Australian Government

Australian Maritime Safety Authority

VTS Newsletter

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VTS Working Group

The 24th meeting of the Australian Vessel Traffic Services (VTS) Working Group was hosted by the Pilbara Ports Authority in Port Hedland on 7and 8 May, 2019. Sixteen members from 12 agencies participated in the meeting.

Figure 1. *VTS Working Group meeting*

Key outcomes from the meeting include:

Vessel Traffic Services awards–AMSA's initiative to introduce an annual award to recognise significant contributions by a VTS to the safety of life at sea, safety and efficiency of navigation or protection of the marine environment, was well supported. It is anticipated the award will be launched later this year.

International Association of Lighthouse Authorities standards–Members agreed that it would be timely for the group to undertake intersessional work to progress the following items with a view to providing input via AMSA, to the IALA VTS Committee meeting in September.

• VTS phraseology—The new guideline currently being developed by IALA to standardise VTS communication with vessels and allied services.

• Qualifications and training—The review / update of recommendation V-103 on the standards for training and

certification of VTS personnel and its associated model courses is scheduled to commence later this year.

International Maritime Organization Guidelines on VTS—a review of the draft IMO Guidelines (A.857(20)) prepared by the IALA VTS Committee at its March meeting–(following input from the IALA Correspondence Group and advice from the IMO Secretariat)–concluded the draft was progressing well. No additional comments or suggestions were identified for consideration at the seminar on the Revision of the IMO Resolution A.857(20) for vessel traffic services at IALA headquarters in June.

Note: IALA, through the expertise of the VTS Committee and the Correspondence Group, is taking a coordinating role in preparing a revised new resolution for submission to the IMO in late 2019, for its consideration during the 2019–2020 biennium.

VTS information exchange—preliminary scoping for further enhancements to the exchange of vessel deficiency and defect information between VTS authorities was completed.

The next meeting of the working group will be hosted by AMSA in Canberra later this year. Dates will be confirmed shortly.

First VTS authority renewal

On 11 April 2014, Melbourne VTS became the first VTS to be approved under the *Navigation Act 2012*.

An instrument of authority is issued for a period of five years, providing the authority continues to comply with the conditions to which it is subject.

In April, Victorian Ports Corporation (Melbourne) became the first to have their instrument of authority renewed.

The renewed instrument of authority was formally presented at the VTS Working Group meeting in Port Hedland.

Figure 2. *Stephen D'Souza (Victorian Ports Corporation) accepting their instrument of authority renewal from Neil Trainor (AMSA).*

Port Hedland's new centre

The meeting also provided an opportunity for the Pilbara Ports Authority to showcase their new integrated marine operations Ccentre and VTS system, as shown below.
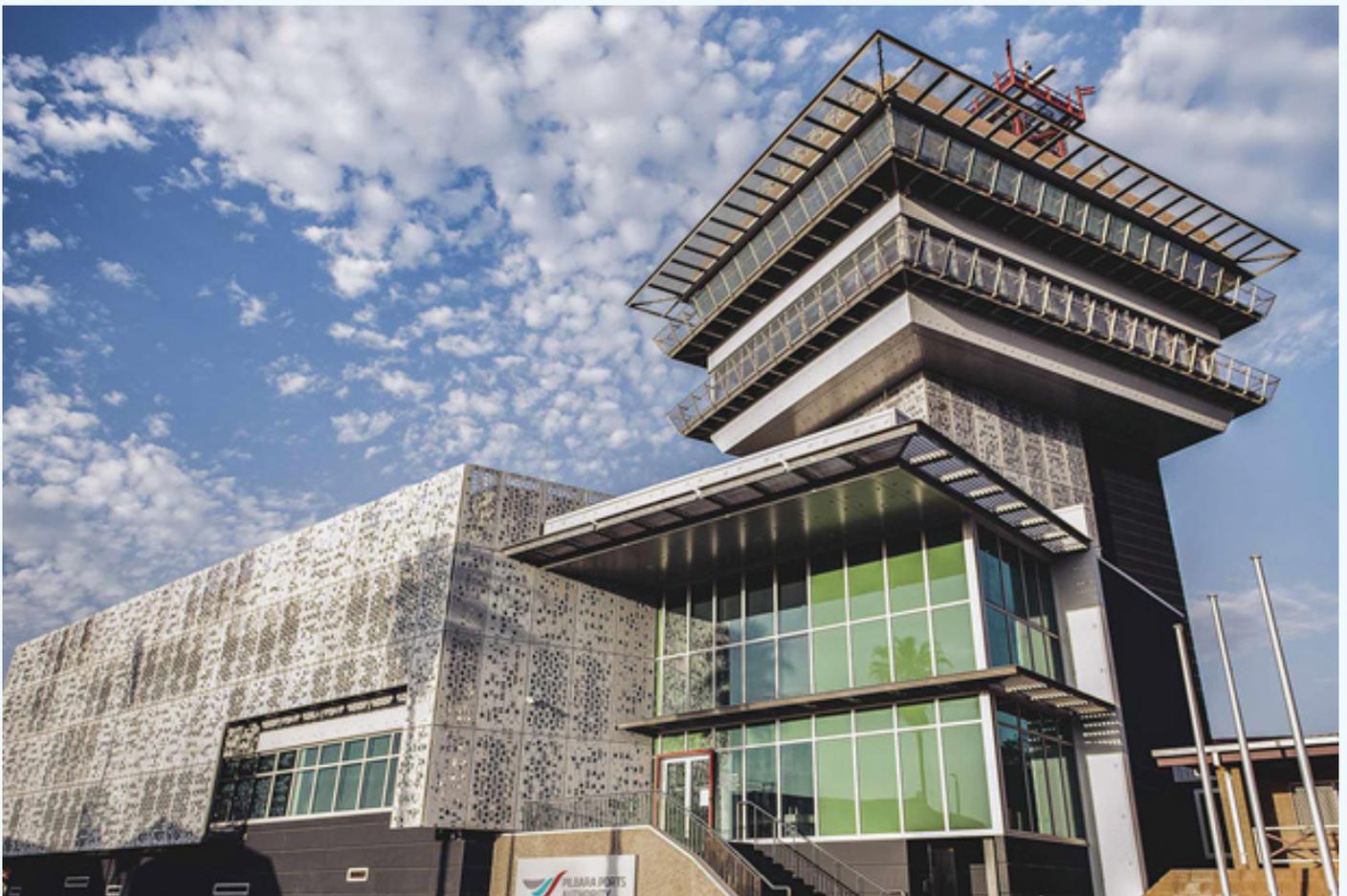
*Figure 3. Port Hedland VTS . (Photo courtesy of Pilbara Ports Corporation)*
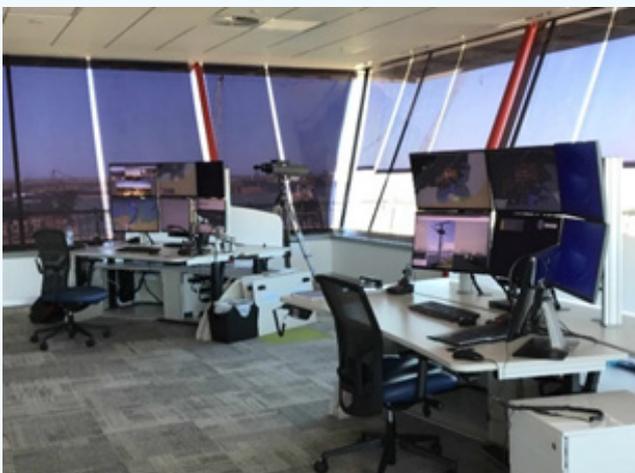
Figure 4. VTS Operations Room
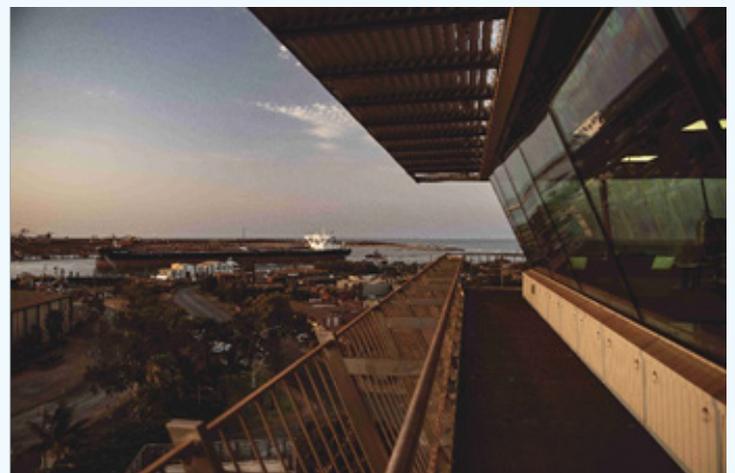
Figure 5. View from the balcony
(Photo courtesy of Pilbara Ports Authority)

IALA update

VTS Committee

The 46th IALA VTS Committee meeting was held from 25 Feb–1 Mar 2019 in Busan, Republic of Korea. This was the second meeting for the 2018–22 work programme and attracted a record attendance - 101 participants from 25 countries and three sister organisations.

Key outcomes

1. Revision of IMO Resolution A.857(20) Guidelines on Vessel Traffic Services

Australia led the breakout group preparing the revision of Resolution A.857(20) Guidelines for Vessel Traffic Services for submission to NCSR 7 in late 2019 for consideration during the 2019–2020 biennium.

The next version of the new draft IMO guidelines was completed, based on the input from the IALA A.857(20) Correspondence Group and advice from the IMO Secretariat.

This document will be used in the seminar on the revision of the IMO Resolution A.857(20) for VTS at IALA headquarters in June.

2. IALA Standard 1040 (Vessel Traffic Services)

The draft guideline on promulgating the requirements of a VTS to mariners was completed and forwarded to IALA Council for approval. The purpose of the guideline is to assist VTS authorities to promulgate the requirements of a VTS in a concise and harmonised manner to:

• reduce the burden on masters obtaining the requirements of a VTS

• minimise confusion to masters of vessels moving from one VTS area to another.

3. 2018–2022 work programme

Other 2018–2022 work programme tasks progressed at VTS46 included:

• Develop guideline on maritime services for VTS (Task 1.2.4).
• Develop a guideline on portrayal of VTS information and data (Task 2.1.1).
• Review and update guideline 1111 on preparation of operational and technical performance requirements for VTS systems (Task 2.2.2).
• Develop a guideline on technical acceptance of a VTS system (Task 2.2.3).

• Develop a data model for digital information services for VTS (Task 2.3.1).
• Develop guidance on human factors in VTS (Task 3.1.1).
• Review and update recommendation V-103 on the standards for training and certification of VTS personnel and associated model courses (Task 3.3.1).
• Develop guidance on VTS awareness for navigating officers (Task 3.5.1).

Council

The 68th session of the IALA Council was held at IALA Headquarters 11–14 December 2018. Key outcomes relating to VTS included approval of the following recommendations and guidelines:

• **Recommendation R0127 (V-127) Ed. 3–VTS Operations / Guideline G1141–Operational Procedures for Vessel Traffic Services**

These documents essentially contain the guidance previously provided in recommendation V-127—they are now split into a recommendation and associated guideline to conform to the new document structure.

• **Guideline G1142—The Provision of Local Port Services other than VTS.**

The aim of this document is to provide guidance to:

o Assist governments/competent authorities to ensure the difference between VTS and local port services is clearly communicated to mariners, allied services and other stakeholders.

o Assist entities operating local port services to enhance efficiency and safety in a globally harmonised manner.

• **Guideline G1045 Ed. 1.1—Staffing levels at VTS centres**.

Minor changes were made to update the content to align with current developments including an amendment to the formula for determining the number of VTS operators required for staffing a VTS centre. A VTS staffing calculation spreadsheet is now available.

Copies of these documents are available at www.iala-aism.org/guidance-publications/

Competent authority update

There are currently 15 authorised vessel traffic services in Australia, including:

VTS authority	VTS centre	VTS area	Types of services		
			INS	**TOS**	**NAS**
Victorian Ports Corporation	Melbourne		Y	Y	N
Pilbara Ports Authority - Port Hedland	Dampier	Dampier	Y	Y	N
		Ashburton			
Maritime Safety Queensland	Port Hedland	Port Hedland	Y	Y	N
	Brisbane	Brisbane	Y	Y	Y
	Gladstone	Gladstone	Y	Y	Y
	Hay Point	Hay Point	Y	Y	Y
		Mackay	Y	Y	Y
	Townsville	Abbot Point	Y	Y	Y
		Townsville	Y	Y	Y
		REEFVTS	Y	N	Y
	Cairns	Cairns	Y	Y	Y
		Weipa	Y	Y	Y
Fremantle Ports	Fremantle	Fremantle	Y	Y	Y
Ports of New South Wales	Sydney	Sydney/Port Botany	Y	Y	N

VTS Compliance and Enforcement Policy

The VTS Compliance and Enforcement Policy has been updated. The objectives of this policy are to achieve compliance with VTS regulations by:

- building awareness and providing education for the shipping industry and other maritime users
- establishing an effective deterrent—for example detection, penalties and prosecution for non-compliance
- ensuring compliance and enforcement action is consistent, transparent and fair.

A graduated approach to compliance and enforcement is supported where:

- A VTS authority is responsible for undertaking cooperative compliance such as engagement, education, and providing of advice and warnings.

- AMSA is responsible for all enforcement action.

Note–this policy supplements AMSA's overarching compliance and enforcement policy.

A copy is available at:

www.amsa.gov.au/safety-navigation/navigating-coastal-waters/vts-compliance-and-enforcement-policy

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