Document Revisions (Title style)

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**IALA Guideline No. ####**

**On**

**Zero Accident Campaign**

**Edition 1**

**[Date issued]**

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Revisions to the IALA Document are to be noted in the table prior to the issue of a revised document.

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IMO/IALA Zero Accident Campaign

# Introduction

The Secretary-General of IMO’s proposed at the 12th International Symposium on Vessel Traffic Services, 10 -14 September 2012 in Istanbul, Turkey a ‘Zero Accident’ campaign.

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## IMO/IALA award for zero accident campaign

The purpose of this Award should be 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 the possible adverse effects of maritime traffic.

The objective of the campaign is to encourage all Member States to contribute towards a common and great objective – ‘to ensure safe and efficient shipping on the maritime access routes.’

## The Panel of Experts

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.

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.

The Panel of Experts may nominate an appropriate substitute to take their place.

# requirements for nominating

The submission for the IMO/IALA award for zero accident should be done by the Competent Authority. The VTS Authority delivers the submission for the award to the Competent Authority.

+ how it should be done – Annex?

## Basic requirements

The basic requirements for nominating a VTS are as follows:

* The VTS should be established by a Member State and authorized by the Competent Authority. In cases where the VTS is established outside the territorial seas of a Member State, the service should only be voluntary.
* 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".
* 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 recommendations and 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 requirements

Additionally the panel may take the following elements into account when nominating a VTS for the Award:

* Any documented 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.
* Any history of an improving safety record, culture and continual procedural developments as a result of VTS performance monitoring;
* Best practices demonstrated by the VTS that enhances safety and efficiency of navigation;
* Best practices by the VTS regarding continual professional development of VTS staff;
* The location of the VTS as well as the volume and nature of traffic and complexity of the waterway;
* Any history of innovation that improves the service in regards to safety and efficiency

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1. Annex

Guidelines should have Annexes. Appendices are attached to Annexes.

1. ANNEX HEAD1

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