

THE WORLD VTS GUIDE

Added Value for Norcontrol IT Customers in the World VTS Guide

Norcontrol IT, the leading marine and port IT specialist has embarked on a project to enter details of its key installations into the World VTS Guide, at no extra cost to customers. The World VTS Guide is governed by a Board comprising: International Association of Lighthouse Authorities (IALA), International Maritime Pilots' Association (IMPA), International Association of Ports and Harbours (IAPH), International Federation of Shipmasters' Associations (IFSMA), International Harbour Masters Association (IHMA) and is supported by the International Hydrographic Organisation (IHO). The day-to-day administration is handled by IALA. The World VTS Guide provides VTS information in a standard format on ports and waterways throughout the world in diagram & text pages on a website.

This vital information is free to mariners and others but the costs for many ports and authorities to enter their information has often been an important issue. Norcontrol IT sees inclusion in the World VTS Guide as extremely important so has organised a program with IALA that will see the gradual introduction of VTS information from Norcontrol IT customers.

"The World VTS Guide is the best place for ships to source this kind of information. We feel that our key installations should be included, but we won't be passing on any of the costs to our customers," says Todd Schuett, Training Manager, Norcontrol IT. "The feedback we've already had on the project has been encouraging, with customers extremely happy with the positive

approach we've taken."

VTS information from the high profile Dover Strait installation was the first entry into the World VTS Guide from Norcontrol IT. "The Maritime & Coastguard Agency have recently installed the VTMIS5060 system at the Dover Coastguard site, and as a result of this an entry for the Channel Navigation Information Service (CNIS) has been included in the IALA VTS World Guide, kindly sponsored by Norcontrol IT," comments Mike Toogood, CNIS Manager, Dover MRCC. "I am very pleased with the entry which is both accurate and well presented, and reflects well on Norcontrol IT's

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Mike Toogood, CNIS Manager, Dover MRCC

Capt. Manny Aschemeyer, Executive Director, Marine Exchange of Southern California and Vessel Traffic Service (VTS) for LA/LB Harbour, whose VTS information was entered shortly after Dover, reflects the same sentiment. "We are most pleased and extremely gratified with the pro-active assistance that we received from Norcontrol IT in getting our VTS for Los Angeles/ Long Beach Harbour properly listed and described in the World

VTS Guide."

"Norcontrol IT staff did all the necessary research, executed all the proper contacts, completed all the required paperwork, and otherwise made certain that all our information was timely and accurate for entry of our VTS into this important international reference guide. Norcontrol IT has once again demonstrated its keen approach to customer service in a most professional and meaningful way, and we're delighted to have them as our primary vendor for meeting our VTS needs here at America's biggest and busiest intermodal cargo port complex," concludes Capt. Aschemeyer.

Norcontrol IT has over 140 VTS installations throughout the world. Key installations will be entered into the World VTS [Guide in the coming months.](#)

You can visit the World VTS Guide at: www.worldvtsguide.org

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THE WORLD VTS GUIDE



Newsletter June 2005

World VTS Guide Newsletter

Message from the Chairman - Torsten Kruise

Welcome to the first edition of the World VTS Guide Newsletter.

It is my pleasure to report that the World VTS Guide now contains appropriate pages regarding 93 ports in 22 countries and I would like to take this opportunity to thank all those organisations who have contributed to the Guide for their efforts, which have undoubtedly contributed to the success of the publication. This success has been built up over 15 years and has enabled the publication to be recognised at IMO and, as the years have passed by, the list of supporting bodies such as IFSMA and IHMA as well as IHO has grown.

I also wish to pay tribute to the industry which makes the equipment and provides the consultancy advice and other services that enables the ports to install VTS. Without them there would be no VTS and the world's ports would be relatively unsafe.

In these pages you will see news of the industry's latest efforts from around the world. Of particular interest is a contribution from Norcontrol IT which kindly mentioned the World VTS Guide in its recent publicity material. Norcontrol sees this inclusion as extremely important and has organised a programme with IALA

that will see the gradual introduction in the Guide of VTS information from Norcontrol IT customers around the world. This effort is to be encouraged and I would hope that, in time, other members of the VTS industry will follow this lead. I quote here Todd Shuett, Training Manager of Norcontrol IT who said:

"The World VTS Guide is the best place for ships to source this kind of information and we feel that our key installations should be included but we won't be passing on any of the costs to our customers. The feedback we have already had on the project has been encouraging with customers extremely happy with the positive approach we have taken."

In order to grow upon the success of the Guide it is important that our industry keeps us up to date with news of the new installations and the services they have provided in order that we may publicise their efforts and so that our partner organisations here may tell their members of the expansion. I would also like to thank the ports for playing an instrumental role in providing information for the Guide and to remind them to keep these details up to date and



to remain in contact with our Editor whose details you will find herein.

To those readers who are not listed in the Guide I would ask you to carefully consider your position and to contact our Editor, Paul Owen, who looks forward to hearing from you.

I invite you to visit the World VTS Guide Web site: www.worldvtsguide.org

Torsten Kruise

Inside this issue:

Message from the Chairman, Message from the Editor, News from the Industry, World VTS Guide Board.

Please feel free to submit information for future editions, to:

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Message from the Editor

Recent additions to *The World VTS Guide* include the Kvitsøy VTS in Norway, the Turkish Straits VTS and the Ise-Wan VTS in Japan.

The Kvitsøy VTS covers the approaches to several ports on the West Coast of Norway including Stavanger, Sandnes, Haugesund and Kårstø. The information is contained in two text pages and one diagram page.

The Turkish Straits VTS entry is a little unusual in that there are only two pages of text information, but six diagram pages, those who have navigated this area will understand the reason for this – the VTS



covers a great distance along the passage between the Black Sea and the Aegean Sea.

On the other hand Ise-Wan is a short passage which is contained in three text pages and one diagram page, this covers the passage through the Irago Suido Traffic Route between the Pacific Ocean and the bay leading to the Port of Nagoya.

The Editorial Team are also involved in updates to existing entries on a continuous basis. If you notice information that is out of date, please let us know. The easiest way is via email, there is a link on the home page using the leftmost button. Your general comments on *The World VTS Guide* service and how it could be improved are always welcome.

The information for all the entries is presented in an easily understood and

near uniform format. You might ask why not a completely uniform format – the answer is because the various VTS systems included sometimes differ greatly in their complexity and coverage, therefore we need to slightly vary the information provided to make sure we include all the important and relevant information.

Electronic communications are rapidly expanding at sea and *The World VTS Guide* is therefore becoming even more relevant as a source of information for Shipmasters who need information on a VTS. The information on *The World VTS Guide* is presented in such a way that it is easily found and rapidly downloaded for fast and reliable access. There is no complex programming on our Web site, everything is kept simple for speed and reliability.

One of our key aims is to improve the coverage of *The World VTS Guide* by steadily adding more VTS systems, if you are involved with a VTS not currently included we would be delighted to hear from. If you are not involved with VTS systems yourself but feel a particular system should be included we would like to hear from you too. We will be pleased to receive enquiries by email, mail or fax.

Capt. Paul Owen

"If you are involved with a VTS not currently included (in the VTS World Guide) we would be delighted to hear from you."

News from the Industry

Atlas Elektronik Spain

Last year it was reported that the Bremen-based Atlas Elektronik, in association with prime contractor Page Iberica of Madrid, is to upgrade and extend existing VTS facilities at Cape Finisterre under a contract authorised by the Spanish Maritime Rescue Agency (SASEMAR). It is understood that the present remote radar sites at Beo, Tahume and Xastas are to be modernised with the installation of the Atlas 9760 X- and S- Band radars and associated facilities while a

fourth site is to be established at Chan das Lagoas.

The latter radar site is being introduced to support an extended traffic separation scheme for improved navigational safety and protection of the marine environment recently sanctioned by the IMO Safety of Navigation Sub-Committee and will provide a long-range radar coverage of up to 55 nautical miles. It is understood that the refurbished network will be AIS-compatible and capable of monitoring and controlling movements of an estimated 100,000 vessels per year on the north west coast of Spain.

Denmark, Doha, France, North Africa, Mexico

In recent months SOFRELOG has embarked on the first phase of the project for the Great Belt Bridge in Denmark. This was completed and the company is now working on the second and final phase planned for completion this year. The Doha VTS was commissioned after the Summer in 2004 and is now fully operational. In addition to the upgrade of London (above) SOFRELOG also completed an upgrade in the Port of Rouen and is currently undertaking integration of AIS into existing VTSs in Casablanca, Morocco and Veracruz, Mexico. Recently SOFRELOG signed new contracts for the upgrade of the Port of Le Havre VTS and the upgrade of radars of the three French MRCCs monitoring the English Channel in Jobourg, Corsen and Grisnez.

Board Meeting on the HQS Wellington, IMPA HQ



Photo taken during the Board Meeting on June 9, 2005. Clockwise, starting front left, Adm. Jean Charles Leclair (IALA, Consultant); R. Adm. Bruce Richardson (IHMA, President); Capt. Paul Owen (IFSMA, Editor WVSTG); Capt. Geoffrey Taylor, (IMPA, Acting President) Nick Cutmore (IMPA, Secretary-General); Paul Ridgway (IALA, Secretary-WVSTG); Peter van der Kluit (IAPH, Managing Director, Europe Office); Virginia Butler (IALA, Coordinator WVSTG) and Chris Smith, IHO Observer.

SOFRELOG London

A major upgrade of the London Port Control Centre was reported at the end of November when the facility was formally opened by the Hon. Gwyneth Dunwoody MP, Chairman of the House of Commons Transport Committee. Situated on the Thames at Gravesend this SOFRELOG VTS system covers the Port of London area including the Thames Estuary and in addition to tracking vessels enables the Port of London Authority to offer navigational advice, weather and tidal information and other vital safety guidance. Key features include: comprehensive update of computer software and equipment; improved layout and new display screens for operators; new VHF radio arrangements and greater use of CCTV monitoring. The capabilities of the Port Control Centre are also a key component in security arrangements for London and the latest enhancement integrate AIS with London's VTS system.

Tideland Signal Corporation V-Track Modular

At the end of 2003 Tideland Maritime Systems and Norcontrol IT AS reported that they had jointly developed V-Track Modular, a vessel identification and movement monitoring system designed to comply with the requirements of the IMO ISPS Code. V-Track Modular (VTM) provides real-time ship identification and monitors vessel movements within a given area and is designed to assist in meeting the ISPS Code, enhance the safety of ship movements, improve efficiency and provide historical data. The VTM-200 and VTM-300 systems use a combination of AIS and radar sensors to provide the overall picture required by the ISPS Code for an entry-level VTS. The VTM-100 supplies AIS information only and the VTM-400 offers the additional facility logging and replay of both AIS and radar targets. All modules are said to produce a clear, precise, ECS display.

News from the Industry