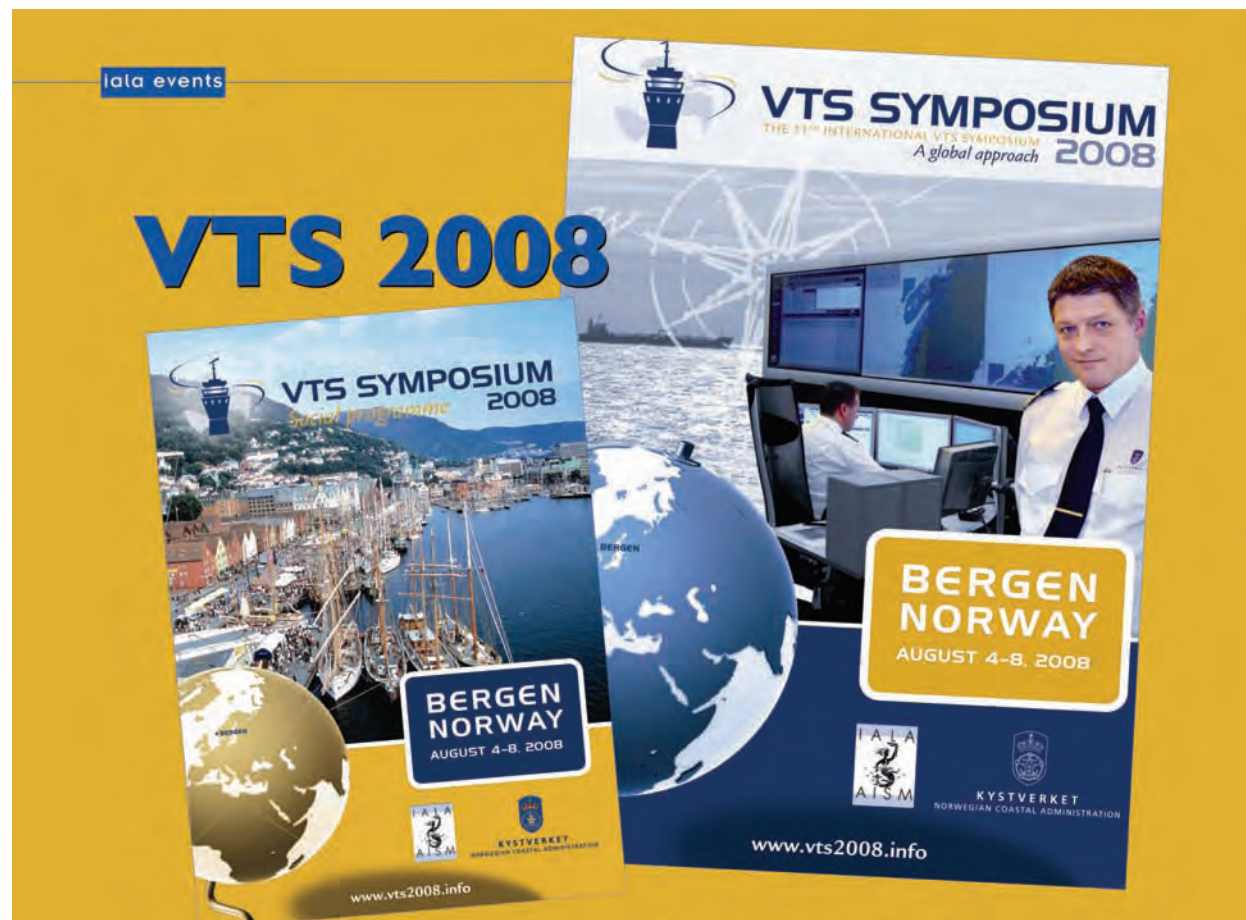


THE WORLD VTS GUIDE

11th International VTS Symposium 2008



The 11th International Symposium on Vessel Traffic Services with the theme A Global Approach will be held in the Grieg Hall, Bergen, Norway, from 4th to 8th August 2008.

Hosted by the Norwegian Coastal Administration the event is seen as a forum where IALA Members can discuss challenges and opportunities in the field of Vessel Traffic Services. The focus will be on recent technological advancement, professional competency, e-Navigation, legal aspects and VTS in the Arctic.

The preliminary programme is available on the IALA Web site: www.iala-aism.org and the social programme is also available here.

From October this year there will be an on-line registration form on the Web site to be found at: www.vts2008.no

Also to be found on this Web site will be details of hotels and provision for hotel reservations.

VTS 2008

Le 11ème Symposium international sur les services de trafic maritime, qui aura pour thème "Une approche globale", se tiendra au Grieg Hall à Bergen (Norvège) du 4 au 8 août 2008. Organisé par l'AISM, en collaboration avec l'Administration côtière norvégienne, c'est un forum où les membres de l'AISM peuvent échanger sur les défis et les opportunités que présentent les services de trafic maritime. Il se concentrera sur les récentes avancées technologiques, les compétences professionnelles, l'e-Navigation, les aspects juridiques et les services de trafic maritime dans l'Arctique. Un avant-programme peut être consulté sur le site Internet de l'AISM : www.iala-aism.org et l'inscription en ligne sera possible à partir du mois d'octobre sur le site : www.vts2008.no.

VTS 2008

Con el lema "Un enfoque global", se realizará en el Grieg Hall de Bergen, Noruega, el 11º Simposio Internacional sobre servicios de tráfico de naves entre el 4 y el 8 de agosto de 2008. El evento, organizado por la IALA y la Administración de costas de Noruega, es considerado un foro donde los Miembros de la IALA pueden analizar desafíos y oportunidades en el área de los servicios de tráfico de naves. Se concentrará en adelantos tecnológicos recientes, competencia profesional, navegación electrónica, aspectos legales y VTS en el Ártico. El programa tentativo y el social se encuentran en el sitio de la IALA: www.iala-aism.org y a partir de octubre se encontrará disponible un formulario de registro en línea en el sitio: www.vts2008.no.

THE WORLD VTS GUIDE



March 2008

Issue 2

World VTS Guide Newsletter

Message from the Chairman - Torsten Kruise

Firstly I have to report that the World VTS Guide is maintaining its steady growing as you will see from the Editor's report herein. In an effort to make the Guide better known we continue to encourage more ports with VTS to consider preparing entries for publication and we are mindful of the need for this expansion.

It is important that I maintain the valuable contribution made by VTS to maritime safety and the preservation of the environment. May I reflect, too, on the contribution acknowledged by IMO and published in SOLAS Chapter V. It is refreshing to note that the World VTS Guide has been recognised at IMO by Resolution A857(20) and by MSC Circular 952.

In the Guide's Board of Management the representation is truly international. Apart from my own organisation, IALA, along with the International Association of Ports and Harbors (IAPH), the International Maritime Pilots' Association (IMPA), there are represented the International Harbour Masters' Association (IHMA) and the International Federation of Shipmasters' Associations (IFSMA) and together we discuss the preparation and issue of produce The World VTS Guide. Happily, we have the active support of the International Hydrographic Organization (IHO).

There is no doubt that the Guide provides masters of ships, navigators and other interested persons with readily accessible and concise information regarding the navigational requirements of VTS Centres around the world and this is a truly international publication for the world's mariners and believed to be the only one of its type available at no charge to the recipient and to be found on the World Wide Web.

For those of you who are not familiar with our work or wish to appreciate the extent of it, I suggest you take a look at the Guide's Web site:

www.worldvtsguide.org

Here you will find a list of ports and countries in the Guide and will be able to appreciate the availability and layout of the information provided.

At the Guide we are concerned that this document remains comprehensive and up to date and we frequently ask VTS authorities to help in this way.

Looking ahead to later in the year you will, I am sure, be interested to learn of VTS 2008 Symposium to be held in Bergen from 4th to 8th August, the 11th International VTS Symposium and being held in co-operation with the Norwegian Coastal Administration. This event will have the theme of VTS from a global approach and during ten technical sessions a broad spectrum of high level speakers will present the latest developments in a field of varied contemporary topics. Topics to be discussed will include the Role of VTS in Global Traffic Monitoring, Legal Issues, Recruitment and Professional Competency, VTS and e-Navigation, Innovations and Improvements in VTS Operations. Finally consideration will be given to VTS from the Arctic perspective. There will also be a technical tour of Fedje VTS and an industrial members' exhibition.

Further details may be found on the Symposium Web site:

www.vts2008.no



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VTS2008 Symposium in
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Please feel free to submit
information for future editions,
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Message from the Editor

The World VTS Guide continues its steady growth. Since the last edition of this Newsletter five major VTS systems have been added, Shenzhen in China, Gdanska in Poland, Lisbon in Portugal, Nikolayev in Ukraine, and Forth Ports in UK. The Guide now includes entries from 27 countries and 96 VTS systems.

The Shenzhen VTS system unusually covers the approaches to both the eastern and western areas of Shenzhen which are separated by the Hong Kong SAR. The Eastern VTS covers the approaches through Dapeng Gulf to Yantian Port, while the Western VTS covers the approaches to the ports of Shekou and Chiwan, as well as some other smaller ports. The information is contained in two text pages and two diagram pages.

The Gdansk VTS entry covers the approaches, through a traffic separation scheme, to the major Polish ports of Gdansk and Gdynia. The information is contained in two text pages and one diagram page.

The VTS for the Portuguese capital, Lisbon is relatively straightforward compared to others, due to the short approaches from the Atlantic Ocean directly into the port area. The

information is presented on two text pages and one diagram page.

The Nikolayev VTS is a welcome addition as the first VTS from the Ukraine to join the guide. The approaches pass the entrance to the ports of Odessa and Yugny, and then follow a long and winding route to the port of Nikolayev. The information is contained in two text pages and two diagram pages.

Finally, from the UK the Forth Ports VTS has joined the Guide. The VTS guides vessels along the Firth of Forth estuary and covers the ports of Leith (the port for Edinburgh), Rosyth, Grangemouth and several other smaller ports. The information is contained in one text and one diagram page.

Many of the entries now include details of services provided by the VTS; following the agreement of the codes that should be used by the IALA VTS Committee, the information is presented in a coded form. Where a code is used it is placed just under the title of the respective VTS Service, the entry is linked, so that when clicked, it opens a pop-up window to explain the meaning of the coded information. We would welcome feedback on this new feature – is it useful?

The Editorial Team are also continuously involved with updates to the existing entries. If you notice information that is

by Captain Paul Owen

out of date, please do let us know. The easiest way is via email, there is a link on the home page using the leftmost menu button. Your general comments on the World VTS Guide Service and how it could be improved are always welcome.

Electronic communications with vessels continues to expand. There have been recent press reports announcing a system to enable ordinary cell phones to be used by crewmembers on board to keep in touch with friends and family ashore. Other systems are designed to allow vessels to have access to the internet, although it seems likely some restrictions will apply regarding the content available, we are working hard to ensure that the Guide has the widest distribution possible so the information is always accessible by those who need it. The World VTS Guide is therefore becoming even more relevant as a source of information for Shipmasters who need information on a VTS. To ensure maximum accessibility, there is no complex programming on our Website, everything is kept as simple as possible for speed and reliability.

We are always looking for new VTS Systems to add to the Guide. If you are involved with a VTS not currently included we would be delighted to hear from you.

News from the Industry

Tideland AIS Port of Barcelona

Against strong international competition, Tideland Signal Ltd recently announced that it had won the public tender to supply its Informer V03 AIS to Barcelona Port Authority for installation on four of the port's buoys in order to improve identification by vessels and to make it easier to service the equipment.

Under the contract Tideland is supplying four AIS units together with all accessories necessary for their installation on the buoys and a training programme for five port authority engineers, who will be responsible for operation and maintenance. The training

has involved the actual installation and commissioning of the first AIS aid to navigation on one of the buoys.

Tideland's Informer V03 AIS system is said to be the first designed specifically for installation on aids to navigation, and is capable of full integration into port or coastal AIS networks. It broadcasts its name, type and MMSI number, virtual target flag and, in the case of moored aids, a warning if it goes off station. This information is received by all AIS-fitted vessels as well as land stations and is displayed graphically and in real time on any AIS-enabled electronic chart or radar screen.

The Informer V03 Type3 units have been installed on the two fairway buoys and the first pair of lateral-mark buoys that mark the initial southern entry to

Barcelona port. Apparently there has been no need to enlarge the buoy's solar power system, due to the Informer unit's low consumption and the generous solar power provision existing on the buoys.

Barcelona, one of Spain's busiest ports, plans to install a new AIS base station in the future. Consequently, the port authorities chose Tideland's Informer V03 Type 3, a transmit and receive unit, which allows integration into a high AIS traffic environment without the need for slot management by a base station.

Approved to ISO 9001:2000, Tideland Signal Limited is a British-based member of the Tideland group of companies, which specialises in the design and manufacture of aids to marine navigation. The Tideland group is independently owned and has its headquarters in Houston, Texas.

Message from the Industry

Lockheed Martin

With years of experience in advanced sensor technology and systems integration, Lockheed Martin is helping governments, waterway authorities, and mariners by providing reliable and cost-effective solutions to vessel traffic management. The systems also monitors ports and coastlines, protects assets and supports search and rescue missions throughout the world. Applications for this technology include: coastal and harbour surveillance; vessel traffic management and oil ports and offshore platforms. Lockheed Martin's MTM200™ software is the central command and control, display and processing software for the VTMS. MTM200 receives data from a wide variety of integrated sensors and other applications and performs final information processing, display and dissemination. It has the ability to display vessel tracks from multiple sites and multiple sensors. In addition, vessels tracked by multiple sources are correlated by MTM200 into a single fused system track to minimize ambiguity to the operation. The US Coast Guard chose Lockheed Martin to develop its Ports and Waterways Safety System (PAWSS) incorporating at VTMS. PAWSS has been installed in nine US ports to date. Internationally, Lockheed Martin has installed its systems in France, Greece, Egypt, China, Argentina, Republic of Georgia, Singapore, Morocco, Algeria, and Romania. A transportable marine security system is also available.

C-Map

In mid-August 2006 the Boeing Company announced that it had reached an agreement to acquire C-Map, a leading provider of digital maritime cartography, data services and other navigational information. The purchase was completed on 30th January 2007 and C-Map is now part of Jeppesen's marine division. The merged companies bring over 100 years of combined experience and leadership to the marine marketplace. C-Map has a broad portfolio of cartography and data services, along with its key relationships with hydrographic offices, OEMs and customers and this is expected to accelerate Jeppesen's expansion in the marine information services market. "C-Map complements Jeppesen's strategic direction," said Mark Van Tine, Jeppesen President and Chief Operating Officer. "It blends well with our existing marine initiatives, and complements our long-standing competencies as an information solutions provider. Together with C-Map, Jeppesen will extend to the marine market a broad range of competencies we have developed and executed upon over the last 72 years, delivering mission-critical operational information to people who depend on it."

C-Map has significant operations throughout Europe, Australasia and the Americas.

Transas

At the end of June Transas Marine UK and Kenya Ports Authority (KPA) signed a prestigious contract for the supply, installation and commissioning of a VTMS system for the port of Mombasa in Kenya. The VTMS system was due to be installed and officially handed to KPA in February 2008. The main operator control room will be located inside the Port of Mombasa's brand new 70m high Port Control Tower, and additional equipment will be installed at Ras Serani Station, Likoni Sector Light, and KPA Headquarters. The contract represents a significant investment for KPA, and it was awarded to Transas after extensive market analysis and a comprehensive, wide-ranging, and world-wide tendering procedure. Mombasa is the largest and busiest port on the East African coast and is the hub of KPA's operations. As a major port of call for international shipping lines, it serves the needs of governments, commerce and industry in Kenya and neighbouring countries. In a statement following the contract signing, the General Manager of Transas Marine UK, Mr Chris Loizou, said, "This latest VTS contract for Transas is the culmination of a considerable amount of work by Transas Marine UK and Transas Middle East. It represents a significant success for us, and the end result will be one of the most modern and powerful coastal surveillance systems installed anywhere in the world this year. We are grateful to KPA for their support and look forward to working closely with them to ensure that the system is delivered to specification, and successfully commissioned on time and within budget." At the time of contract signing, the preliminary scope of supply includes two high performance coastal surveillance radars, CCTV, Automatic Identification System (AIS) Base Stations, VHF & HF Base Stations, and other ancillary equipment. A number of additional optional items have been offered by Transas and some or all of this additional equipment could be requested by KPA. One of the major contributory factors that helped to secure the Mombasa VTMS contract for Transas was the inclusion of our latest Navi-Harbour software and the powerful ORS3 radar processor system as key parts of our proposal. Transas Navi-Harbour and ORS3 system are currently being used in more than 100 authorities, ports and harbours around the world. Both of these systems have benefited from considerable development over the last 10 years, and are now crucial elements in some of the world's most modern and powerful VTMS systems, including the recent National VTMS for Bulgaria and the VTMS for Malta. All the hardware equipment to be supplied will be Commercial-off-the-Shelf (COTS) and the software is from Transas' tried and tested Navi-Monitor 3000 range, which is now being used by over 100 customers as diverse as navies and coastguard (inc the UK and US navies), local/national government agencies, and all types of small, medium and large statutory harbour authorities around the world. All Transas' VTS and Marine Surveillance Systems comply with the IALA VTS Guidelines, the ISPS Code, all applicable IMO conventions, including SOLAS Chapter V, Regulation 8-2, and take full account of the Port Marine Safety Code.