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| From: VTS Committee | VTS36/output/3 |
| To: The IALA Council | 15 March 2013 |

**DRAFT**

IMO/IALA Award for Accident Zero Campaign

# IMO/IALA AWARD FOR ACCIDENT ZERO CAMPAIGN

The purpose of this award is to provide a unique, international recognition for established Vessel Traffic Services (VTS), which contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic. To this end, in the first year of the award, it is proposed to evaluate VTS listed in the World VTS Guide, which provides shipmasters and others with the information necessary to enter a VTS area and subsequently to comply with its requirements, thereby optimising efficiency and enhancing safety.

# PANEL OF EXPERTS TO EVALUATE VESSEL TRAFFIC SERVICES (VTS)

**The panel of experts should consist of the following delegates**

1. Chairman of the Sub-Committee on Safety of Navigation (chairman)
2. Secretary-General of IALA
3. Secretary-General of IMPA
4. Secretary-General of IAPH
5. Chairman of IALA VTS Committee (including a team of two additional VTS experts)
6. IFSMA
7. IHMA

The panel of experts will meet once a year after the nominations have been received.

The awards will be presented at an appropriate IMO meeting by the Secretary-General of IMO.

# TERMS OF REFERENCE FOR THE IMO/IALA AWARD ACCIDENT ZERO CAMPAIGN

The award for accident zero is establish for international recognition to those who perform actions of exceptional service in attempting to save life at sea or in attempting to prevent or mitigate damage to the marine environment in order to raise the profile of Vessel Traffic Services and enhance its image.

Member States should nominate the VTS for consideration by the panel of experts. The nomination should be sent to IMO for further dissemination amongst the panel.

## Nomination criteria

Basic requirements:

* The VTS area should be established in the territorial waters of a Member State.
* The VTS should have the capability to compile a traffic image and to interact with traffic and to respond to traffic situations developing in the VTS area.
* The VTS should be operated in compliance with IMO/IALA guidelines.
* The VTS staff should be appropriately qualified and suitably trained according to the IALA Recommendation V-103 and its associated model courses.
* A Quality Management System (QMS) should be used including operating procedures.
* The VTS should keep accident and near-miss statistics for the VTS area.

Additional to the basic requirements, the following elements may be taken into consideration by the panel:

* Any near-miss that may demonstrate a positive contribution by the interaction of the VTS that avoids the adverse effects of maritime traffic or marine environment. This may encourage the reporting of near-miss occurrences and promote a safety culture.
* Best practices demonstrated by the VTS that enhances safety of navigation.
* [Long] history of no accidents.
* The location of the VTS as well as the volume and nature of traffic and complexity of the waterway.
* Promulgation in the World VTS Guide.

# DRAFT GUIDANCE FOR EVALUATION TO ASSIST THE PANEL OF EXPERTS

The Panel of Experts will review and evaluate the nominated VTSs and annually propose a maximum of four awards representing different regions of the world VTS in Europe, North America and the Caribbean, South and Central America; Oceania; Asia Pacific, South and West Asia, North and West Africa and East and South Africa regions [check areas/regions].

# *Concerns raised at VTS 36*

*During VTS36, members of the VTS Committee raised several concerns regarding some of the criteria that where proposed, for example:*

* *Why should the campaign be limited to VTSs established in the territorial waters of a Member State?*
* *Why should the first award only be limited to VTSs listed in the World VTS Guide?*
* *Should the campaign focus on zero accidents, while this may be an admirably goal it is unlikely within high density traffic areas?*
* *If one of the award criteria is based upon a long history of no accidents, wouldn’t this discourage VTSs from accurately reporting accidents and near-misses?*