

SUB-COMMITTEE ON SAFETY OF  
NAVIGATION  
59th session  
Agenda item 19

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## **ANY OTHER BUSINESS**

### **Zero Accident campaign**

#### **Note by the Secretariat**

#### **SUMMARY**

<i>Executive summary:</i>	This document provides information on the Secretary-General's vision for Zero Accident campaign
<i>Strategic direction:</i>	No related provisions
<i>High-level action:</i>	No related provisions
<i>Planned output:</i>	No related provisions
<i>Action to be taken:</i>	Paragraph 12
<i>Related documents:</i>	None

### **Background**

1 During the twelfth International Symposium on Vessel Traffic Services (10 to 14 September 2012), in Istanbul, Turkey, the Secretary-General of IMO took the initiative of proposing a plan of action to promote a Zero Accident campaign. This initiative was well received and supported by the VTS Symposium. As a follow up to this initiative, a meeting of Group of Experts (Group) from IALA, IHO, IMO, IAPH and IMPA was organized at IMO Headquarters on 28 January 2013. In his opening remarks, the Secretary-General gave an overview of his view on his vision related to the Zero Accident campaign. He recognized that this was a very difficult task, but nonetheless through collective efforts of all concerned progress can be made over a longer period of time. Based on the opening remarks of the Secretary-General, the January 2013 meeting agreed that:

- .1 Zero Accident campaign was very broad-based and in order to have meaningful progress it would be better to take this in stages;
- .2 at this stage, it would be appropriate to consider the sea areas under VTS operations;

- .3 in order to launch the campaign, an IMO/IALA award for each 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 region based on the criteria developed and agreed by the Group;
- .4 IMO Secretariat will develop the terms of reference and criteria (similar to those relating to the Bravery Awards) for consideration and review by the IALA VTS Committee with a view to finalization by the group;
- .5 after the finalization of the ToRs and criteria by the Group, IALA VTS experts would review the VTS included in the Worldwide VTS Guide and provide the Group with their findings; and
- .6 on receipt of the evaluation by the VTS experts, the Group would scrutinize the list and make its recommendation to IMO and IALA.

2 Accordingly, the Chairman of IMO's Sub-Committee on Safety of Navigation in cooperation with the Secretary-General of IALA and relevant input from the IMO Secretariat prepared an outline plan, which detailed the composition of the Panel of Experts, terms of reference of a Panel of Experts including the draft criteria for evaluation to assist the experts. This plan was presented to the IALA VTS Committee on 15 March 2013 with a request to provide its comments, as appropriate, with regard to the following:

- .1 composition of the Panel of Experts;
- .2 terms of reference of the Panel of Experts; and
- .3 criteria for evaluation to assist the experts.

3 The views of IALA, as approved by the IALA Council, have been incorporated.

### **Composition of the Panel of Experts**

4 The Panel of Experts to evaluate Vessel Traffic Services (VTS) should be composed by the following delegates:

- .1 Chairman of the Sub-Committee on Safety of Navigation (Chairman of the Panel);
- .2 Secretary-General of IALA;
- .3 Secretary-General of IMPA;
- .4 Secretary-General of IAPH;
- .5 Chairman of the IALA VTS Committee;
- .6 IALA accredited VTS expert;
- .7 VTS expert of IFSMA; and
- .8 VTS expert of IHMA.

5 The Panel of Experts may nominate an appropriate substitute to take their place. The function of the Panel of Experts should be to review the nominations for the Award, taking into account the Award's purpose and criteria with regard to the description of the factual circumstances giving rise to the nomination and the related supporting documentation.

6 The Panel of Experts should produce a shortlist of Award nominees from four of the regions. This short list should be accompanied with the rationale for each recommendation. No more than one Award can be presented to any of the listed proposed regions.

7 IALA is of the opinion that the proposed regions (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) should be further discussed or explained so that it may be possible to evaluate if there were enough VTSs in those areas which may have the potential for nomination.

8 Furthermore, IALA has no opinion on whether a Panel of Judges should be used. However, if a Panel of Judges is used, consideration should be given to the appointment of an IALA member, preferably nominated by the IALA Council.

### **Terms of reference of the Panel of Experts**

9 The Panel of Experts should meet once a year in order to review and evaluate the nominations with respect to the basic criteria and any other supporting elements. The Panel of Experts should take into consideration acts of exceptional service that aim to save life or prevent/mitigate damage to the marine environment and/or enhance the general safety and efficiency of vessel traffic. This would raise the profile of Vessel Traffic Services and enhance its image as well as to promote a wider understanding of the role of VTS amongst all stakeholders.

### **Criteria for evaluation to assist the Experts**

#### **Nomination criteria**

10 The United Nations Member States, intergovernmental organizations and non-governmental organizations may nominate a VTS for consideration by the Panel of Experts. The nomination should be addressed to the Secretary-General of the IMO together with a full description of the circumstances and events, including VTS data recordings, etc., giving rise to the nomination for further dissemination amongst the Panel.

The basic requirements for nominating a VTS should be that:

- .1 the VTS should be implemented by a Member State and authorized by the Competent Authority;
- .2 a legal basis for the operation of the VTS was provided for and the VTS Authority responsible for its operation and management is appointed and legally empowered;
- .3 the objectives of the VTS were set and it could be demonstrated that they were being met;
- .4 the VTS area should be delineated and declared as such and the procedures to be followed should be published in the appropriate nautical publications and, preferably, but not necessarily, in the "World VTS Guide";

- .5 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;
- .6 the VTS should be operated in compliance with IMO/IALA recommendations and guidelines;
- .7 the VTS personnel should be appropriately qualified, suitably trained and certified according to the IALA Recommendation V-103 and its associated model courses. Training should have been carried out by an approved/ accredited training organization;
- .8 a Quality Management System (QMS) and a Safety Management System (SMS), including operating procedures, should be in place;
- .9 the VTS should have an effective Risk Management policy in place, which was regularly reviewed in order to mitigate the adverse effects of maritime traffic;
- .10 the VTS should also be regularly audited either under the IMO voluntary scheme or by an appropriate authority; and
- .11 the VTS Authority should retain accident and near-miss records and statistics for the VTS area.

11 In addition to the basic requirements, the following elements may be taken into consideration by the Panel when nominating a VTS for the Award:

- .1 any documented near-miss situation that may demonstrate a positive contribution by the interaction of the VTS that avoids the adverse effects of maritime traffic or marine environment;
- .2 any history of an improving safety record, culture and continual procedural developments as a result of VTS performance monitoring;
- .3 best practices demonstrated by the VTS that enhanced safety and efficiency of navigation;
- .4 best practices by the VTS regarding continual professional development of VTS personnel;
- .5 the location of the VTS as well as the volume and nature of traffic and complexity of the waterway; and
- .6 any history of innovation that improves the service provided by the VTS in regard to safety and efficiency of navigation.

#### **Action requested of the Sub-Committee**

12 The Sub-Committee is requested to note the information provided and to review the comments provided by IALA and decide on the way forward, as appropriate.