

**Agenda item 9 – IALA TECHNICAL ACTIVITIES****9.5 VTS****9.5.1 Documents submitted for approval*****9.5.1-2 Information Paper on IMO/IALA  
Award for Zero Accident Campaign*****1 PURPOSE OF THE DOCUMENT**

The purpose of this document is to provide IMO with comments from IALA with regard to the draft outline from IMO describing the process of the Secretary-General of IMO's 'Zero Accident' campaign, which was proposed at the 12<sup>th</sup> International Symposium on Vessel Traffic Services, 10 -14 September 2012 in Istanbul, Turkey.

IALA is very grateful to be given the possibility to consider and review the Terms of Reference and criteria for this important Award. IALA was especially requested to take regard to the following:

- 1 Composition of the Panel of Experts.
- 2 Terms of Reference of the Panel of Experts.
- 3 Criteria for evaluation to assist the experts.

**1.1 Related documents**

- Input paper VTS36/32 IMO-IALA Award for Accident Zero Campaign (Paper C55-9.5.2-2);
- IMO Circular letter No.3311 - 2013 IMO Award For Exceptional Bravery At Sea (Paper C55-9.5.2-3).

**2 ACTION REQUESTED OF THE COUNCIL**

The Council is requested to consider the liaison note at Annex A, with a view to approval for it to be sent to the Director, Maritime Safety Division, IMO by 31 May, in order for it to be presented at NAV59.



From: IALA

Reference: VTS36/output/8

15 March 2013

## **Liaison Note to the Director, Maritime Safety Division, IMO**

### **The IMO/IALA Award for Zero Accident Campaign**

#### **1 IMO/IALA AWARD FOR ZERO ACCIDENT CAMPAIGN**

The purpose of this Award should be to provide a unique, international recognition for established Vessel Traffic Services (VTS), which contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from the possible adverse effects of maritime traffic.

The objective of the campaign is to encourage all Member States to contribute towards a common and great objective – a continuous period of 'Zero Accident'.

#### **2 COMPOSITION OF THE PANEL OF EXPERTS**

IALA proposes that the Panel of Experts to evaluate Vessel Traffic Services (VTS) is composed by the following delegates:

- 1 Chairman of the Sub-Committee on Safety of Navigation (Chairman of the Panel)
- 2 Secretary-General of IALA
- 3 Secretary-General of IMPA
- 4 Secretary-General of IAPH
- 5 Chairman of the IALA VTS Committee
- 6 IALA accredited VTS expert
- 7 VTS expert of IFSMA
- 8 VTS expert of IHMA

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

The function of the Panel of Experts should be to review the nominations for the Award, taking into account the Award's purpose and criteria with regard to the description of the factual circumstances giving rise to the nomination and the related supporting documentation.

The Panel of Experts should produce a shortlist of Award nominees from four of the regions. This short list should be accompanied with the rationale for each recommendation. No more than one Award can be presented to any of the listed proposed regions.

*Comments:*

*IALA believes that the proposed regions (Europe, North America and the Caribbean; South and Central America; Oceania; Asia Pacific; South and West Asia; North and West Africa and East and South Africa) should be further discussed or explained so that it may be possible to evaluate if there are enough VTSs in those areas which may be potential for nomination.*

*IALA has no opinion on whether a Panel of Judges (as in the case of the IMO Bravery Awards which has been recommended as a template) should be used. If a Panel of Judges is utilised, consideration should be made as to whether an appointed IALA member, preferably nominated by the IALA Council, should be included.*

### **3 TERMS OF REFERENCE OF THE PANEL OF EXPERTS**

The Panel of Experts should meet once a year in order to review and evaluate the nominations with respect to the basic criteria and any other supporting elements. The Panel of Experts should take into consideration acts of exceptional service that aim to save life or prevent/mitigate damage to the marine environment and/or enhance the general safety and efficiency of vessel traffic. This is in order to raise the profile of Vessel Traffic Services and enhance its image as well as to promote a wider understanding of the role of VTS amongst all stakeholders.

### **4 CRITERIA FOR EVALUATION TO ASSIST THE EXPERTS**

#### **4.1 Nomination criteria**

United Nations Member States, intergovernmental organizations and non-governmental organizations may nominate a VTS for consideration by the Panel of Experts. The nomination should be addressed to the Secretary-General of the IMO together with a full description of the circumstances and events, including VTS data recordings etc. giving rise to the nomination for further dissemination amongst the panel.

IALA proposes that the basic requirements for nominating a VTS should be as follows:

- 1 The VTS should be implemented by a Member State and authorized by the Competent Authority.
- 2 A legal basis for the operation of the VTS is provided for and the VTS Authority responsible for its operation and management is appointed and legally empowered.
- 3 The objectives of the VTS are set and it can be demonstrated that they are being met.
- 4 The VTS area should be delineated and declared as such and the procedures to be followed should be published in the appropriate nautical publications and, preferably, but not necessarily, in the 'World VTS Guide'.
- 5 The VTS should have the capability to compile a traffic image and to interact with traffic and to respond to traffic situations developing in the VTS area.
- 6 The VTS should be operated in compliance with IMO/IALA recommendations and guidelines.
- 7 The VTS personnel should be appropriately qualified, suitably trained and certified according to the IALA Recommendation V-103 and its associated model courses. Training should have been carried out by an approved/accredited training organisation.
- 8 A Quality Management System (QMS) and a Safety Management System (SMS), including operating procedures, should be in place
- 9 The VTS should have an effective Risk Management policy in place, which is regularly reviewed in order to mitigate the adverse effects of maritime traffic.
- 10 The VTS should also be regularly audited either under the IMO voluntary scheme or by an appropriate authority.

- 11 The VTS Authority should retain accident and near-miss records and statistics for the VTS area.

The IALA VTS Committee proposes that additional to the basic requirements, the following elements may be taken into consideration by the panel when nominating a VTS for the Award:

- Any documented near-miss situation that may demonstrate a positive contribution by the interaction of the VTS that avoids the adverse effects of maritime traffic or marine environment;  
This should encourage the reporting of near-miss occurrences and promote a safety culture.
- Any history of an improving safety record, culture and continual procedural developments as a result of VTS performance monitoring;
- Best practices demonstrated by the VTS that enhances safety and efficiency of navigation;
- Best practices by the VTS regarding continual professional development of VTS personnel;
- The location of the VTS as well as the volume and nature of traffic and complexity of the waterway;
- Any history of innovation that improves the service provided by the VTS in regards to safety and efficiency of navigation.

*Comments:*

- 1 *IALA is of the opinion that there should not be any limitation in the criteria as regards to VTS in territorial seas. IALA believes the criteria should be generic to include VTS in waters on the landward side of the baseline of the territorial sea and beyond the outer limit of the territorial sea.*
- 2 *IALA is concerned over the proposal that the effectiveness of operation should be evaluated, since this may be a very difficult task to achieve considering the different complexities of the VTS areas as well as traffic volume and nature of traffic and waterway. However, IALA believes that these elements may be considered additionally when looking at the nominated VTSSs.*
- 3 *IALA is of the opinion that there should not be any limitation in the criteria as regards VTSSs listed in the World VTS Guide. The intent is good but it should not be part of the criteria when there may be VTSSs that have contributed to maritime safety and are not published in the World VTS Guide. It is also worth noting that there was a fee connected for being listed in the World VTS Guide and therefore there was a big probability that this could have been a barrier for some VTSSs. From March 2013, the fee has been removed and the website has been updated and therefore IALA would support it is not a mandatory requirement, although the World VTS Guide is a meritorious element.*
- 4 *Although the campaign is called 'Zero Accident Award' it is not likely that there would be a VTS area without any accidents or near misses, especially within high-density traffic areas and complex navigational fairways. Vessel blackouts for example, may happen anywhere and the focus for the VTS should always be to minimize the adverse effects of a possible accident. There is also a possible negative effect that awarding areas with a long history of no accidents may discourage VTSSs from accurately reporting accidents and near-misses. IALA therefore proposes that the vision of the 'Zero Accident Award' should be to mitigate accidents within a VTS area, particularly where the liability does not fall upon the VTS.*

## **5 IMO CIRCULAR LETTER NO.3311 '2013 IMO AWARD FOR EXCEPTIONAL BRAVERY AT SEA'**

### *Comments:*

- 1 *IALA is in favour of using similar Terms of References as the IMO Bravery Award.*
- 2 *IALA is looking forward to further consideration and review of the Terms of Reference and criteria together with a proposal of a nomination questionnaire which will be developed by the IMO in a similar way to those relating to the Exceptional Bravery Awards at Sea.*
- 3 *A question raised within IALA is whether the Award would go to a person or exclusively to a VTS and/or Competent Authority?*
- 4 A VTS Operator or Supervisor represents the VTS Authority concerned. The Award should go to the VTS Authority in the first instance but if a VTS Operator or Supervisor played a major role in averting a serious accident, then that person should get a special mention in the Award.