain an effective Vessel Traffic Services Quality Management System addressing the requirements of ISO 9001:2015
- Manage and operate the Vessel Traffic Management System to ensure safe and efficient vessel movements and the safety, security and resilience of our coastal waterways
- Ensure compliance with relevant statutory and regulatory requirements
- Endeavour, at all times, to maximise stakeholder satisfaction with the services provided
- Enhance navigational safety by interacting with shipping to provide improved information on potential traffic conflicts and other navigational safety information
- Minimise the risk of a maritime accident and consequential ship-sourced pollution and damage to the marine environment
- Provide an ability to respond quickly in the event of any safety or pollution incident

#### Conditions of Authorisation

1. Maritime Safety Queensland is authorised to render the following services, as defined in the Guidelines for Vessel Traffic Services mentioned in IMO Resolution A.857(20):
  - i. For the VTS Areas described in Schedules 1-7:
    - a. Information Service; and
    - b. Traffic Organisation Service.
  - ii. For the VTS Area described in Schedule 8:
    - a. Information Service;
    - b. Traffic Organisation Service; and
    - c. Navigational Assistance Service.
2. Maritime Safety Queensland may only provide these services in the geographical areas approved by AMSA at Schedules 1-8 of this Instrument (the VTS Areas).
3. Maritime Safety Queensland may only:
  - a. require reports or other information from the master of a vessel in accordance with section 33 of MO64; and

## Instrument of Authority

### Specifies

- Objectives for the vessel traffic service
- Area
- Types of Service
- Conditions

### Authorisation

- Generally 5 year appointment
  - ✓ Interim audit
  - ✓ Renewal audit
- Powers of Suspension and Cancellation



# Why the need for a review?

## Australia's Experience

- It is not concise – 22 pages.
- It is overly prescriptive.
- Much of the contents is not required anymore.
  - E.g. Annex 2 - Guidelines on Recruitment, Qualifications and Training of VTS Operators (12 pages).

# Why the need for a review?

## Australia's experience (continued)

**Outdated** - The Resolution has not been reviewed/updated in over 20 years:

- Much of the content has been superseded by amplifying guidance and documentation (e.g. IALA Standards).
- Significant parts of the document contain text now considered to be ambiguous and open to differing interpretation.

# Why the need for a review?

## **Submission to the IMO (MSC99/20/3):**

Key areas contributing to the broad interpretation and debate:

1. Role of the Competent Authority/VTS Authority
2. Changing traditional boundaries
3. Recognition of IALA Standards
4. Types of Service
5. Result-oriented instructions
6. VTS qualifications, training and certification
7. VTS and future developments
8. Administrative amendments

# Key issues identified in (MSC99/20/3)

## Role of the Competent Authority / VTS Authority

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Overly prescriptive on the respective responsibilities.</li></ul>	<ul style="list-style-type: none"><li>• Concisely describes the responsibilities at a high level.<ul style="list-style-type: none"><li>○ The Competent Authority is seen as the <u>Regulator</u> and the VTS Authority as the <u>Provider</u> - responsible for the management, operation and coordination of the VTS.</li></ul></li></ul>

# Key issues identified in (MSC99/20/3)

## Changing traditional boundaries

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Silent on the ways that a VTS may contribute to the safety of vessel traffic and the protection of the environment beyond territorial waters.</li></ul>	<ul style="list-style-type: none"><li>• Recognises the contribution of VTS beyond the territorial seas of a coastal State.<ul style="list-style-type: none"><li>○ i.e. on the basis of voluntary participation in accordance with SOLAS regulations V/10 and V/11.</li></ul></li></ul>

# Key issues identified in (MSC99/20/3)

## VTs and Future Developments

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Does not provide a framework to accommodate new trends<ul style="list-style-type: none"><li>○ e.g. the development, adoption and implementation of Maritime Service Portfolios, e-navigation, etc.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Recognises Governments should take account of:<ul style="list-style-type: none"><li>○ Applicable IMO instruments; and international guidance.</li><li>○ Future technical and other developments recognized by the Organization relating to VTS.</li></ul></li></ul>



# Key issues identified in (MSC99/20/3)

## Types of Service (INS, TOS and NAS)

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Is subjective and open to broad interpretation and debate.</li><li>• Causes confusion to stakeholders, particularly masters of vessels navigating in different VTS areas.</li><li>• Concern that services are not being declared or delivered globally in a consistent manner.</li></ul>	<ul style="list-style-type: none"><li>• Provides clear and concise guidance on the functions of a VTS.</li></ul>

## Key issues identified in (MSC99/20/3)

### VTs Qualifications, Training and Certification

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Existing text (Annex 2) is:<ul style="list-style-type: none"><li>○ Overly prescriptive – 12 pages;</li><li>○ Dated; and</li><li>○ In conflict with, or constraining the necessary continued development of modern IALA training Recommendations, Guidelines and Model.</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Concise and high level.</li><li>• Recommends that Governments use the standards for training and certification of VTS personnel acceptable to the Organization (i.e. IALA Standards).</li></ul>

# Key issues identified in (MSC99/20/3)

## Recognition of IALA Standards

Existing	Proposed New Resolution
<ul style="list-style-type: none"><li>• Does not recognise IALA Standards and associated Recommendations, Guidelines and Model Courses.</li><li>• The guidance and terminology is limiting and complicating the development and modernisation of IALA guidance in a range of areas.</li></ul>	<ul style="list-style-type: none"><li>• Recognises:<ul style="list-style-type: none"><li>○ IALA as an important contributor to IMO's role and responsibilities relating to VTS</li><li>○ That IALA Standards provide the framework for coastal States to harmonize VTS worldwide and are suitable for direct use and citation.</li></ul></li></ul>

# Looking Forward – A new Resolution

A more effective instrument, providing a clear framework to implement VTS globally in a harmonised manner.

Clear Structure

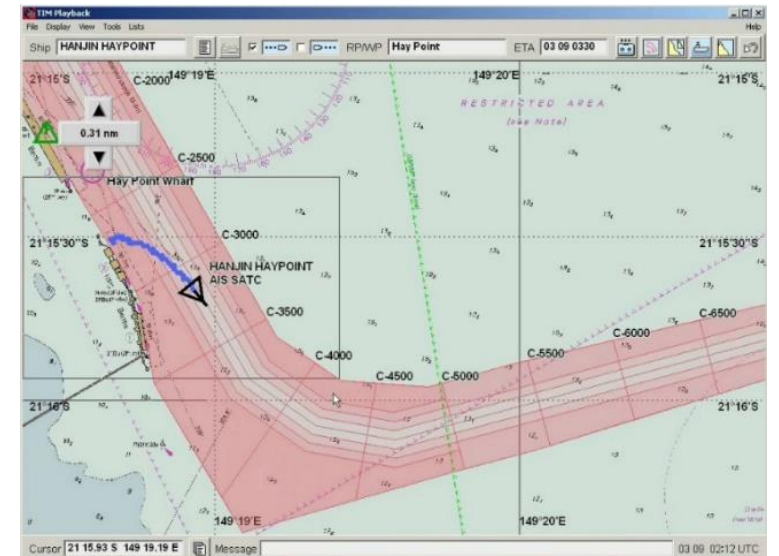
SOLAS

Resolution

IALA Standards

Future Proofing

Not confusing to Stakeholders





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