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VTS award makes its debut

Nominations are now open for the inaugural Australian Vessel Traffic Services (VTS) award. This is an opportunity to recognise the people involved in VTS across Australia and aims to raise the profile of VTS authorities and the services they provide in the maritime industry.

Who is eligible for nomination?

The award is for contributions made during 2019.

The award is open to VTS authorities, VTS centres and individuals employed by a VTS authority.

About the award

The award recognises an outstanding contribution by a VTS or an employee/s of a VTS that has acted beyond their normal operational scope to make a significant difference to one or more of the following principles:

- safety of life at sea
- safety and efficiency of navigation
- protection of the marine environment.

Nominations

The contribution may relate to a particular event or a contribution over a period of time, for example:

- An event showing how a VTS helped to prevent:
 - an incident from developing
 - an incident from developing into an accident
 - an accident from developing into a disaster
 - the consequences of incidents, accidents and disasters.
- How the VTS helped another agency with a successful response activity (eg pollution response).
- Leadership and innovation that contributes to significant enhancements to the service provided or to the national or international framework for VTS.

- Demonstrated improvements to safety and/or efficiency, safety culture and delivery of service through performance monitoring.

Who can make a nomination?

Any person or organisation can nominate for the VTS award.

Make your nomination by completing the Australian VTS award nomination form available at <https://www.amsa.gov.au/VTS-award-nomination>

Submitting the nomination

Submissions close at 5pm on Friday 28 February 2020.

VTS Advisory Group

The 25th meeting of the Australian VTS Advisory Group was hosted by AMSA in Canberra on 22 – 23 October. Key outcomes from the meeting include:

Revision of IMO Resolution A.857(20)

Members were briefed on the:

- draft revision of the resolution completed by the IALA VTS Committee at VTS47 earlier this month and submitted to the IMO's Navigation, Communications and Search and Rescue Sub-Committee (NCSR) and
- timetable for completing the revision for consideration at the next IMO Assembly meeting (November 2021).

AMSA will brief members of the status of the review following the NCSR meeting in January.

Near-miss reporting

A review of *MSC-MEPC.7/Circ.7 Guidance on Near-Miss Reporting* and *IALA Guideline 1118 – Marine casualty / incident reporting and recording, including near-miss situations as it relates to VTS*, highlighted that further guidance was required to:

- clarify the differences between a casualty/incident and a near-miss and
- facilitate identifying, analysing and reporting near-misses consistently.

Possible enhancements to the IALA guideline were identified, particularly with regards to identifying near-miss situations, and it was agreed that these should be progressed further intersessionally.



Qualifications and training

A review of the collated responses from the recent survey of members regarding their views on the 103/1 and 103/2 Model Courses and their respective modules/subjects highlighted that the:

- existing framework was too prescriptive
- documentation should focus on core activities
- responsibilities of Competent Authorities and VTS Authorities is not clearly articulated
- 103/2 Model Course should be more of an 'advanced' course as opposed to a 'supervisor' course.

AMSA will provide input to the IALA VTS Committee for their consideration at their March meeting.

Phraseology—a review of the draft IALA Guideline on VTS Phraseology highlighted areas where the group believed the draft could be improved. It was agreed that members would trial the draft *VTS Communication Phrases* document with their VTSOs and provide feedback to AMSA by 24 January 2020.

IALA update

VTS Committee

The 47th meeting of the IALA Vessel Traffic Services Committee (VTS47) was held from 23 – 27 September 2019 at IALA Headquarters, Paris.

Ninety-four participants from twenty-six countries and three sister organisations participated in the meeting. Key outcomes included:

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

The draft revision of IMO Resolution A.857(20) Guidelines for Vessel Traffic Services was unanimously endorsed for submission to the IMO's Navigation, Communications and Search and Rescue Sub-Committee (NCSR) for their consideration at NCSR 7 in January 2020.

Javier Yasniouski (Head, Operational Safety Subdivision for Operational Safety and Human Element, Maritime Safety Division, IMO) participated in the meeting and provided invaluable assistance in finalising the revision.

Australia has played a significant role in preparing the draft revision, chairing the Correspondence Group tasked with its preparation over the past two years.

IALA Standard 1040 (Vessel Traffic Services)

New and updated IALA documents relating to VTS finalised and forwarded to Council for approval include:

Guideline on VTS Training for Deck Officers

The draft guideline provides options, suggestions and best practices that may be used by maritime training organisations in the development of training on VTS as an integral part of the training of deck officers. In particular, the guideline:

- contains recommendations that complement the standards of competence provided in the STCW Code for the deck department in order to enhance their understanding of VTS and
- states that VTS should be included in the mandatory national training programs for deck officers developed within the provisions of the STCW Code, and be reflected in examination and assessment. VTS should also be included in other types of training—such as Bridge Resource Management, voyage planning, and voice communication.

Recommendation V-119 on Implementation of Vessel Traffic Services

In commencing a review and update of *Recommendation V-119 on the Implementation of Vessel Traffic Services*, as part of its 2018 – 2022 work program, the Committee completed the separation of the existing documentation into:

- a new and concise recommendation on the Implementation of Vessel Traffic Services and
- an associated guideline on the establishment of vessel traffic services.

This aligns the documentation related to the implementation of VTS to the new IALA documents structure where:

- recommendations specify what practices shall be carried out in order to comply with that Recommendation and
- guidelines describe how to implement practices specified in a recommendation.

2018 – 2022 work program

Other 2018 – 2022 work program tasks progressed at VTS47 included:

- review and update of V-127 on Operational Procedures for Vessel Traffic Services (Task 1.2.1)
- developing a Guideline on Maritime Services in the Context of e-Navigation Relating to VTS (Task 1.2.4)
- developing 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)
- developing a guideline on technical acceptance of a VTS system (Task 2.2.3)
- developing a data model for digital information services for VTS (Task 2.3.1)
- developing a Recommendation on Cyber-Security (Task 2.1.2)
- review and update of Recommendation R0103 on the Standards for Training and Certification of VTS Personnel and associated Model Courses (Task 3.3.1).

IALA calendar

VTS related events coming up at IALA

VTS Committee	2 – 6 March 2020, IALA Headquarters,
VTS-ENAV Symposium	25 – 29 May 2020 Rotterdam, The Netherlands. For further information visit https://iala-rotterdam2020.nl/

IALA Risk Management Toolbox

A training seminar on the use of the IALA Risk Management Toolbox is being planned for Australia in 2020 (31 August – 4 September).

The focus of the seminar will be to provide detailed instruction, including case studies and hands-on practical use on the two key risk models within the IALA toolbox.

PAWSA—PAWSA provides a structured and systematic approach to:

- identify major waterway safety hazards
- estimate risk levels, evaluate potential mitigation measures, and
- set the stage for implementation of selected measures to reduce risk.

As a qualitative tool, PAWSA is exploratory, and the analysis seeks to get a deeper understanding of why a certain phenomenon occurs, its associated consequences and the potential effectiveness of additional mitigation measures.

PAWSA is designed to achieve this in a defined waterway by means of a structured, two-day workshop, typically with 30 invited expert participants. At the workshop, they carry out a subjective assessment of the probable risk in that waterway, based on their expertise and knowledge of the waterway.

A comprehensive explanation of PAWSA can be found in IALA Guideline 1124 <https://www.iala-aism.org/product/g1124-use-ports-waterways-safety-assessment-pawsa-mkii-tool/>

IWRAP—IWRAP provides a standardised, quantitative method to evaluate the probability of collisions and groundings in a given waterway. It is a Windows-based software program, allowing for different scenarios to be developed, so that changes such as those in traffic volume or composition, route geometry, aids to navigation or the introduction of other mitigating measures, can be modelled.

A comprehensive explanation of IWRAP can be found in IALA Guideline 1123 <https://www.iala-aism.org/product/g1123-use-iala-waterway-risk-assessment-programme-iwrap-mkii/>

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