



SAFETY OF NAVIGATION CONFERENCE

Cape Town, South Africa, 29 August 2016

**Session 2-2: VTS and beyond,
Traffic Monitoring**

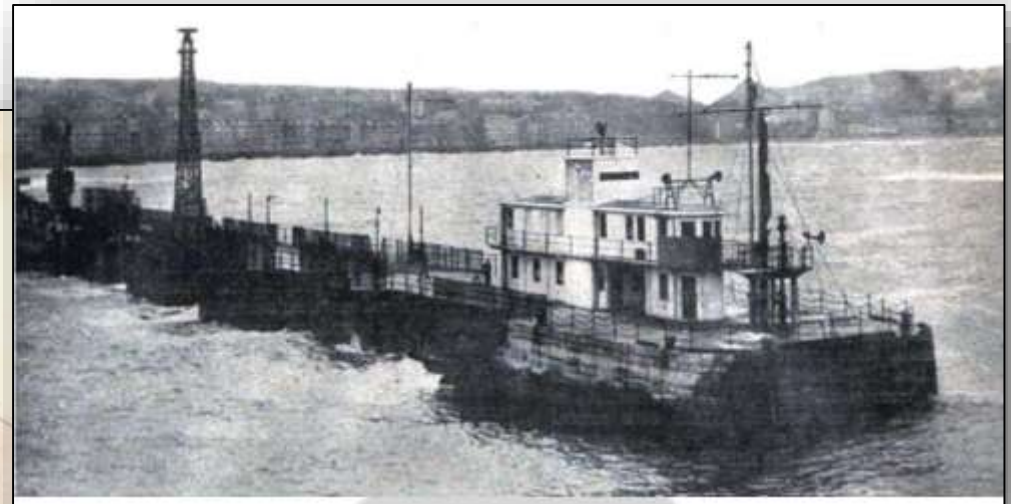


from this...

VTS itself has been in existence in various forms since 1948



VTS test site – Rotterdam (1948)



Harbour control by radar – Douglas, Isle of Man (1948)



to this...





Purpose of VTS

Solas Chapter V Regulation 12:

“Contribute the safety and efficiency of navigation, safety of life at sea and the protection of the marine environment and/or the adjacent shore area, worksites and offshore installations from possible adverse effects of maritime traffic.”



VTS definition

IMO Res A.857(20)

VTS - is a service implemented by a Competent Authority, designed to improve safety and efficiency of vessel traffic and to protect the environment. The service should have the capability to interact with the traffic and respond to traffic situations developing in the VTS area.



Contributing and enhancing

- safety of life at sea
- safety of navigation
- efficiency of vessel traffic movement
- protection of the marine environment
- supporting maritime security
- supporting law enforcement
- protection of adjacent communities and infrastructure



Types of VTS

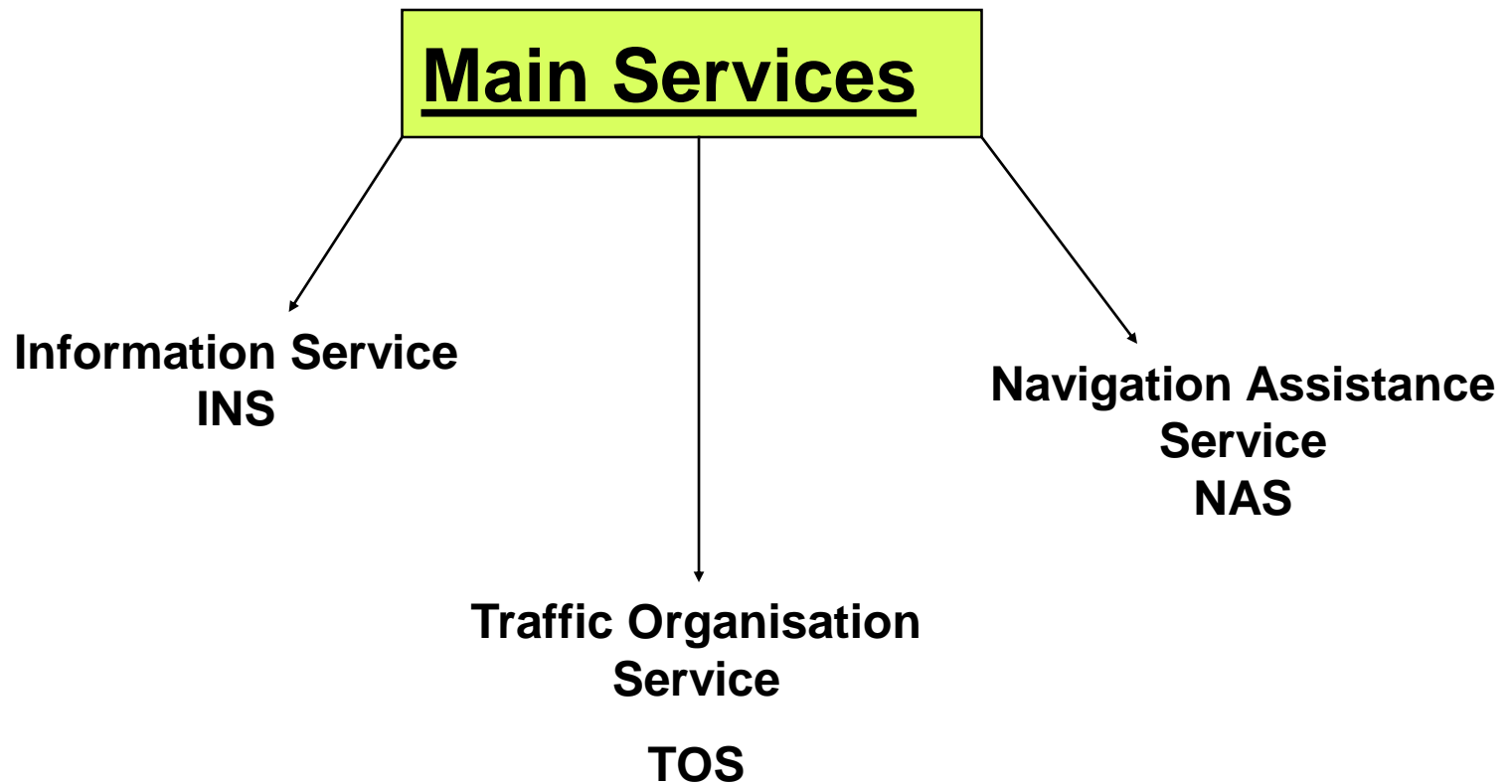
IMO Resolution A.857(20) states that;

“A clear distinction may need to be made between a Port or Harbour VTS and a Coastal VTS”.

- Port VTS
- Coastal VTS
- Port + Coastal (Combined) VTS
- Regional VTS, Strait VTS, Estuarial VTS, Off Shore VTS Bridge Protection VTS,



Three types of service offer by VTS





VTS – Traffic Monitoring

During this session, ideas on the future development of VTS have been presented. They do not all represent the official position of IALA or IMO, but they take into account the trend of discussions, new technics, cost-efficiency aspects, public opinion demands, and, more importantly, maritime safety and security, environment protection and traffic efficiency improvements.

For instance: integration of services and global monitoring (cf. AIS presentation).



Global Interaction with Vessel Traffic

Currently, no official recognised national organisation is co-ordinating or providing guidance on this global interaction with vessels outside VTS areas.

There is thus a role to be filled in the context of vessel traffic, and at a level higher than traditional VTS

This might be provided by: “ a National or Regional Vessel Traffic Service” or a MOS.

MOS

(Safety, security, efficiency,
environmental protection)

SHORE

SHORE

SAR

LRIT

VTS

MAS

Pol.

Security

Other

VTMIS

SHIPS

SHIPS



Implementation

Tools

- coastal and port VTS
- Reporting system (SOLAS V.10)
- AIS – LRIT
- GMDSS
- VTMIS
- e-Navigation, MEH, QCS, ...
- MOS/NVTS



MOS/NVTS missions

- Maintain the VTMIS data base
- Organise information exchange with stakeholders of the VTMIS,
- Maintain traffic image along the coasts of the country,
- Monitor maritime traffic outside VTS areas,
- Detect incidents
- Receive ship reports, security alerts and other reports made mandatory by IMO Conventions
- Identify ships contravening to national regulations
- Be the MRCC
- One only operational center?



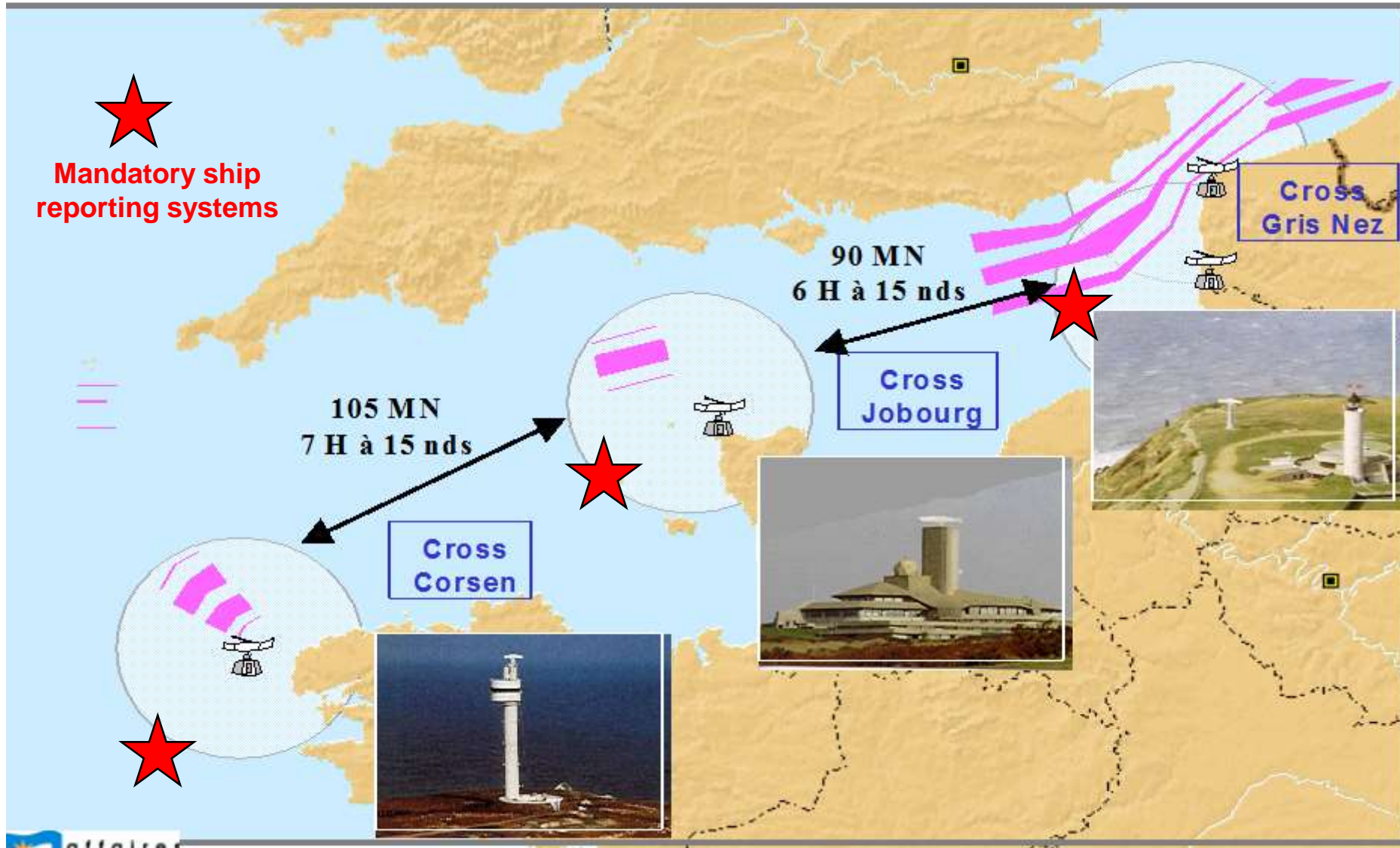
MOS/NVTS

used by the SOSREP or its equivalent

Who is he/she?

What is his/her responsibility?

Maritime traffic monitoring





Thank you.

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