

Future of VTS

- VTS is an A to N, which is generally limited to local or regional areas.
- VTS interacts with ships and principally provides TOS, NAS and IS. It may also fulfil other functions as described in A 857(20).
- Since the introduction of A 857(20), the monitoring of, and interaction with, vessels has become a global activity (LRIT and AIS).
- Security and efficiency considerations now necessitate pre-arrival information well before arrival in a VTS area.
- Shore organisations at local, regional and national level need to interact with vessels world wide

Global Interaction with Vessel Traffic

- Currently, no international organisation is co-ordinating or providing guidance on this global interaction with vessels.
- 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: **“Vessel Traffic Management” (VTM).**
- VTM is as yet undefined formally. One possible definition is: **“VTM is a collection of global activities supported by information services which, improve the safety, security, efficiency and environmental protection of vessels and cargo.**



VTM

- VTM would therefore comprise VTS as a central component, but also other activities, such as LRIT , Law Enforcement and SAR.
- These activities are supported by the exchange of information, to be known as VTMIS

VTM

(Safety, security, efficiency,
environmental protection)

SHORE

SHORE

SAR

LRIT

VTMIS

A to N

Other

SHIPS

SHIPS

VTMIS

VTM

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- IALA should structure its committees to provide guidance, where appropriate, on VTM issues.
- To this end, it is suggested that the VTS Committee be re-named the VTM Committee and adjusts its work programme accordingly.

VTM and E-Nav Committees

- The role of the VTM committee would include the specification of VTM functional needs and the provision of VTM guidance and recommendations.
- The E-Nav (and other committees such ANM) would provide technical guidance on how those functional needs are best delivered.
- These functional needs could include shore-to-shore and shore-to-ship information exchange. It could also influence future ship-to-ship data exchange requirements.