

# IALA Recommendation V-128

on

## Operational and Technical Performance of VTS Systems

**Edition 4**

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(Edition 3: June 2007)



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## 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
Edition 1.1 June 2005	Addition of Annex 6 – Hydrological and Meteorological equipment	Annexes added as they are completed to ensure all aspects of VTS equipment are covered.
Edition 2.0 December 2005	Restructured to include operational performance requirements. Annex 2 amended to reflect new annex on operational performance requirements. Annex 6 renamed to Annex 5 Annex 1,3,4,6 added	Annexes added as they are completed to ensure all aspects of VTS operations and equipment are covered.
Edition 3.0 June 2007	Editorial changes to correct errors in paragraph numbering, cross references etc. Structure of annexes harmonised, part of Annex 2 moved to new IALA Guideline (Establishment of Radar Services) Clarification of text, few sentences in annex 1 and 2.	Inconsistence in cross references, table of contents etc. in edition 2.0 Varying structure of individual annexes Users of the document provided ideas to clarification of text on some subjects.
Edition 4.0 May 2015	Document restructured into the Recommendation in the annex and a new guideline	Incorporate changes in technology. Extend the sections that were marked “to be defined” in edition 3.

## **IALA Recommendation on Operational and Technical Performance of VTS Systems (Recommendation V-128)**

### **THE COUNCIL:**

**RECALLING** the function of IALA with respect to Safety of Navigation, the efficiency of maritime transport and the protection of the environment;

**NOTING** that Chapter V (12) of the International Convention for the Safety of Life at Sea 1974 (SOLAS 74 as amended) requires Contracting Governments planning or implementing VTS, wherever possible, to follow the guidelines adopted by the Organization by Resolution A. 857(20);

**NOTING ALSO** that IMO Resolution A.857(20), Annex section 2.2.2 recommends that in planning and establishing a VTS, the Contracting Government or Governments or the competent authority should *inter-alia* establish appropriate standards for shore and offshore-based equipment;

**NOTING FURTHER** that National Members provide shore infrastructure to support the aim of IMO to improve the safety of navigation and the protection of the environment;

**RECOGNISING** that IALA fosters the safe, economic and efficient movement of vessels through improvement and harmonisation of aids to navigation, including vessel traffic services, worldwide;

**RECOGNISING ALSO** that harmonisation of vessel traffic services would be enhanced by the introduction of international technical performance requirements for VTS;

**ADOPTS** the revised Recommendation on Operational and Technical Performance of VTS Systems as set out in the annex of this recommendation;

**RECOMMENDS** that Competent Authorities providing Vessel Traffic Services take into consideration the operational and technical performance of VTS systems contained in this recommendation when establishing appropriate standards for VTS systems.

**RECOMMENDS ALSO** that the VTS authorities consider this recommendation, in conjunction with the standards set by the Competent Authority, and the information for planning and operating VTS systems provided in IALA Guideline 1111 on Preparation of Operational and Technical Performance Requirements for VTS Systems.

**RECOMMENDS FURTHER** that VTS training organisations consider this recommendation when planning personnel training.

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## Annex

# Operational and Technical Performance of VTS Systems

## 1 OVERVIEW

VTS is recognised internationally as a navigational safety measure through the International Convention on the Safety of Life at Sea 74/78 (SOLAS). In particular, the provisions in SOLAS Chapter V (Safety of Navigation) Regulation 12 provides for Vessel Traffic Services and states that contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the International Maritime Organisation (IMO).

The establishment and on-going operation of a VTS is a considerable investment. A significant proportion of this investment is the implementation and on-going maintenance of VTS equipment to ensure the capability to interact with the traffic and to respond to traffic situations developing in the VTS area.

To achieve the purposes for which a VTS is implemented, it needs to be effective and routinely evaluated to ensure that the technical and operational performance of the VTS system is acceptable, continues to meet the operational objectives set for the VTS and the issues identified and defined in determining the need for the VTS have been either alleviated or, at least, reduced to an acceptable level.

The operational and technical performance of VTS systems need to be carefully considered in the establishment and ongoing operation of the service to ensure the purposes of the VTS can be achieved.

## 2 AIMS AND OBJECTIVES

The aim of this document is to provide guidance for Competent Authorities and VTS Authorities to meet their obligations under SOLAS for the establishment and operation of VTS. In particular it aims to provide guidance for the determination, operation and maintenance of VTS systems to ensure:

- Conformity with international obligations;
- The technical performance of the VTS systems is consistent with the objectives of the VTS and the types of service provided;
- The operational objectives are being met; and
- The degree of risk identified in determining the need for the VTS have been either alleviated or, at least, reduced to an acceptable level.

## 3 GENERAL PROVISIONS

### 3.1 Responsibilities

The following excerpt from IMO Resolution A.857(20) Guidelines for Vessel Traffic Services are relevant to VTS systems:

*In planning and establishing a VTS, the Government or the Competent Authority should:*

- *establish appropriate standards for shore- and offshore-based equipment*
- *ensure that the VTS authority is provided with the equipment and facilities necessary to effectively accomplish the objectives of the VTS*

### 3.2 Principles

A major factor in the efficient operation of a VTS is that the VTS Authority is provided with the equipment and facilities, i.e. a VTS system, necessary to effectively accomplish the objectives

of the VTS.

A VTS system should provide the capability to monitor traffic within the VTS area, interact with the vessel traffic and respond to developing situations in a manner that enables the objectives of the VTS to be achieved.

The operational and technical performance of the VTS system should adequately support the types of service provided such as, Information Service (INS), Traffic Organisation Service (TOS) and / or Navigational Assistance Service (NAS).

### **3.3 Operational and Technical Performance Requirements for VTS Systems**

Detailed information, including options, best practices and suggestions for planning and operating VTS systems, is provided in IALA Guideline 1111 on Preparation of Operational and Technical Performance Requirements for VTS Systems.

Note: IALA Guideline 1111 essentially contains an updated version of the annexes that were part of V-128, Edition 3 and are intended to assist in preparing the operational and technical requirements.