Final Report of the 45th session of the IALA COUNCIL

IALA Headquarters, Saint-Germain-en-Laye, France

26-27 May 2009

Councillors present:

Captain Liu Gongchen, China	President
Mr James Collocott, South Africa	Vice President
Rear Admiral Jeremy de Halpert, UK	Treasurer
Mr. Gary Prosser, Australia	
Captain Marcio Leite Teixeira, Brazil	
Captain Juan P Heusser, Chile	
Mr. Svend Eskildsen, Denmark	
Mr. Jacques Manchard, France	
Mr. Christian Forst, Germany	
Mr. Singh Suman Man Mohan, India	
Dr. Stuart Ruttle, Ireland	
Mr. Shuichi Yoneoka, Japan	
Mr. LEE, Seung-Jae, Korea	
Mr. Arve Dimmen, Norway	
Mr. Rolf Zetterberg, Sweden	
Captain Tuncay Cehreli, Turkey	
Captain Wayne Muilenburg, USA	

Also in attendance:

Mr. Torsten Kruuse, IALA Secretary General
Mrs. Marie-Hélène Grillet, IALA Administration Manager
Dr. Mike Hadley, IALA Technical Co-ordination Manager
Adm. Jean-Charles Leclair, IALA accredited representative to IMO
Mr. Paul Ridgway, Editor, The IALA Bulletin
Mr. Lars Mansner, IMC Observer
Mrs. Jiang Xuemei (assistant to Captain Liu Gongchen)
Lieutenant James Crawford (sssistant to Captain Heusser)
Mr. Hiroyuki Antoku (assistant to Mr. Yoneoka)
Prof. GUG, Seung-Gi (assistant to Mr LEE, Seung-Jae)
Captain Alberto Piovesana Júnior (Assistant to Captain Márcio Leite Teixeira)
Ms. Pernilla Bergstedt (observer, Sweden)
Mr Ove Ericsson (observer, Sweden)
Ms. Magdalena Reyes (observer, Chile)

1. President's opening remarks

The <u>President</u> opened the meeting at 14h00 on 27th May. He welcomed all Councillors to the meeting, especially Mr. Ove Ericsson of Sweden who was attending a Council meeting for the time and due to be the new Swedish representative in the future.

The <u>Secretary General</u> then gave some domestic information and <u>Mr. Manchard</u> explained what had been arranged for the social events organised by France on the occasion of this Council session.

2. Apologies for absence

Apologies for absence were received from Mr. Daniel Breton of Canada, Mr. Keijo Kostiainen of Finland, Captain Ahmad Bin Othman of Malaysia and Mr. Manuel Gomez of Spain.

Kuwait, Russia and Senegal had not sent any representatives to the Council.

3. Approval of the Agenda

The Agenda was approved.

4. Approval of the report of the 44th session

<u>Stuart Ruttle</u> said that an amendment was needed on page 2 of the draft report, last paragraph of item 16.1 – Update on IALA Secretary General's Replacement – to read: "*He concluded that he would <u>not</u> spare any efforts to meet the Council's expectations.*"

<u>Arve Dimmen</u> requested a change in page 14, 2nd paragraph, last line, to read: "*It had been established for the pilotage <u>authorities and </u>service providers*".

The report of the 44th IALA Council session was approved with these two amendments.

5. Financial Matters

<u>Jeremy de Halpert, IALA Treasurer,</u> explained that the FAC, which had met during the morning of 26th May, had to consider the balance sheet and results of accounts for 2008, the cash flow situation as at 30th April 2009, and suggest an increase in membership fees for 2010 and the next four years.

- *Balance sheet and results of accounts for 2008:* <u>The Treasurer</u> explained that the high amount of money spent under "mission expenses" was unavoidable: mission expenses are needed as a service to members. He also explained that the "provision for severance" appearing in the balance sheet is money set aside for staff members leaving IALA and who, by contract, are allowed to a compensation calculated according to the number of years they have served in the Association. He concluded by saying that the result of the year always shows a small profit or a small loss, which are regular. The year 2008 shows a small loss of 9,195.09 Euros.
- *Cash flow situation as at 30th April 2009:* <u>The Treasurer </u>showed a graph giving a comparison between the 2008 and 2009 figures. The income for 2009 was less than

for 2008 and this was due to the fact that more members had paid in advance for 2009 than for 2008. There he added that the cash flow graph shows money coming in during the current year, that is to say that fees paid for 2009 in 2008 are taken into account in the 2008 figures and not in the 2009 ones. He added that the graph showed that the expenses were very much in line with the 2008 ones and the FAC noticed that the IALA finances were well managed.

- *Membership fees for 2010:* The Treasurer said that the FAC had considered the economic difficulties encountered by the members due to the financial crisis and concluded that IALA should take this opportunity to send a sign of goodwill to its membership, especially when it was expected that the inflation rates would be less than in the previous years. The FAC therefore recommended to the Council to decide a 2% increase for 2010 instead of the 3% originally planned.

The Slides presented are attached as Annex 1.

The Council
- **Approved the balance sheet and results of accounts for the year 2008**
- **Noted the cash flow situation as at 30th April 2009**
- **Approved the following membership fees for 2010:**
  - **National Members: 12,450 Euros**
  - **Associate Members: 2,430 Euros**
  - **Industrial Members: 4,640 Euros to which 500 Euros are to be added to be returned to the IMC.**

6. Strategy matters

Christian Forst (Germany), Chairman of the Strategy Group, reported that the Strategy document had been amended after the joint PAP/Strategy meeting in April 2009. It was again reviewed during the Strategy meeting held on 25th May and Christian Forst gave a summary of the discussions. His report appears at Annex 2.

The discussions concentrated on the two items added by the Secretary General on the strategy agenda, namely: Polar routes, and Virtual Aids to Navigation and the following remarks were made:
- Polar routes might be a good test bed for virtual aids to navigation, for satellite aids would not be available in the region before 2011.
- It is urgent to start works on the Polar routes.
- Virtual aids to navigation are a quick developing technique, used with success in some places, especially on high speed craft routes.
- Virtual aids to navigation need to be explained to the mariners, who so far do not understand them.
- Virtual aids to navigation are discussed at IHO and the issue will be raised at IMO, supported by the IALA representative. A paper on how to mark them is to be submitted by Japan.
- Virtual aids to navigation are very much dependent on AIS developments.

Other comments were made on the Committee structure for the next period:

- Should the PAF remain a Forum or should it be made a Committee? Turning the PAF into a Committee would give it more strict rules, which was not desirable. On another hand, it could attract more members, especially from the countries where the pilotage authority is not the authority that is the IALA national member. This could be an option on the basis that pilotage is considered as an aid to navigation, thus within the scope of IALA. **The conclusion was that PAF (as well as LAP) should keep their present status for the next period. The PAF could be then given Committee status, depending on how its attendance develops.**
- Should AIS be a Committee on its own again? The issue of the size of the e-Navigation Committee and the way it is organized was raised again. Council advice would be needed on how it should split and limit its work. It was said however that the Committee itself was not in favour of having AIS separate again.

Council members were requested to forward their views on priority ranking to the Chairman before 20th June 2009. Action item 6.1

7.   IALA Committees and Working Groups

7.1   Policy Advisory Panel

7.1.1 Report of PAP 18

The Secretary General said that the report was to note but the Council at its next session will have to nominate new chairs for both the ANM and the VTS Committees.

The report of PAP 18 was noted.

7.2 – e-NAV Matters

7.2.1   Report of e-NAV6

The Secretary General said that the report was to note but he had hoped to better define the user requirements. The Committee runs a lot of intersessional meetings and perhaps too many people were involved in the work. There is a need to find out what is needed and what is necessary. He reported that the last meeting was attended by 87 participants and there was no indication that the attendance would decrease in the future. He added that the IMO correspondence group had disappeared but Mike Sollosi, who was nominated as Chairman of the IMO Sub-Committee on Safety of Navigation (NAV) would certainly give support to the IALA action. Finally, IHO had agreed to participate in the Committee.

Mike Hadley then introduced the report: There were record numbers at e-NAV6 (87) and it is difficult to see how many more members can be accommodated, which is slightly worrying as the attendance trend is ever upward. The Committee continues to rely on much intersessional work and more is planned before e-NAV7.
The lack of progress with developing user requirements, a key input for IMO and requested for NAV56 (mid 2010), resulted in intersessional work on this topic too. Task 6 (Review and update IALA & related AIS documentation) & Task 8 (Prepare guidance on the use of Application Identifiers (AIs) in AIS), which were due to complete at e-NAV6 have been deferred to e-NAV7.

The report was noted.

<u>7.2.2   Continued discussion on the register/collection for binary messages for regional applications</u>

<u>Mike Hadley</u> said that the Council was advised of and noted this initiative at Council 40 (agenda item 6.1.13) and acknowledged the development of a registry of all AIS Binary Messages for Regional Applications in use by its Members. The registry aims to avoid re-inventing the same application. Lee Alexander from the University of New Hampshire (UNH) volunteered to develop this idea and proposes to tackle it in two steps:
- Phase 1 is to Create a Collection. Members will be invited to use a standardized form (e-NAV6-output-7) and to submit it to UNH. UNH will create a web application (the Collection) which can show all Regional Applications input by them and based on the input provided by members. Only UNH can input new ones and only UNH can make any changes. IALA Members can only view the applications in use which are input by UNH. UNH will host this for the time being.
- Phase 2, is to create a web-site, hosted by IALA, which is more dynamic. Members can input new applications by themselves and are able to make changes when the applications are changed. This gives rise to the questions, such as:
  - What should be included, finally?
  - What should members be allowed to do?
  - Who is responsible (from any Member Administration point of view)?

These were listed as 'Key processes' in the paper submitted. The Council was asked to note that there will be, as yet unquantifiable, consequences. However, IALA will need to enlarge the IALA web-site to accommodate this and to monitor the use of the application. He requested the Council to give opinions about the 'Key processes' and the potential consequences, so far. If UNH knows what should be included, then they can estimate the consequence in terms of cost or workload.

The e-NAV Committee intend to come back with the full consequences, for Council approval.

<u>Stuart Ruttle</u> requested that DAC and Fi be defined. <u>Rolf Zetterberg</u> clarified the terms as DAC standing for Designated Area Code and Fi for Function identifier. He added that an administration would be "designated", thus able to submit.

The question was raised about commercial companies and the need was identified to define who would have the right to make submissions.

The numbering scheme was also questioned: there would be international messages and regional messages. Cooperation would be needed.

<u>The Secretary General</u> concluded that if IALA decides to run the system there will be a lot of issues to be solved and a lot of questions to be asked.

<u>Stuart Ruttle</u> added that there will be a need to discuss with IMO.

<u>Christian Forst </u>suggested starting with the collection of information, making a data base and being prepared to go further.

The Council agreed to the proposal by Christian Forst and approved the start of Phase 1.

7.2.3 – FAQs on shore-based e-Navigation architecture

Mike Hadley explained that the Architecture Technical Working Group, following the example set by the Operations Working Group in producing their e-NAV FAQ, which are updated at each meeting, have drafted a set of frequently asked questions on e-Navigation architecture. It is intended that the document be posted on the IALA website and hoped that this will increase understanding of the topic. The document will be reviewed at each e-NAV Committee meeting.

Wayne Muilenburg requested that clarifications be given in the answers to the questions "What makes a system "e-Navigation compliant"?" and "Where can I buy certified "e-Navigation system components"?".

Stuart Ruttle questioned the assessment that IALA publishes manuals, guidelines and recommendations *for e-Navigation* as it does for AIS. He also suggested several editorial amendments that were noted by the Secretariat for the Committee's attention.

The Secretary General was of the opinion that the document could be premature.

The Council noted the FAQ document <u>as a start</u>. It will be published after more work has been done on it.

7.2.4 – Liaison statement to IMO - IALA technical clarifications on navigation status of AIS SART

Mike Hadley said that as part of Task 2 the Committee recognised a more generic application of a previous request from IMO to recognised navigation status in AIS. The proposed changes were also meant to be enablers for the next generation of AIS.

The liaison statement to IMO was approved.

7.2.5 – Liaison note to IMO on study of future digital communication systems in conjunction with WRC-11 Agenda item 1.10

Mike Hadley stated the paper was initially drafted by the e-NAV Committee because of the possible implication for safety, which it was felt IMO should be aware of. It was always the intention that the paper was for the guidance of Jean-Charles Leclair but with the intention of gaining his advice about final wording.

The finalised liaison note was approved.

7.2.6 – Liaison note to ITU on study of future digital communication systems in conjunction with WRC-11 Agenda item 1.10

Mike Hadley said that again, as part of Task 2 and in response to a request from ITU (WRC7 Resolution 357) to contribute to the future use of the radio spectrum, the paper was an input to

the next World Radio Conference (WRC-11) proposing topics for study. These are in line with a document being prepared by the Committee to cover all e-Navigation communications envisaged by IALA.

The Council noted the document, which had already been approved by correspondence due to the deadline for submission of papers to the ITU.

7.2.7 – Draft Work Programme 2010-2014

In common with the other three main Committees, e-NAV has produced its draft thoughts on the 2010 - 2014 programme and would welcome feedback, so that it can produce a finalized submission for the December Council meeting.

Rolf Zetterberg said that work item 3.3 should be made stronger and he suggested to rephrase it as "Lead the future enhancements of AIS".

James Collocott added that with regard to work item 3.3 problems were to be expected with new technology radars.

The draft Work Programme was noted.

7.2.8 – Draft submission to IMO NAV55 on Measures to minimise incorrect data transmissions by AIS equipment

Mike Hadley said that this submission had been proposed with particular reference to Navigation System Status indicators 13 – Distress & 14 – SART, in view of the possible safety implications. The resulting action will be an amendment to ITU-R Recommendation. M.1371 and this is in hand via the Technical Clarifications to that document, maintained by IALA and periodically submitted to ITU for revision of the Recommendation.

Rolf Zetterberg remarked that paragraph 7 was confusing as the 2nd generation AIS class A is still under development.

Arve Dimmen added that what was to be understood by "2nd generation" was not clear.

As a first conclusion the Council requested to try and have "2nd generation AIS Class A" into brackets, should that still be possible, or have a verbal correction made. It was then agreed to request Nick Ward to remotely propose a corrected document, which was finally approved.

7.2.9 - Draft submission to IMO NAV55 on the Development of an e-Navigation strategy implementation plan

Mike Hadley introduced this submission as a sign indicating IALA's willingness to continue participating in further e-Navigation development work, from the shore-based perspective, and bringing to IMO's attention progress being made with an IALA Maritime Data Model and Data Object Identifiers.

Stuart Ruttle drew the Council attention to IMO expecting to have user needs identified by the end of 2009. He thought that this would not be possible, even with hard work being done by the e-NAV Committee. He recognised the need of making IMO aware but stressed that this was a sensitive issue.

The Secretary General wondered whether the aim was at having carriage requirements or an efficient and convenient system.

Jeremy de Halpert noticed that in paragraph 8 of the Annex it would be more appropriate to mention "worldwide" communication and radionavigation plans. He had no objection to have the document circulated as was if too late to correct it.

The draft submission to IMO was approved.

7.3 – VTS Matters

7.3.1 – Report of VTS 29

Mike Hadley reported that in the context of the VTS Committee, VTS29 was attended by a record number of members (67) and processed a record number of papers (62). Whilst not at the level of the e-NAV Committee, it too is beginning to test the limits of this building. At least three documents (draft Guidelines on Fatigue (Task 13), Accreditation of VTS training institutes (part of Task 3) and a VTS's role in managing Restricted or Limited Access Areas (Task 1) were virtually completed and, overall, there was some confidence that the Committee will finish the current Work Programme in good order.

The Secretary General said that certification of training institutes is expensive: very often there are no competent authority and the institutes have to call upon classification societies. He supported the idea of having 1 or 2 persons, within the VTS Committee, able to certify at the request and on behalf of the national authority. The idea was supported by Svend Eskildsen.

The report was noted with no other comments.

7.3.2. – Defining the Concept and Scope of Vessel Traffic Management (VTM)

Mike Hadley said that considerable effort was put into trying to distil this paper, which was the Committee's second attempt to fulfil its Work Task 12. With this paper the Committee was seeking to inform Council of how it intends to proceed and, hopefully, gain its blessing.

Christian Forst still had problems with paragraph 2 – The Definition of VTM, which he thought was still too broad. Regarding paragraph 6 – The Relationship of VTM with e-Navigation, he wondered whether the e-Navigation Committee had been consulted.

Tuncay Cehreli recalled that the definition of VTM had been amended at Council session 42 and developments had happened since. The new links between VTSs need cooperation and harmonization. He considered that the definition given should be seen as a basis for further work. Regarding paragraph 6 he said that authorities should be given something concrete to achieve their goals.

The Council approved the document as a basis for future work.

7.3.3 – VTS in international waters

Mike Hadley said that following the decision made at the last Council meeting, the VTS Committee had decided on a way ahead which has both a short and long term implications. In the short term they intend developing guidance based on the growing practice of 'hooking' VTS into the IMO's General Provisions for Ship Routing. As this is not considered a totally safe legal approach, the Committee proposes to seek a VTS equivalent of the GPSR, which means working through IMO. It was the sense of the meeting that several countries would be happy to sponsor such a move.
The work is currently Task 6 on the Committees agenda but will need to be carried forward into the next Work programme.

The secretary General insisted on the importance of having a system similar to air traffic control for coastal VTSs and the open seas, and which would take into account the increasing interaction between VTS centres.

Marcio Leite Teixeira stated that the Committee had two options: either to have guidelines submitted to IMO (which could take quite a long time due to the huge number of Resolutions to be amended), or to produce one guideline for the short term while continuing on a long term work.

The Council approved the Committee to develop Guidelines and follow the recommendations contained in the liaison note.

7.3.4 – Draft Guideline 1068 on the Provision of a Navigational Assistance Service by Vessel Traffic Services

Mike Hadley explained that despite the assistance of LAP after the previous meeting the dominating theme for the meeting was the provision of a Navigational Assistance Service. This led to two national authorities (Norway and the Netherlands) asking for it to be noted that they did not find that the inclusion of the statement 'NAS is not intended to replace a pilotage service' appropriate.
If approved, this would complete Task 8 for the VTS Committee.

Discussions on this agenda item highlighted reluctances from Finland, Sweden, Norway, mainly due to pilotage issues. It was however recognized that the matter was highly urgent and should not be delayed further.

The Council decided to set up a small group consisting of Marcio Leite Teixeira, Tuncay Cehreli, Wayne Muilenburg, Arve Dimmen and Pernilla Bergstedt to refine the document during the Council meeting and have it approved before it is closed.

The drafting group came back with an amended text, from which sensitive pilotage issues had been taken out, keeping the same spirit. The other concern about the use of the term "course" raised by Finland, Norway and Sweden, was addressed by adding explanations in Definitions.

The amended text was approved and is attached as Annex 3.

7.3.5 – Draft Work Programme 2010-2014

The Draft Work Programme was noted by the Council.

7.4 – Engineering/Environment/Preservation Matters

7.4.1 – Report of EEP 13

Mike Hadley reported that as ever, the EEP worked at a prodigious pace, finalising 9 new or revised Guidelines and one revised Recommendation.
It also furthered work on Product Certification, with which there now seems to be growing interest, Key performance Indicators, resulting in a facility to participate is now available via the website, the World-Wide Academy and the update of the IALA Dictionary, which also is now available on the website. There is reasonable confidence that most, if not all, Tasks will be completed at the next and final meeting of the current work session.

The report was noted.

7.4.2 – Draft revised Guideline 1008 on Remote Control and Monitoring

Rolf Zetterberg said that AIS should be mentioned in paragraph 7.4.2 – Radio links. Stuart Ruttle had hoped that greater importance were given to sector lights and leading lights (paragraphs 4.1.3 and 4.1.4).

The Guideline was approved with the addition of AIS in paragraph 7.4.2.

7.4.3 – Draft revised Recommendation E-107 on Mooring for Floating Aids to Navigation

Stuart Ruttle requested that the number of the Guideline be given in the Recommendation at "Adopts...".

The Recommendation was approved with this amendment.

7.4.4 – Draft Guideline 1066 on the Design of Floating Aids to Navigation Moorings

The draft Guideline was approved.

7.4.5 - Draft Guideline 1067-0 on the Selection of Power Systems for Aids to Navigation Associated Equipment
The Guideline was approved with the table on page 7 amended to include legends for + and + +.
7.4.6 - Draft Guideline 1067-1 on Total Electrical Loads of Aids to Navigation
7.4.7 - Draft Guideline 1067-2 on Power Sources
7.4.8 - Draft Guideline 1067-3 on Electrical Energy Storage for Aids to Navigation
The three Guidelines were approved.

As a general comment Mike Hadley said that this suite of four Guidelines, which follows in the same mould as the E-200 series of Recommendations approved at the last meeting, completes work item 1.13.2 – Power supplies.

Together, they replace IALA Guideline No. 1042 on Power Sources and Energy Storage for Aids to Navigation (December 2004).

7.4.9 - Draft Guideline 1064 on Integrated Power Systems Lanterns

Stuart Ruttle remarked that the numbers of Guidelines given in section 8 should be changed. He also had problems with IALA accepting that an advertised range or intensity is reduced because of poor solar conditions. He suggested removing the first part of paragraph 10 – Intensity, Range and Power Consumption, from "Many lanterns utilise power management systems..." to "Users need to specify the maximum intensity that is permissible for specific applications, consistent with IALA Recommendations" inclusive.

Lars Mansner said that this was an option given by the manufacturers that needs to be mentioned to the user, who would decide to use it or not.

The Council requested the Committee to review this part of the document.

7.4.10 - Draft Guideline 1065 on Vertical Divergence

The draft Guideline was approved.

7.4.11 - Draft revised Guideline 1038 on Ambient Light Levels at which Aids to Navigation should Switch On and Off

The draft revised Guideline was approved.

7.4.12 – Draft Work Programme 2010-2014

The draft Work Programme was noted by the Council.

7.5 – Aids to Navigation Management Matters

7.5.1 – Report of ANM 13

Mike Hadley introduced the report saying that the draft revised MBS booklet was finalised, in time for the retirement of its editor, Cdr Erik Anderson, whilst the revision of the NAVGUIDE has completed its consultation phase and will be finalised for submission to the Council at the next meeting.

Task 2 - Review existing / develop new documentation on AtoN performance, including calculation and measurement on range of lights to define product quality in cases of information for outsourcing projects, is complete and the remaining Tasks are expected to be completed at the next and final meeting of the present session.

The Chairman of ANM, Captain Duncan Glass has now retired from Trinity House, but will remain as the Committee's Chair for the final meeting and as its representative at the Conference.

The report of ANM 13 was noted.

7.5.2 – Draft revised IALA Maritime Buoyage System

Many comments were made on the draft, among which:
- The title refers to "other aids to navigation" but only visual aids are addressed;
- Many important parts are crossed out;
- Shapes possible for lateral marks are not mentioned;
- Racons mounted on buoys are not mentioned;
- Port traffic signals, and more generally all other IALA achievements that are more recent than the MBS, including the MBS implementation guidelines, are not mentioned;
- No guidance is given for rhythms;
- The drawings are not of a professional quality and there are inconsistencies in the headings.

It was recognised that the revision was prompted by the need to introduce the newly accepted emergency wreck marking buoy. However the document was considered as incomplete and the policy governing the revision was not clear.

Considering that the revised MBS should be ready to be launched at the Cape Town Conference in March 2010 and the only opportunity for the Council to approve it was December 2009, it was agreed that each Councillor should send his comments to the IALA Secretariat by 20th June 2009. The ANM would then develop a new draft based on these comments and forward it to the secretariat by 30th November in order for the Council to have a first look at it in advance to its 46th session in December 2009. Action item 7.5.2.

7.5.3 – Draft Guideline on the Synchronisation of Lights

Wayne Muilenburg asked that the last part of paragraph 1.7 in the Annex – eLoran, be amended not to mention the US. He suggested rephrasing it as follows: "Some countries, such as the UK,...".

Stuart Ruttle raised a concern about availability calculation of the whole system in case of a failure of one element: he would have appreciated guidance on this aspect.

Jeremy de Halpert suggested adding it in the availability guidelines.

The document was approved with the amendment requested by Wayne Muilenburg but the Council requested the EEP Committee to deal with availability calculation of synchronised lights. Action item 7.5.3.

7.5.4 - Draft Work Programme 2010-2014

Svend Eskildsen felt desirable that the ANM Committee be tasked to keep up to date the IALA Recommendations and Guidelines, or act as a coordinator of the Committees' works in this regard.

James Collocott drew the Council's attention to the importance of item 5 on the IMO wreck removal convention. Although the Convention would not come into force before 2012, IALA members could need guidance already.

The Secretary General replied that advice from LAP had already been sought, adding that the convention was almost impossible to apply.

The Council noted the work Programme and requested the ANM work item 5 be discussed at the next strategy/PAP meeting. Action item 7.5.4

7.6 – Legal Advisory Panel

7.6.1 – Report of LAP 5

The report was noted.

7.6.2 - Legal aspects in relation to the IALA-NET project (legal issues re. controlling and retransmitting AIS data)

The Council noted that the matter was postponed until the next LAP meeting in October 2009.

7.6.3 – Impact of a move of the IALA Headquarters

Svend Eskildsen reported that a briefing had been made by a French lawyer detailing the number of implications and obstacles that would have to be taken into account.

7.7 – Pilotage Authority Forum

7.7.1 – Report of 7th meeting

Arve Dimmen said that the Forum is working on its first Guideline and he had good hope that it would be ready for the next Council meeting. He invited the Councillors to have a look at it on the PAF section of the Council Website.

Wayne Muilenburg remarked that it was important to make sure that guidance is given to pilotage authorities, not pilots.

Answering a question by James Collocott, Arve Dimmen said that the questionnaire mentioned in paragraph 6 on the report had not been issued yet.

The report was noted.

7.8 – Steering Committee on Generic Risk Model

Since the last Council meeting a 15th meeting of the Steering Group, and a meeting of some group members were held, the latter being very useful to achieve a successful seminar in Kuala Lumpur.

Svend Eskildsen said that two steps were still needed:
- Education for risk analysis technicians
- Development of a software as a bridge from AIS to the risk management tool

Arve Dimmen added that the input of good charts was needed.

The Secretary General stressed that the risk management tool had been developed for IALA members and should not go to the market. Furthermore, it should not be available other than "on request".

The reports were noted.

7.9 – IALA-NET

The Secretary General said that the procedure needs to be simpler. It is important to show that IALA-NET is not an open network, it is limited to administrations on an exchange basis.

A video presentation was shown of satellite AIS made by ComDev with one satellite only. Using several satellites would give updates at intervals lesser than 10 minutes, which is the time interval needed with one satellite. The presentation is available on request.

Svend Eskildsen reported that 23 countries were connected to the demonstrator but there was a need to find a cheaper solution.

The report was noted.

7.10 – World Wide Academy

The interim information provided by the secretariat was noted.

8. *International*

8.1 – IMO

8.1.1 – Report of IMO MSC 85

The Council noted the report prepared by the IALA accredited representative at IMO, Jean-Charles Leclair.

9. *IMC Matters*

Lars Mansner explained that there was no report under this agenda item as the IMC had not met since the last Council meeting.

He reported that 43 booths had been confirmed for the 2010 Exhibition and the breakeven was achieved. Sponsorship packages were distributed to the membership but the packages are in high amounts, adding too much on the financial burden. The IMC was considering asking the organisers to split them up.

10. IALA Conferences and Symposiums

10.1 – 2010 Conference, Cape Town, South Africa

The report of the Conference Steering Committee meeting held in March was noted.

James Collocott recalled that there will be interpretation in English, French and Spanish, with papers presented in English or French only. He said that it was the first time that interpretation in Spanish would be available and this should be advertised.

Marcio Leite Teixeira assured him that he would send information to all his neighbouring countries, urging them to attend.

James Collocott added that it was important that the Councillors advertise the Conference to any organisation they think would be interested.

10.2 – 2012 VTS Symposium, Istanbul, Turkey

The report of the Organisation Preliminary Meeting was noted.

Tuncay Cehreli reported that a further meeting had taken place at IALA Headquarters with the VTS 2008 organisers, which was very fruitful. A visit by the IALA Secretary General and Technical Co-ordination Manager to Istanbul was planned for July 2009 to give them the opportunity to visit the possible Symposium venues.

10.3 –2014 IALA Conference

There was no news to report regarding the 2014 IALA Conference.

10.4 – 2016 VTS Symposium

Wayne Muilenburg said that the US was still interested in hosting this Symposium, in co-operation with Canada.

10.5 – 2018 IALA Conference

The Korean delegation confirmed its interest.

11. IALA Workshops and Seminars

11.1 – Introduction Seminar on IWRAP II – Kuala Lumpur, April 2009

11.1.1 – Seminar report

Mike Hadley reported that the seminar was attended by 36 delegates from 16 countries and was expertly and most sociably hosted by Captain bin Othman and his team.
After some initial presentations and discussion on the theory of IWRAP Mk II, delegates developed their own model of the Malacca Strait and were then able to seek answers to queries raised in this work whilst visiting the Malacca Strait VTS centre.

Delegates were also given the opportunity to explore a more detailed and complete pre-processed model of the Malacca Strait derived by DaMSA directly from 12 weeks of AIS data, kindly provided by the Marine Department Peninsular Malaysia. When run, this model provided good correlation with other assessments and historical data.

The seminar proved that the IWRAP Mk II programme is a workable product but that its use is heavily dependent on the skill and understanding of the analyst using it.

The workshop identified 10 conclusions and 7 recommendations.

The report was noted.

<u>11.1.2 - Draft IALA Recommendation O-134 on the IALA Risk Management Tool for Ports and Restricted Waterways</u>

<u>Mike Hadley</u> reported that this document had been rapidly revised, following the seminar in Kuala Lumpur by Omar Fritz Eriksson, who was chairman of the seminar and is also Chair of EEP. The format, needed some slight revision and a finalised version is now available. However, the technical content is unchanged.

<u>James Collocott</u> noticed that an editorial amendment was needed on the first page of the Recommendation, in the first paragraph commencing with "Noting".

The draft Recommendation was approved with this editorial amendment.

11.2 – Historic Lighthouses Seminar, 22-26 June 2009 - Santander, Spain

<u>Marie-Hélène Grillet</u> said that the Seminar seemed to be very popular as about 60 people had registered at the time of the Council, among which representatives of members, which do not normally participate in IALA events.

11.3 – Workshop on VTS Training, September 2009 – Warnemünde, Germany

The programme had been drafted and no major concerns had to be expected.

11.4 – Seminar on Virtual Aids to Navigation

The Council **approved the Seminar**, a date and venue had to be found, which should not conflict with the 2010 Cape Town Conference. It was likely that the Seminar be held at IALA Headquarters.

12.   Membership

12.1 – Applications for Membership

National Membership
- *Malta Maritime Authority, Malta:* **Accepted**
- *Swedish Maritime Transport Agency, Sweden:* **Accepted**

Industrial Membership
- *North West Marine L.L.C*; *United Arab Emirates*. **Accepted**
- *Archbeacon; Barcelona Spain*. **Accepted**
- *Mediterraneo Señales Maritimas S.L; Spain*. **Acceptance postponed until December session.** It was said that the relationship of the company with Mediterraneo Servicios Marinos was not clear and they had used a certification "borrowed" from this other Spanish Company. As a consequence the IMC had been requested to investigate and the application will be reiterated at the December Council session.
- *Nawae Construction Ltd; Papua New Guinea*. **Accepted**
- *Shine Micro, Inc.; USA*. **Accepted**
- *Maritime Information Systems; Inc; USA* .**Accepted**
- *.Navsoft Consultoria e Servicios Ltda*; *Brazil*. **Accepted**
- *Rokem*; *China*. **Accepted**

Associate Membership
- *Rosmoport; Russia.* **Accepted**

Organisations interested in joining IALA
- *ANGOLA, for National membership.* Interest was already shown before Council session 44 but no formal application was received.

12.2 - Resignations from IALA Membership

The Council noted the resignations received from:
- *Wilhelm Weule, Germany* – Industrial Member
- *Grand Port de Marseille, France* – Associate Member

12.3 - Members in arrears

National Members*:*

Equatorial Guinea *(2006, 2007, 2008)*
Barbados *(2006, 2007, 2008)*
Sudan *(2004, 2005, 2006, 2007, 2008).*
Indonesia *(2005, 2006, 2007, 2008).*
The next Conference should be used as an incentive to collect the outstanding fees. Each Council member should write to his neighbour countries to make them aware of the event and try and convince them to settle their debts.
Panama *(2005, 2006, 2007, 2008)* **Ports Engineering & Consultants Corp.** Interest was shown by the Panama Aids to Navigation authority to take its own IALA Membership. The opportunity of the next IMO Council meeting would be taken to approach them and investigate.

Industrial Member:

Chaohu Yinhuan Navigation Aids; Ltd, *China. (2007, 2008)*. Captain Liu agreed to enquire.

Associate Member
Instituto de Canalizaciones, Venezuela: (2003, 2004, 2008). Marcio Leite Teixeira agreed to deal with this member.

12.4 – Other matters

On the Secretary General's suggestion the Council decided to suspend until 31st December 2009 the Membership rights of Mediterraneo Servicios Marinos, a Spanish Industrial Member, due to the permission they had given to Mediterraneo Senales Maritimas to use their certification. The company would be able to come back on 1st January 2010 without further procedure.

13. IALA Communication means

13.1 – IALA Websites

13.1.1 – Digital Library of all IALA documents

The Council agreed not to pursue the matter.

13.1.2 – Web version of NAVGUIDE

Gary Prosser said that Australia was ready to digitalized the Navguide but needs to have a principle agreement.

The Council did not make any decision and the matter was delayed until the next session.

13.2 – IALA Bulletin

Paul Ridgway reported that the IALA Bulletin was going well with good contributions from the Membership. The number of pages had been increased from 48 to 56.

14. International co-operation

The Secretary General had received indication from IMO that a survey on sea surface was intended in order to fight piracy. On IMO side again, it seemed that nothing was happening with the money sent by Sweden for maritime safety in Africa. The same lack of developments was also reported on the project of sending a competent VTS expert to Nigeria.

Jeremy de Halpert mentioned eLoran trials with stations in different European countries and good results were reported. He wished to draw the US attention on their concerns about the future of Loran and the necessity to influence the Congress on the need to develop from Loran to eLoran. He insisted on the fact that the Congress' decision will affect the rest of the world. He added that eLoran was technically a good system and that it was of vital importance to have a backup to GPS.

James Collocott reported on a project of a regional maritime highway in the Western Indian Ocean. His presentation is available on the IALA Council Website – Session 45 – Output documents.

15. National issues

Due to lack of time this Agenda item was not addressed. The Councillors are invited to prepare reports for the next session.

16. Any other business

16.1 – Result of the relocation study carried out by independent agent
16.2 - Confirmation of IALA interest in the offer from The Netherlands to host the IALA Headquarters in Rotterdam

The Secretary General recalled that The Netherlands were very keen in hosting IALA Headquarters. Further to this initiative a study by an independent company had been made to evaluate the advantages and drawbacks, using a town close to London as a benchmark. He said however that it would be beneficial to IALA to be located in the London vicinity due to IMO and, should the benchmark prove to be a better option he would recommend the Council to go for it.
However, neither the bid book from The Netherlands nor the report by the agent were ready at the time of the Council.

Jacques Manchard said that a study had been made in 2004 and presented its conclusions. He also said France was very keen in keeping IALA in the country.

Jeremy de Halpert said that things had changed since 2004 and the Headquarters hardly fit the needs. International recognition of IALA is difficult to achieve from the present location. However, Saint-Germain-en-Laye is an attractive place for Committee members and any bid must provide the same attraction, which is not the case for Rotterdam. The cost of moving and the willingness of people to go to Rotterdam have to be taken into account, as well as what the potential host countries can offer.

The issue will be brought forward to the December session, when the Council should decide if a move is necessary and, if yes, where.

16.3 – VTS Pamphlet

A pamphlet was produced by the VTS Committee drawing attention on the services given by the VTS centres and how they operate, with the aim of having it onboard all ships. The pamphlet was to be printed after it is decided how to circulate it.

16.4 – Council reports on the Internet

It was brought to the attention of the meeting that some IALA Council reports are available to the public on the Internet. **The Council confirmed that session reports are for the information of the Council only and required its Members not to post them on the Internet.**

16.5 – Action in the polar area

There was a consensus on the need to start an action in polar areas. A small group should be established soon to start discussions. Although Antarctica is also concerned it was agreed to start action with the North.

17. *Date and place of next meeting*

The next session of the Council (session 46) will be held at Punta Arenas, Chile. Punta Arenas is located 44° South and the average temperature in December is 14°C with sometimes strong winds of up to 130 km/h. There are no international flights to Punta Arenas and the Councillors must expect flying to Santiago where they will find connecting flights.

James Crawford made a presentation on Punta Arenas that can be found on the Council Website – Session 45 – Output documents.

The President then closed the meeting at 16h05 on 27th May by thanking the delegates for their support and the Secretary General and his staff for their arrangements.

ACTION ITEMS

*__Action item 6.1:__ **Council Members** are requested to forward their views on priority ranking to the Strategy Chairman, Christian Forst, by 20th June 2009.*

*__Action item 7.5.2:__ **Council Members** are requested to provide the IALA Secretariat with comments on the revised Maritime Buoyage System by 20th June 2009.*

*__Action item 7.5.3:__ **The EEP Committee** is requested to deal with availability calculation of synchronised lights.*

*__Action item 7.5.4:__ **The Strategy/PAP meeting** should give further consideration to item 5 of the draft ANM Work Programme on IMO Wreck Removal Convention.*
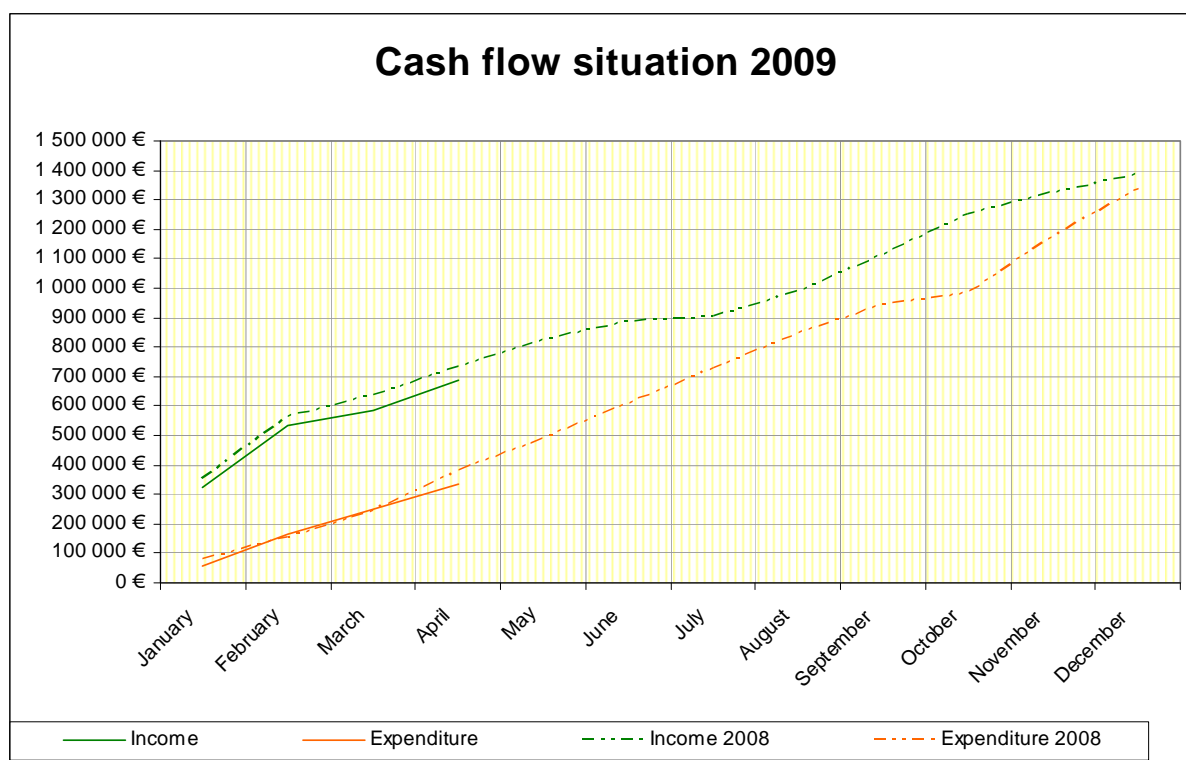
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5 – Finance

Finance documents presented at the meeting

Cash flow situation 2009

Income	Budget for 2009		Actual as at 31/12/2008		Actual as at 30/04/2009		Commitment against	
	Amount	% of total	Amount	% of total	Amount	% of total	Budget	30/04/2008
Membership fees	1 365 530,00	94%	1 292 401,00	87%	585 181,00 1)	85%	43%	88%
Publications (incl. advert.)	75 000,00	5%	78 272,91	5%	53 907,50	8%	72%	388%
Seminars and Workshops	15 000,00	1%	98 742,00	7%	33 935,25	5%	226%	156%
Miscellaneous	3 000,00	0%	15 196,66	1%	14 422,88	2%	481%	98%
Total income	**1 458 530,00**	100%	**1 484 612,57**	100%	**687 446,63**	100%	47%	94%

Expenses	Budget for 2009		Actual as at 31/12/2008		Actual as at 30/04/2009		Commitment against	
	Amount	% of total	Amount	% of total	Amount	% of total	Budget	30/04/2008
Running expenses	154 300,00	12%	264 762,70	18%	54 850,22	16%	36%	73%
Missions	80 000,00	6%	94 732,87	7%	17 505,01	5%	22%	44%
Publications	63 000,00	5%	71 628,48	5%	14 012,16	4%	22%	155%
Personnel (Incl. Taxes & charges)	925 000,00	72%	878 414,92	61%	228 674,61	68%	25%	117%
Meetings	61 000,00	5%	134 185,52	9%	20 826,40	6%	34%	3830%
Total expenses	**1 283 300,00**	100%	**1 443 724,49**	100%	**335 868,40**	100%	26%	89%

Provisions	-107 500,00

Income against expenditure	282 730,00	40 888,08

Notes: 1) 384 140 paid in 2008 for 2009

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6 – IALA Strategy

6.8 - IALA STRATEGY GROUP MEETING 25th MAY 2009 – IALA Headquarters - Meeting report to Council

1. WELCOME AND INTRODUCTION

The Secretary General opened the meeting by showing to the participants the works that had been done to cater for meetings over 60 participants (the e-NAV and VTS Committees) and the separation installed in the library to first make it less noisy when used as a meeting room and second build a "multimedia" room where people would have free access to computers, printers and the Internet.

Christian Forst then took the floor to chair the meeting.

2. APPROVAL OF THE AGENDA

The Agenda with approved with the addition of one strategic element under item 5 – Proposed elements for IALA 2010-2014 Strategy: item 5.e – Expanding the influence of IALA, including its intellectual property, through education, public relation and branding.

3. REPORT FROM JOINT STRATEGY GROUP / PAP MEETING, March 17, 2009

The Strategy Group met with the Committee Chairs and Vice Chairs. They discussed the strategy prepared for presentation at Cape Town. The elements taken into account are both for the present work period and the one that will follow the Cape Town Conference. Another joint meeting was agreed for October 2009.

The strategy Group had no specific remark on the report, which was noted.

4. IALA "HIGH LEVEL" STRATEGY

The High Level Strategy paper was reviewed by the joint Strategy/PAP meeting and the changes made as a result of the discussions are highlighted in the revised paper attached as Appendix 1.

There was no specific remark and the document could be referred to the full Council.

5. PROPOSED ELEMENTS FOR IALA 2010-2014 STRATEGY

a) Overview

The discussions started on 18 elements after the Shanghai Conference. Most of them have been dealt with. The remaining ones are organisational.

The IALA "High Level" Strategy was discussed with the PAP. Discussions are summarized in the report of the joint meeting. The table detailing the strategy document into functions, elements, and implementation schedule was amended according to these

discussions. It is this amended document that was produced for the meeting of 25th May under Agenda item 6 – Strategy implementation.

b) IALA responsibility and area of competence
Developing competency areas is essential. This issue is very much affected by the discussions going on at IMO on e-Navigation. The paper presented under this Agenda item suggests dealing with 3 areas of competence: shore side, ship/shore and onboard ship, with an attempt to combine these aspects.

A new wording was agreed for the 2nd bullet of the paragraph – Implementation of IALA Strategy was amended to read : ***Competency*** in areas of interest, ***where IALA carries out a considerable role*** for the international maritime community. This was developed taking into account the e-Navigation implications but must be valid for all IALA activities.

c) IALA Structure: Committees
Previous discussions let to the proposal that the present four Committees should be kept for the next working period. There are some overlaps but no redundancies. Concerns were expressed:
- the attendance at the e-Navigation Committee and its numerous intersessional meetings; Would it need to be split into two groups, especially for the "user needs" part of its work?

- the future of the Pilotage Authority Forum: should it develop as a 5th Committee?

The Strategy Group agreed to recommend to the Council to keep the Pilotage Authority Forum and the Legal Advisory Panel in their present form for the next period but the Pilotage Forum could be made a Committee, should its attendance increase. The Strategy Group also recommended that the Committee be made aware that intersessional meeting should be exceptional. If needed teleconference and document sharing techniques must be used. In case of real necessity meetings should be held at IALA Headquarters.

d) IALA Location and Staffing
Work has already started, prompted by an invitation from The Netherlands to host the IALA Headquarters in Rotterdam. The country would support IALA in many ways, which are still to be clarified. An independent agent was hired to investigate this option against staying in the present premises, using Richmond in the UK as a benchmark.

As this was initiated and going on out of the Strategy Group, it was decided not to discuss the issue further.

e) Expanding the influence of IALA, including its intellectual property, through education, public relation and branding
The work on this strategy element was postponed until the next meeting.

6. STRATEGY IMPLEMENTATION
The table was amended after the Strategy / PAP meeting, according to which items have been completed, which ones had to be postponed and which ones should be introduced.

The only discussion on this item concentrated on "Strategy implementation 2010-2014 " (4th column) No. 7 – IALA Technical Assistance and Consulting Activities. Under this item it was stated that "The advice given will focus on the interpretation of rules and regulations." The concern was, although it should be understood as given advice on <u>recommendations</u> and

guidelines, that IALA would restrict its activities to general advice. A project like the one developed for Lake Victoria would not happen again. The project gave advice on the number of aids, their types, etc. The wording came from the Legal Advisory Panel, concerned about the liability aspects of a too detailed advice but the Group agreed that it was too negative. As the Industrial Members' consulting activities are also mentioned it was agreed to discuss it with the IMC at their meeting in June and come back with a new proposal.

Priority ranking

It is most likely that not all items can be dealt with during the next 4 year period. All Councillors are requested to take part in the prioritization procedure. The completed table should be returned to the Secretariat with an e-mail copy to Christian Forst by 20th June. The deadline is important due to the next meeting of the Strategy Group being held in Kiel in June. All aspects must be prioritised, including the Council and Secretariat ones.

The priority ranking procedure is the following: Each Councillor has a total of **30** votes. Out of these 30 votes each Councilccor can allocate **up to 4** votes to one item, until the total number of vites of the Councillor has reached 30. The number of votes a Councillor wishes to allocate to an item shall be filled-in in the last column of each line (next to the column showing the cost/benefit indicator) of the overall table showing all strategy elements.

To ease the process a copy of the table in Word format will be made available on the Council Website in a clearly identified new section – Strategy priority ranking – within "Council 45.

7. ANY OTHER BUSINESS

The Secretary General suggested that two items on the Agenda for the full Council on Strategy be dealt with by the Group first: Polar routes and Virtual Aids to Navigation.

The paper on Polar Routes is an update of a previous and does not need to be discussed again. Virtual aids to navigation is a delicate matter, which needs to be clarified, especially the way they should be marked on charts. On a suggestion by the Secretary General the Strategy Group agreed to recommended to the Council to call a Workshop on Virtual Aids to Navigation, with a limited number of participants and invited experts. The Workshop should take place early 2010. Polar routes could be used as a test bed.

Appendix 1

IALA Strategy
- high level -

⇒ **Strengthen** the role and image of IALA as an International Centre of Excellence in Marine Aids to Navigation and related matters.

⇒ **Strengthen** IALA's relationship with IMO and IHO, and form strategic alliances with other international and regional bodies.

⇒ **Take a leading role** in encouraging coordinated Maritime Domain Awareness (MDA), waterways management, Aids to Navigation (AtoN) and Vessel Traffic Services (VTS), with other authorities and organisations.

⇒ **Take a leading role** regarding all present and future digital AtoN for maritime safety, in particular the development of e-Navigation, vessel traffic management and marine electronic highways.

⇒ **Take a leading role** In world wide coordination of risk analysis and risk management for AtoN services.

⇒ **Take a leading role** In promoting environmentally sound delivery of AtoN services.

⇒ **Identify** User requirements, ashore and aboard, on an objective basis for providing the best possible service to the customers.

⇒ **Develop and maintain** A reference Master Plan for a "World Wide Marine Aids to Navigation System", comprising a set of standardized traditional and enhanced AtoN.

⇒ **Investigate** the impact of global developments and their effect on the maritime community and react effectively in the interest of the membership.

⇒ **Maintain and update** the IALA standards for traditional and enhanced AtoN services to ensure a balanced mix and assist members with best practice associated with heritage obligations.

⇒ **Improve** continuously quality management for AtoN services and equipment

⇒ **Publish and circulate** IALA Recommendations, Guidelines and Manuals to its membership and the international community.

Appendix 2

ATTENDANCE LIST

Christian Forst (Chairman)	Germany
Captain Liu Gongchen	China
Gary Prosser	Australia
Lee, Sung-Jae	Korea
Suichi Yoneoka	Japan
Rolf Zetterberg	Sweden
Stuart Ruttle	Ireland
Jamaes Collocott	South Africa
Marcio Teixeira	Brazil
Wayne Muilenburg	USA
Manmohan Singh Suman	India
Arve Dimmen	Norway
Lars Mansner	IMC
Torsten Kruuse	IALA Secretary General
Marie-Hélène Grillet	IALA (Secretary to the meeting)

International Association of Marine Aids to Navigation and Lighthouse Authorities

IALA

Association Internationale de Signalisation Maritime

AISM

IALA Guideline No. 1068

On

Provision of a Navigational Assistance Service by Vessel Traffic Service

Edition 1

May 2009

Document Revisions

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

Date	Page / Section Revised	Requirement for Revision

Table of Contents

Overview

The purpose of Vessel Traffic Services (VTS) is to improve the safety and efficiency of navigation, safety of life at sea and the protection of the marine environment and/or the adjacent shore area, worksites and offshore installations from possible adverse effects of maritime traffic.

The principles of vessel traffic services are governed by a hierarchy of regulatory requirements and guidelines. Key requirements and guidelines include:

1   SOLAS Regulation V-12 "*Vessel Traffic Services*"

2   IMO Resolution A.857(20) *Guidelines for Vessel Traffic Services*

3   IMO Resolution A.851(20) General Principles for Ship Reporting Systems and Ship Reporting Requirements

4   Resolution MSC.43(64) *Guidelines and Criteria for Ship Reporting Systems*

5   IMO Resolution A918(22) *IMO Standard Marine Communication Phrases*

6   IALA *Vessel Traffic Services Manual (2008)*

Chapter V "Safety of Navigation" of the SOLAS 1974 Convention, Regulation V-12 "Vessel Traffic Services", states, amongst other things, that:

- "Vessel traffic services 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."

- "Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization."

Implicit in the statement that contracting governments, wherever possible, shall follow the VTS guidelines developed by the Organisation, is the need to ensure consistency in the approach taken to the delivery of VTS and to avoid confusion for the mariner trading between various jurisdictions about the delivery of VTS services.

IMO Resolution A.857(20) *Guidelines for Vessel Traffic Services* define a Vessel Traffic Service (VTS) as a:

"S*ervice implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and to respond to traffic situations developing in the VTS area."*

In providing definitions and clarifications with regards to VTS services, IMO Resolution A.857(20) also states that:

"*VTS should comprise at least an Information Service and may also include others, such as a Navigational Assistance Service or a Traffic Organisation Service, or both.*"

A Navigational Assistance Service may be initiated in response to navigational situations developing in the VTS area. It is important that assistance to onboard decision making is provided by the VTS in a timely manner, is clearly understood by both parties and is not open to misinterpretation to minimise the risk of unexpected and dangerous reactions.

In providing guidance on the implementation of a Navigational Assistance Service by an authorised VTS the IALA VTS Manual (2008) states that:

A Navigational Assistance Service is "a service to assist in the on-board navigational decision-making process and is provided at the request of a vessel, or when deemed necessary by the VTS. A Navigational Assistance Service provides essential and timely navigational information to assist the on-board decision-making process and may inform, advise and/or instruct vessels accordingly."

Scope

The aim of this document is to provide guidance on the delivery of a Navigational Assistance Service by a VTS to ensure that interaction with participating vessels to assist onboard decision making is consistent between VTS centres, is timely and is clearly understood.

Definitions

The following terms are used in conjunction with these guidelines but do not seek to specify the terminology to be used by a VTS operator when providing NAS, who must be aware of the potential for confusion, such as between 'Course' and 'Course made good', which may be understood as Course over ground:

Message Markers	
Information	This indicates that the interaction from a VTS Centre *"is restricted to observed facts, situations"* *Note: This marker is preferably used for navigational and traffic information, etc. Consequences of ignoring INFORMATION will be up to the recipient* [2]
Warning	This indicates that the interaction from a VTS Centre *"implies the intention of the sender to inform others about danger."* *Note: This means that any recipient of a WARNING should pay immediate attention to the danger mentioned. Consequences of ignoring a WARNING will be up to the recipient.* [2]
Advice	This indicates that the interaction from a VTS Centre *"implies the intention of the sender to influence others by a recommendation."* *Note: The decision whether to follow the ADVICE remains with the recipient. ADVICE does not necessarily have to be followed but should be considered very carefully.* [2]
Instruction	This indicates that the interaction from a VTS Centre *"implies the intention of the sender to influence others by a regulation."* *Note: This means that the sender should have full authority to send such a message. The recipient has to follow this legally binding message unless he/she has contradictory safety reasons which then have to be reported to the sender.* [2]
Course, Track and Heading Definitions	
Course	The intended direction of movement of a vessel through the water. [2]
Course Made Good	That course which a vessel makes good over ground, as a result of the effect of currents, tidal streams, and leeway caused by wind and sea.
Course to Make Good	That course which a vessel intends to make good over ground, after allowing for the effect of currents, tidal streams, and leeway caused by wind and sea. (Be aware that this term does not equate to Course to Steer).
Track	The path followed, or to be followed, between one position and another. [2]
Heading	The horizontal direction of the vessel's bows at a given moment measured in degrees clockwise from north. [2]
General Definitions	
Competent Authority	The authority made responsible, in whole or in part, by the Government for safety, including environmental safety, and efficiency of vessel traffic and the protection of the environment. [1]
Navigational Assistance	The process of providing assistance as part of a Navigational Assistance Service
Participating Vessel	Vessels navigating in an area where vessel traffic services are provided should make use of these services. Depending upon governing rules and regulations, participation in a VTS may be either voluntary or mandatory. Vessels should be allowed to use a VTS where mandatory participation is

	not required. [1]
Vessel Traffic Services (VTS)	A service implemented by a Competent Authority, designed to improve the safety and efficiency of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and to respond to traffic situations developing in the VTS area.[1] VTS should comprise at least an information service and may also include others, such as a navigational assistance service or a traffic organization service, or both.[1]
VTS Authority	The authority with responsibility for the management, operation and coordination of the VTS, interaction with participating vessels and the safe and effective provision of the service. [1]
VTS Operator	An appropriately qualified person performing one or more tasks contributing to the services of the VTS. [1]
VTS Traffic Image	The surface picture of vessels and their movements in a VTS area. [1]
VTS Centre	The centre from which the VTS is operated. [1]

[1]   IMO Resolution A.857(20) Guidelines For Vessel Traffic Services
[2]   IMO Resolution A.918(22) IMO Standard Marine Communication Phrases

Provision of Navigational Assistance Service (NAS)

A Navigational Assistance Service is a service that provides essential and timely navigational information to assist in the onboard navigational decision-making process and to monitor its effects. It may also involve the provision of navigational advice and/or instruction.
A Navigational Assistance Service is envisaged to be an important supplement to the provision of other navigational services, such as pilotage. Navigational Assistance may be provided at the request of a vessel, irrespective of whether a pilot is onboard, or when a navigational situation is observed and intervention by VTS is deemed necessary. Such assistance requires positive identification and continuous communication throughout the process.
Resolution A.857(20) *Guidelines For Vessel Traffic Services* recommends that a Navigational Assistance Service:

- Is a service provided to an individual vessel, at the request of the vessel or when deemed necessary by the VTS, to assist the decision making process on board the vessel concerned. This service consists of navigational matters relating to a specific vessel and may include information, warning, advice and instruction subject to the authority of the VTS.

- Is a service that has a start and end time (see paragraph 5.2.2.2)

A Navigational Assistance Service may be initiated in response to traffic and navigational safety situations developing in the VTS area. It is important that information to assist the onboard decision making is provided in a timely manner. It should be clearly understood by both parties and is not open to misinterpretation to minimise the risk of unexpected and dangerous reactions.

Responding to traffic situations developing in the VTS area

IMO Resolution A.857(20) states that:

> *"A VTS should at all times be capable of generating a comprehensive overview of the traffic in its service area combined with all traffic influencing factors."*

The VTS should be able to compile a traffic image, which is the basis for its capability to respond to traffic situations developing in its service area. The VTS traffic image allows the VTS operator to evaluate situations and make decisions accordingly.

To respond to traffic situations developing in the VTS area and to decide upon appropriate actions the acquired data should be processed and evaluated. Conclusions from the evaluation need to be communicated to participating vessels.

Examples of developing situations where Navigational Assistance may be requested or deemed necessary by the VTS include:

- Risk of grounding;

- Vessel deviating from the recommended track or sailing plan;

- Vessel unsure of its position or unable to determine its position;

- Vessel unsure of the route to its destination;

- Assistance to a vessel to an anchoring position;

- Vessel navigational or manoeuvring equipment casualty;

- Inclement conditions (e.g. low visibility, high winds);

- Potential collision between vessels;

- Potential collision with a fixed object or hazard;

- Assistance to a vessel to support the unexpected incapacity of a key member of the bridge team, on the request of the master.

Interaction between a VTS and a vessel

Master / Pilot / VTS Relationship

Where a VTS provides navigational assistance, irrespective of whether the service is initiated by the VTS or the participating vessel, care should be taken that VTS operations do not encroach upon the master's responsibility for safe navigation, or disturb the traditional relationship between master and pilot (IMO Resolution A.857(20) *Guidelines For Vessel Traffic Services*) or otherwise interfere with the bridge team operations.

Further, masters of vessels and pilots should be aware of their responsibilities in receiving communications using IMO Resolution A.918(22) *IMO Standard Marine Communication Phrases* (SMCP) message markers.

Decisions concerning the actual navigation and the manoeuvring of the vessel remain with the master. Neither a sailing plan, nor requested or agreed changes to the sailing plan can supersede the decisions of the master concerning the actual navigation and manoeuvring of the vessel.

Occasions for Use of Navigational Assistance

Navigational Assistance is a service that is initiated at the request of a participating vessel or when deemed necessary by the VTS.

On Request

Navigational Assistance may be provided on request by a vessel in circumstances such as equipment failure or navigational unfamiliarity. Individual circumstances will dictate the degree of preparation that can be undertaken prior to commencing a Navigational Assistance Service on Request but, wherever possible preparations should include an assessment of the capability of the vessel to undertake the passage safely and/or the risks involved if for any reason the VTS is not able to provide navigational assistance.

The provision of Navigational Assistance does not absolve the master from his responsibility for the safety of his own ship; in particular the Master should be made aware of the

limitations on VTS equipment and the specific responsibilities of the Master for collision avoidance.

If possible and if time permits, checks should normally be made prior to commencement of the provision of Navigational Assistance to assess the capability of the vessel to respond to the guidance given. An example checklist is at Annex 1, which should be modified as required for local requirements.

Observed / Deemed Necessary

Navigational Assistance may be provided when the VTS observes a developing situation (e.g. a vessel deviating from a recommended route) and deems it necessary to interact with the bridge team.

Under such circumstances, it is likely that the immediate priority will be placed on providing the necessary assistance before attempting to formally negotiate the commencement of Navigational Assistance. However, once the immediate situation has been resolved, the continuation or completion of Navigational Assistance should be subsequently clarified and the use of the check list considered.

Delivery of Navigational Assistance

In providing navigational assistance it is important that the interaction from a VTS centre to assist the onboard decision making is conducted in a timely manner, is unambiguous and clearly understood by both parties and is not open to misinterpretation. In providing guidance for the delivery of VTS services IMO Resolution A.857(20) *Guidelines for Vessel Traffic Services* recommends that in the provision of information, warning, advice or instruction:

- IMO Standard Marine Communication Phrases should be used where practicable (IMO Resolution A.918(22) *IMO Standard Marine Communication Phrases*). It is recommended as best practice that Message Markers are always used when delivering Navigational Assistance irrespective of the language ability of the recipient. Navigational Assistance is often provided when a degree of stress or urgency exists and the use of message markers can help to ensure that the purpose of each part of the message is clear and unambiguous.

- Messages relating to Navigational Assistance should always be addressed by name to the vessel participating in Navigational Assistance so that there is no doubt to whom the content of the message is directed.

- Consideration should be given regarding the VHF radio frequency on which the Navigational Assistance Service should be provided. The decision should depend on individual and local circumstances. However, an assessment should be made of the relative benefits of conducting the assistance on a discrete frequency so that interference from other users can be avoided, or the use of a common working frequency such that other users are aware of the likely actions of the vessel participating in the Navigational Assistance Service. Other options may be available if the participating vessel is able to monitor two or more frequencies.

In providing essential and timely navigational information to assist the onboard decision-making process a VTS may provide:

- INFORMATION
- WARNING
- ADVICE
- INSTRUCTION

IMO Resolution A.857(20) *Guidelines For Vessel Traffic Services* states that in the interaction between a participating vessel and a VTS centre:

- *"A distinction should be made between the provision of navigational information, being a relay of information extracted from the VTS sensors and the traffic image, and the provision of navigational advice, where a professional opinion is included", and*

- *"In any VTS message directed to a vessel or vessels it should be made clear whether the message contains information, advice, warning, or an instruction", and*

- *"IMO Standard Communi*cation Phrases should be used where practicable."

Result Oriented Messages

A fundamental principle of VTS communications is that, when authorised to provide Navigational Assistance to vessels, any communication should be result-oriented only; leaving the details of execution, such as course to be steered or engine manoeuvres to be executed, to the master or pilot on board the vessel. Phrases that are used for vessel conning in particular specific rudder or engine commands, such as "Stop Engine" or "Hard to Starboard" should never be used.

Communications Using Message Markers

There are eight types of Communication Message Markers that are frequently used in VTS which may be used to emphasise the content of the message or to ensure that the message will be properly understood, particularly when language difficulties are apparent between the VTS and the vessel. These are:

- INFORMATION

- WARNING

- ADVICE

- INSTRUCTION

- QUESTION

- ANSWER

- REQUEST

- INTENTION

For more information see the IMO Resolution A.918(22) *IMO Standard Marine Communication Phrases.*

It is at the discretion of the VTS or the bridge team whether to use one of the message markers and, if so, which marker is applicable to the situation. However, since the provision of Navigational Assistance is likely to have arisen out of some form of shortcoming, failure or emergency; the contents of all messages directed to a vessel should be clear. It is therefore recommended that Message Markers are always used in the delivery of a Navigational Assistance Service. If used, the message marker is to precede the message or the corresponding part of the message.

Examples of the use of the message markers QUESTION, ANSWER, REQUEST and INTENTION are provided in the SMCP. The use of the message markers INFORMATION, WARNING, ADVICE and INSTRUCTION are particularly relevant to the provision of a Navigational Assistance Service and are further explained below.

INFORMATION

SMCP defines Information as a communication whereby the message is restricted to observed facts, situations, etc. and is preferably used for navigational and traffic information.

As such, it is a relay of information extracted from the VTS sensors and the traffic image where no professional opinion by the VTSO is included, other than the determination by the VTSO that the information is relevant to the mariner.

Implicit in this definition is that the consequences of using the INFORMATION will be up to the recipient.

Examples of the provision of an INFORMATION Message during the delivery of Navigational Assistance to a vessel include:

- Course and speed over the ground by a vessel;

- Position relative to fairway axis, navigational features and/or way-points;

- Proximity to navigational hazards; and

- Positions, identities, intentions and any restrictions of surrounding traffic.

For example:

Example 1	"INFORMATION, According to my equipment, vessel "No Name" will overtake you on your starboard side in the vicinity of Buoy "….".
Example 2	"INFORMATION, Next high water at Port "YY" predicted to be "…." at a height of "ZZ" metres.

WARNING

The provision of information during the delivery of Navigational Assistance may also include Warnings. SMCP defines WARNING as a communication whereby the message implies the intention of the sender to inform others about danger. It may be used to convey potentially dangerous situations or observed developing situations.

As such, it is a relay of information extracted from the VTS sensors and the traffic image and, in the professional opinion of the VTSO, the message should be communicated to inform a vessel about potential danger.

The contents of a Warning Message should be immediately assessed onboard the vessel in conjunction with any additional information which may not be available to the VTS centre. Corrective action should be taken where necessary. Subject to the response of the vessel, a Warning Message may be followed by further messages such as ADVICE or INSTRUCTION.

Implicit in this definition is that the recipient should pay immediate attention to the danger mentioned. The provision of further messages such as ADVICE or INSTRUCTION may assist the recipient in assessing the consequences of using the information provided.

Examples of the provision of a Warning Message during the delivery of Navigation Assistance to a participating vessel include:

Example 1	"WARNING. Obstruction in the fairway. Submerged container …. degrees, distance …. meters from …. Buoy."
Example 2	"WARNING". According to my equipment you are running into shallow water."
Example 3	WARNING. According to my equipment, you will pass close to the outgoing vessel bearing …… degrees distance … nautical miles

ADVICE

SMCP defines ADVICE as a communication whereby the message implies the intention of the sender to influence the recipient by a recommendation.

Implicit in this definition is:

- A professional opinion on the part of the VTSO is included in the message as a means to influence the recipient; and

- The recipient should pay immediate attention to the advice mentioned and the consequences of using the information provided will be up to the recipient. Advice does not necessarily have to be followed but should be considered very carefully by the recipient;

- The recipient should always inform the VTS of intended actions.

The provision of advice in response to a developing situation may also include or require:

- An assessment of the suitability of the vessel to respond to the advice provided including an assessment of linguistic ability;

- A review of vessel characteristics including manoeuvrability relative to the area in which the service is provided and any defects or deficiencies;

- An assessment of the environmental conditions;

- An assessment of the implications of the cargo carried.

Examples of the provision of ADVICE during the delivery of Navigational Assistance to a participating vessel include:

Example 1.	"WARNING. According to my equipment, you are diverging from the recommended track. "ADVICE, Follow the recommended track.
Example 2	ADVICE. Recommend course to make good ….. degrees.
Example 3	"WARNING. According to my equipment you are running into shallow water, distance …...." "ADVICE. Recommend course …… degrees."

VTS personnel and mariners should be fully aware of the implications of words such as "track", "heading", "course made good", "course to make good" and "course".

Advice given from the VTS Centre should be result-oriented. Generally, advice should be provided using the terms "track" or "course to make good".

When authorised by the competent authority and when intervention by VTS is deemed necessary or requested by a vessel, the VTS operator may advise or recommend a course. However, it should be understood that the safe and effective execution of the action remains the responsibility of the master.

In all circumstances when ADVICE is given, VTS personnel should monitor its effect carefully.

VTS/Competent Authorities should consider the legal implications of authorising VTS personnel to issue ADVICE and the competence of staff to give it.

INSTRUCTION

SMCP defines INSTRUCTION as a communication whereby the message implies the intention of the sender to influence the recipient by a Regulation.

Implicit in this definition is:

- The sender should have delegated authority to communicate such a message;

- The recipient has a legal obligation to comply with this message unless contradictory safety reasons exist, which then have to be reported immediately to the sender.

IMO Resolution A.857(20) Guidelines for Vessel Traffic Services states that:

> *"When the VTS is authorized to issue instructions to vessels, these instructions should be result-oriented only, leaving the details of execution, such as course to be steered or engine manoeuvres to be executed, to the master or pilot on board the vessel. Care should be taken that VTS operations do not encroach upon the master's responsibility for safe navigation, or disturb the traditional relationship between master and pilot."*

Thus, whilst it is acceptable to issue ADVICE on course, it would not be appropriate to issue precise course requirements as an INSTRUCTION.

Generally masters of vessels will respond promptly and carry out INSTRUCTIONS given by a VTS. However, it should be recognised that there may be occasions when an INSTRUCTION by a VTS is disregarded because the master has additional information not available to the VTS Centre and he decides on another course of action. For example, a vessel that is not being tracked by the VTS may be a contributing factor to the navigational situation.

Examples of the provision of INSTRUCTION during the delivery of Navigation Assistance to a participating vessel include:

Example 1	"WARNING There is a restricted area South of you distance 1.2 nautical miles" "INSTRUCTION. Do not enter this area"
Example 2	"WARNING. Visibility in the approach channel is less than …... nautical miles. "INSTRUCTION. Do not enter the fairway"

Other Considerations

In determining the provision of a Navigational Assistance Service there is a need to give emphasis to equipment capabilities, staffing, training and the legal basis.

Equipment Capabilities

Consideration should be given to the quality of the traffic image available, the communications capability and the equipment availability in determining to provide Navigational Assistance. For further information refer to IALA Recommendation V-128 – *Operational and Technical Performance Requirements for VTS Equipment*.

Staffing and Training

It is important that VTS personnel should be trained and practiced in the delivery of Navigational Assistance. In determining to provide Navigational Assistance VTS / Competent Authorities should give careful consideration to:

- VTS staffing levels;
- The qualifications of VTS personnel and appropriate delegations / authorisations regarding the type of service they may provide;
- Whether they should be limited in providing Navigational Assistance either on request or when observed.

Legal

It is important that consideration is given to the national and international legal basis for the provision of a Navigational Assistance Service. Advice and Instructions by VTS personnel should be given under the regulatory powers and responsibilities of the VTS / Competent Authorities.

Operational Procedures

All details for the provision of a Navigational Assistance Service, including the terminology used, should be contained in the Standard Operating Procedures (SOP) of the VTS Centre. Further information and guidance on preparing operational procedures is provided in the example checklist at Annex 1 of this guideline and IALA Recommendation V-127 *On Operational Procedures for Vessel Traffic Services.*

Promulgation of Information and Types of Services

The services offered to the mariner by a VTS should be promulgated to vessels in the appropriate internationally recognised marine publications, including the IALA World VTS Guide. This should include details of the VTS, its capabilities, types of service provided, rules, regulations, requirements and procedures. The information promulgated should be verified and up-dated at least at annual intervals.
Where a VTS has lost the capability to provide Navigational Assistance this should be promulgated.

REFERENCES

[1]   SOLAS Regulation V-12 "Vessel Traffic Services"

[2]   IMO Resolution A.857(20) Guidelines For Vessel Traffic Services

[3]   IMO Resolution A.851(20) General Principles for Ship Reporting Systems and Ship Reporting Requirements

[4]   IMO Resolution A.918(22) IMO Standard Marine Communication Phrases

[5]   IALA Recommendation V-127 On Operational Procedures for Vessel Traffic Services

[6]   IALA VTS Manual (2008)

[7]   IALA Recommendation V-128 – Operational and Technical Performance Requirements for VTS Equipment Edition 3.0

[8]   IALA Recommendation V-103 - VTS Operator training

ANNEX I EXAMPLE VTS CHECKLIST FOR THE PROVISION OF NAVIGATIONAL ASSISTANCE[1]

VTS:- ....

VESSEL:-.................................

Review:

1. Positive Identification
2. Vessel's Machinery status
3. Vessel's navigational and communications equipment status
4. Up-to-Date charts
5. Master/Officer knowledge of English/Local language
6. Master's knowledge of Local Area
7. Master's knowledge of NAS
8. Environmental Conditions (Wind, Day/Night, Visibility, Tidal Height, Tidal Stream)
9. Traffic
10. Cargo
11. VTS Operator Competence/Authorisation
12. VTS Equipment capabilities and limitations, performance, serviceability and back-up (particularly key elements of communications, radar and AIS)

Assess and Decide:

1. Alternative options such as provision of a pilot.
2. Capability of vessel to continue passage under VTS NAS.
3. The risks involved if for any reason the VTS is not able to provide NAS .
4. Need for amendment to passage plan (such as a temporary anchorage).
5. Communications channel for provision of NAS.

Agree:

1. Master's understanding that NAS is advisory and does not in any way absolve him from his responsibility for the safety of his vessel or for Collision Avoidance.
2. Master's acceptance to continue passage under Navigational Assistance.
3. VHF Channel
4. Commencement of NAS
5. Completion of NAS

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[1] This checklist is not exhaustive and is provided as an example, which should be modified and amplified with operational procedures as required for local conditions.

ANNEX II ABBREVIATIONS

IALA   International Association for Marine Aids to Navigation and Lighthouse Authorities

IMO   International Maritime Organization

MSC   Maritime Safety Committee (Standing Committee of IMO)

SOLAS   United Nations Convention on the Safety of Life at Sea

SMCP   Standard Marine Communication Phrases

VTS   Vessel Traffic Services

VTSO   Vessel Traffic Services Operator

OOW   Officer of the Watch

COG   Course over Ground

SOG   Speed over Ground