

**IALA COUNCIL
55th Session**

**May 27 - 31, 2013
Busan,
Republic of Korea**

Agenda item 9 – IALA TECHNICAL ACTIVITIES

9.5 VTS

9.5.3 Documents for discussion

***9.5.3-1 - Paper on New Unplanned Output Proposal
for a revision of Resolution A.857(20)
Guidelines for Vessel Traffic Services***

Note by the Secretariat

The Information Paper is at Annex A. It has been provided so that the Council can see the line that the Committee is taking and provide an ability to comment, as the work progresses.

Action requested of the Council

The Council is requested to consider the draft VTS strategy at Annex A and advise the VTS Committee accordingly.

From: VTS Committee
To: IALA Council

VTS36/output/4
15 March 2013

Information Paper

New Unplanned Output Proposal for a revision of Resolution A.857(20) Guidelines for Vessel Traffic Services

1 Introduction

At its 54th session the IALA Council discussed the VTS Committee's Work Programme Task 3 (Review / update / provide input to IMO on Resolution A.857 (20) - Guidelines for Vessel Traffic Services).

It was decided that the members of the Council should consider whether they could support a submission of a new work item for IMO Resolution A.857(20) to be reviewed. If there were sufficient support then the VTS Committee would be tasked to provide a draft submission paper in time for MSC92 (12-21 June 2013).

In anticipation of such support, the VTS Committee has drafted a submission, in the IMO format, for the revision of IMO Resolution A.857(20), for circulation to Council members.

2 Submission to IMO MSC for an New Unplanned Output Proposal for a revision of Resolution A.857(20) Guidelines for Vessel Traffic Services

This document contains a proposal for inclusion of an unplanned output aiming for the revision of Resolution A.857(20) to reflect emerging needs and expectations and also technological developments, to ensure that the existing international framework for VTS continues to meet its objectives.

The draft IMO submission is at Annex A.

3 Action requested

The IALA Council is requested to consider the draft at Annex A, with a view to approving it being used as the basis for submission for an unplanned output for MSC.

ANNEX A. DRAFT NEW UNPLANNED OUTPUT PROPOSAL FOR A REVISION OF IMO RESOLUTION A.857(20) GUIDELINES FOR VESSEL TRAFFIC SERVICES

INTERNATIONAL MARITIME ORGANIZATION



IMO

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MARITIME SAFETY COMMITTEE
XX session
Agenda item XX

MSC XX/XX/XX
xx xxx 2013
Original: ENGLISH

WORK PROGRAMME

New Unplanned Output Proposal for a revision of Resolution A.857(20) Guidelines for Vessel Traffic Services

Submitted by xxx IALA, xxx

SUMMARY

Executive summary: This document contains a proposal for inclusion of an unplanned output aiming for the revision of Resolution A.857 (20) to reflect emerging needs and expectations and also technological developments, to ensure that the existing international framework for VTS continues to meet its objectives.

Strategic Direction: 5.2

High-level Action: 5.2.4

Planned output: 5.2.4

Action to be taken: Paragraph 25

Related documents: Resolution A.857(20), MSC Circ. 1065, XXX

Introduction

1. This document is submitted in accordance with MSC-MEPC.1/Circ.4 on "Guidelines on the Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their Subsidiary Bodies" on the submission of proposals for new Unplanned Outputs.

Scope of the proposal

2. Resolution A.857(20), adopted by the twentieth regular session of the Assembly in 1997,

provides internationally approved guidelines for the establishment and operation of vessel traffic services to facilitate the safety and efficiency of maritime traffic and the protection of the marine environment. Its annexes provide guidelines and criteria for vessel traffic services and guidelines on recruitment, qualifications and training of vessel traffic service operators.

3. Given the changing political and public expectation of the role of VTS, technological developments and exponential growth of VTS as a risk mitigation measure since Resolution A.857(20) came into effect, the co-sponsors of this proposal note that the Resolution may no longer be meeting the emerging needs of the developing maritime world.
4. The aim of this proposal is the review of Resolution A.857(20) to ensure that it embraces these changes and continues to be the international framework for the planning and operation of VTS. This review should ensure global consistency and support the safe, secure, economic and efficient movement of vessels and the protection of the marine environment, through improvement and harmonization of the delivery of VTS worldwide in a rapidly changing maritime environment, for the benefit of the maritime community and in support of other services.

Need or compelling need

5. As Resolution A.857(20) already recognizes:
 - the safety and efficiency of maritime traffic and the protection of the marine environment would be improved if vessel traffic services were established and operated in accordance with internationally approved guidelines
 - the use of differing vessel traffic service procedures may cause confusion to masters of vessels moving from one vessel traffic service area to another
6. The Resolution is 16 years old and was written:
 - prior to last SOLAS amendment relating to VTS (textual change in 1997 and adopted in 1999)
 - prior to the rapid developments of modern technologies during the last decade
 - at a time when VTS was in its infancy. VTS is now a mature and established partner in the maritime domain with respect to its role, function and interaction with other services
 - at a time when the globalisation of maritime shipping had just commenced and the impact on VTS (boundaries, responsibilities, etc.) was unclear
7. The need for a review of the international framework for the establishment and operation of VTS has been acknowledged for some time, for example:
 - **2008** - Mr. Johan Franson, Chairman, IMO Council, in a keynote speech to the VTS Symposium 2008 with regards to training for VTS operators concluded that:
 - *I see no reason why these levels of competence should not be mandatory in the same way as the levels of competence in the STCW Convention are mandatory.*
 - **2012** - The conclusions of the IALA VTS Symposium 2012 included, amongst other things, that:
 - *There are clear benefits in extending VTS beyond its current limits, noting increasing co-operation between competent authorities. The delivery of VTS beyond territorial seas requires clarification and certainty.*
 - *There is a compelling need for mandatory training for VTS operators in order to ensure a consistent and harmonised delivery of VTS.*
 - **2012** - In progressing Guidelines on the provision of VTS Types of Service the IALA VTS Committee identified possible shortcomings and differing interpretations in the delivery of

VTS in a rapidly changing world.

8. The above examples, and others, have culminated in the co-sponsors of this proposal considering there is a need for the Organization to reinforce resolution A.857(20) by allowing its revision to reflect the emerging needs and developments and ensure the international framework for VTS continues to meet its objectives.

Analysis of the issues involved

9. The guidance for the planning and operation of VTS provided in resolution A.857 is increasingly being questioned internationally with regards as to how it accommodates developments and emerging trends in VTS. The co-sponsors note the emerging significance of this issue in the current IALA work programme and seek to be proactive by having this item adopted on the IMO work programme.

Cost(s) to the maritime industry

10. The proposed revision does not introduce any additional costs to the maritime industry.

Associated legislative and or administrative burden

11. The proposed revision should not introduce any further legislative or administrative burden.

Benefits which would accrue from the proposal

12. Enhancement of the effectiveness of VTS as a valuable contribution to safe and secure navigation, improved efficiency of traffic flow and the protection of the marine environment.
13. Harmonization of the delivery of VTS is expected to ease the workload on both vessels and the VTS.

Priority and target completion date

14. It is considered that this should be a high-priority item. In order that any revision can be adopted by the XXX session of the Assembly in YYY, the target completion date for the item should be ZZZ.

Specific indication of the action required

15. To revise resolution A.857(20), to incorporate relevant additional guidance to facilitate the safety and efficiency of maritime traffic and the protection of the marine environment.
16. The co-sponsors of this proposal consider that the review should be progressed through IALA, via the VTS Committee, as a means to ensure the engagement of the relevant competent authorities; noting it is part of IALA's current work programme.

Is the subject of the proposal within the scope of IMO's objectives?

17. The proposal is within the scope of IMO's objectives, as it aims to enhance the role of VTS as a mechanism to improve the safety and efficiency of maritime traffic and the protection of the marine environment.

Is the proposed item related to the scope of the Strategic Plan for the Organization and fits into the High-level Action Plan?

18. The proposal is in accordance with High-level Action 5.2.4

Do adequate industry standards exist?

19. Not applicable.

Do the benefits justify the proposed action?

20. In the view of the co-sponsors of this proposal, the benefit described in paragraphs 12 and 13 justifies the proposed action.

Committee and/or subsidiary body(ies) essential to complete the work

21. Responsible Committee: Maritime Safety Committee.

22. Lead Sub-Committee: XXXXXXXX.

23. Supporting Committees and Sub-Committee(s): none.

Estimation of the number of sessions needed to complete the work

24. Number of sessions: X.

25. Preferred start session: XXX session of the YYY on ZZZ.

Action requested of the Committee

26. The Committee is requested to consider the proposal and to decide to include the proposed unplanned output in its biennial agenda for XXXX-XXXX.