

THE WORLD VTS GUIDE

News from the Industry

KONGSBERG NORCONTROL IT

Singapore

Kongsberg Norcontrol IT's C-Scope Vessel Traffic Service (VTS) system has been selected by the Maritime and Port Authority of Singapore (MPA). The contract, was awarded in June 2009. At its narrowest point, the Singapore Strait is only 1.5 nautical miles wide. Providing a Vessel Traffic Information Service (VTIS) on a 24/7 basis to both transiting vessels and vessels bound for the Port of Singapore in a clear and unambiguous manner presents challenges. The project, valued at approximately S\$25.5 million (approx. €12.5 million), is extensive and encompasses a core C-Scope VTS system with maritime communications, AIS, CCTV, RDF and GMDSS with multiple interfaces to enable interoperability. The entire system will be set up at a new Port Operation Control Centre (POCC) in Changi.

The core technology for the project is the C-Scope VTS system, which has advanced features such as:

- VTS Operator Client with enhanced visualisation including 3D Views
- Decision support functions to dynamically identify contraventions, congestion and risk
- Embedded Search And Rescue (SAR) and Traffic Analysis tools
- Radar Video Web Map Service
- Web based viewing
- Interoperability module

TERMA

Small-target detection in rough weather conditions

Terma's product portfolio for radar-based surveillance solutions is named SCANTER. The SCANTER transceiver product range comprises the new solid-state radars, SCANTER 6000 for Naval Surveillance and SCANTER 5000 for VTS, CS and SMR, SCANTER 2001, the combined sea and air surveillance radar, the SCANTER 4000, and the SCANTER 4100 naval 2D surface and air surveillance radar.

SCANTER 5000 solid-state Radar

Recently, Terma Radar Systems, introduced their new solid-state radar series, SCANTER 5000, for VTS and Coastal Surveillance and Airport Surface Movement Surveillance. The new radar offers superior performance through intelligent design and advanced processing. The SCANTER 5000 series is fully coherent with software-defined functionality and is compliant to the IALA V.128 recommendations for VTS.



12th International IALA

VTS Symposium
Beyond the limits 2012

THE WORLD VTS GUIDE



March 2010 Issue 3

World VTS Guide Newsletter

Message from the Chairman - Torsten Kruise

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

You will see herein a message from Captain Paul Owen, Editor of the Guide, who tells of progress, particularly with the new entry for St Petersburg and updates for London, the Turkish Straits and Rotterdam. There is also news from manufacturers of VTS installations.

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 at: www.worldvtsguide.org

You will see the extent, more than 90 ports and their approaches in 20 countries. There is no doubt in my mind that the Guide continues to provide shipmasters, navigating officers and other interested persons with readily accessible and concise information regarding the navigational requirements of so many VTS Centres around the world.

Let us not forget that the Guide remains a truly international publication for the world's mariners and is, I believe, the only one of its type available at no charge to the user on the bridge and to be found on the World Wide Web.

As a board we remain truly international with far reaching representation. This extends from my own organisation, IALA, to experts from

the International Association of Ports and Harbors (IAPH), the International Maritime Pilots' Association (IMPACT), the International Harbour Masters' Association (IHMA) and the International Federation of Shipmasters' Associations (IFSMA). Together we meet to discuss the preparation and issue of the Guide. Happily, we have the active support of the International Hydrographic Organization (IHO) and, of course, the publication is recognised at IMO.

A year and a half on from the last international VTS Symposium in Bergen we now look forward to the twelfth in the series to be held between 10th and 14th September 2012 in Istanbul. Our friends at the Directorate General of Coastal Safety, Turkey have great plans in store for a fine event and I invite you to put the dates in the diary. I hope to bring you up to date with progress in our next newsletter.

In a few days I prepare to hand over the IALA helm to Gary Prosser who has been working alongside me for several weeks and who will take up the post of IALA Secretary General and Chairman of the World VTS Guide Board at the end of March. Gary is an experienced administrator and until recently was Deputy Chief Executive of the Australian Maritime Safety Authority (AMSA). He



has been a frequent delegate at IMO where he represented Australia. I assure you the World VTS is in good stewardship.

With thanks for your support for the Guide and to me.

Best wishes for the future.

**Message from the Chairman,
Message from the Editor,
News from the Industry,
VTS2012 Symposium in
Istanbul.**

**Please feel free to submit
information for future editions,
to: Virginia Butler**

**Coordinator, World VTS Guide
manager@worldvtsguide.org**

Message from the Editor - Captain Paul Owen

Since the last World VTS Guide Newsletter, your Editor has been busy with several updates and adding a new VTS for St Petersburg in Russia.

The St Petersburg VTS entry covers two areas, the Coastal VTS and the Port VTS. The Coastal VTS comprises a plan showing the two Sectors from 26°30' East (the easternmost boundary) right up to St Petersburg. There is also one page of information covering VHF Procedures, the reports required from vessels entering and transiting the area together with pilotage and health requirements.

The Port VTS information also has a plan which covers the area from 29°12.1' East (Buoy No. 13) up to and including the Port. And shows the three Sectors used for communications with the VTS. There is a further page of information, again covering VHF procedures, the reports required from vessels approaching or leaving the port, together with pilotage and health requirements. As always these pages may be viewed and or downloaded free of charge from the World VTS Guide website.

We have also updated several entries in the Guide: London VTS, which takes account of revised reporting procedures and navigable channels; the Turkish Straits VTS, which now includes improved services in the Sea of Marmara; and the Port of Rotterdam, which included some major updates to various pages and reorganisation of the Plan pages. The Port of Rotterdam is a complex area, we therefore also refer to the official publication "Port Information Guide" which is often amended and available on the Port of Rotterdam website.

We are now anticipating our first entry in the Arabian Gulf.

It is vital that entries are kept up to date, please inform us if your entry requires updating. New entries are always welcome to further expand the coverage of the World VTS Guide.

News from IMO SOLAS Consolidated edition 2009

On 7th December IMO announced that it had published a new consolidated edition of the International Convention for the Safety of Life at Sea (SOLAS), the most important of all the international conventions dealing with maritime safety. It provides an essential reference for maritime administrations, shipbuilders, ship owners and operators, shipping companies, equipment manufacturers, training institutes and all others concerned with the SOLAS requirements.

SOLAS is one of the oldest maritime safety conventions, the first version having been adopted in 1914 following the sinking of the *Titanic*. Since then, there have been four more versions of the Convention. The present version was adopted in 1974 and entered into force in 1980, and has subsequently been amended many times to keep it up to date.

The SOLAS Consolidated Edition 2009 provides a consolidated text of the SOLAS Convention, its Protocols of 1978 and 1988 and all amendments in effect from 1 July 2009. It includes new regulations adopted since the 2004 edition was published, including regulation V/19-1 on long-range identification and tracking of ships; regulation II-1/3-8 on mooring and towing equipment; and regulation II-1/35-1 on bilge pumping arrangements.

The SOLAS provisions for corrosion protection have been updated and expanded, with the new requirements incorporated in a revised chapter II-1, which includes probabilistic requirements for subdivision and damage stability.

The appendix containing the form of certificates includes the fully revised safety certificates for nuclear passenger and cargo ships. The revised list of certificates and documents required to be carried on board ships is also included.

SOLAS Consolidated Edition 2009 is available from authorized distributors of IMO publication and via IMO's online bookshop at www.imo.org/Publications.

The 432 page A4 volume has the product code: IE110E, ISBN: 978 92 801 1505 5 and is priced at £75. It is also available on CD (DG110E, 978 92 801 70290) at £75, and as an annual online subscription (S110E) at £99.

News from the Industry

TRANSAS

Gibraltar

In February the Gibraltar Port Authority (GPA) commenced a renewal of its VTS system and developed an agreement with Transas to facilitate the supply, development and commissioning of a VTS including all necessary hardware, software, sensors, communication systems, training and support. The GPA VTS allows operators to visualise and interact with all marine traffic within the Area of Responsibility by bringing together subsystems including radar, automatic identification system (AIS), electro optical (or CCTV), VHF communications (including radio direction finding and digital selective calling), hydro-meteorological data, a port information system (a database including vessels, visits, operations, weather log and electronic logbook) and track/audio recording and playback. All these services are fully integrated through a set of VTS system servers and presented to the operators in a new state-of-the-art dual workplace control room located within the GPA office situated on the North Mole in the port of Gibraltar. The VTS system selected by the GPA is based upon Transas Navi-Harbour VT-MIS equipment. Similar units are also in use by the Cyprus Ministry of Merchant Marine, the Armed Forces of Malta as well as Kenya Ports Authority. More than 150 other successful shore-based installations have been completed by Transas over the last 15 years. The port of Gibraltar occupies a uniquely important strategic location at the intersection of Atlantic and Mediterranean shipping lanes – one of the world's busiest routes (some 110,000 ships transit the Gibraltar Strait each year). The port handles 10% of these vessels, providing bunkering, crew changes, provisions and ships' spares. It also has repair and dry dock facilities and hull cleaning afloat capability. The Gibraltar Port Authority (GPA) oversees all operations at the port including responsibility for Search and Rescue and coastguard operations within British Gibraltar Territorial limits. Its most important functions are safety of navigation, counter pollution, security and monitoring of all marine activities. The port has a thriving leisure market being a leading passenger destination as well as a centre for yachts touring the Mediterranean.

Morocco

Transas is currently working on two VTS projects in Morocco, in the ports of Agadir and Nador with Agence National des Ports (ANP), in partnership with SOREMAR Group, to initiate these projects. It is understood the scope of supply at each port includes a high performance radar, two CCTV systems, a communications system with three VHF and one HF stations, AIS base station, direction finder and weather station. The port of Agadir lies on the shores of the Atlantic and is the main gateway and point of export for goods from South Morocco. As Morocco's fourth busiest commercial port, it is a bustling affair and thrives from the rich fisheries off the Moroccan Atlantic coast. The port of Nador lies on the northeastern shores of Morocco facing the Mediterranean and is a ferry gateway to Europe. Together with Sorem Group, Transas has already supplied and commissioned three VTS installations in Morocco in the ports of Mohammedia, Tanger and Jorf Lasfar. Several months ago Transas completed an installation of VTS in Khalifa Bin Salman Port, Bahrain. The project was initiated by Aeradio Technical Services W.L.L. for APM Terminals, provider of port and terminal management and operational expertise, which serves over 60 container lines. Technically this Gulf installation is based on two radars, an AIS base station, weather station, three VHF stations and DSC messages server. All equipment is integrated into one multifunctional project, which fulfils the tasks of providing navigation in a port's responsibility zone. In addition it enables the gathering of statistical data about vessels which can be used, for example, in preparing reports for a port's financial services as a base for charging for port operations such as mooring, towing and so forth. Furthermore, there is provision for plans regarding vessels entering and situation monitoring in the port taking account of the number of vessels in the port, their status and location.

People's Republic of China

Also in February it was announced that Transas China and the Ministry of Transport of the People's Republic of China had signed a contract for the supply, installation and commissioning of a Navi-Monitor system. This is understood to be the first VTS Transas has sold in mainland China and also means a significant step to further progress in the China shore-based system market. China VTS is a comprehensive system including one radar, three VHF base stations, one automatic identification system (AIS) and two sets of ECDIS. The contract represents significant progress Transas has made in the China VTS market and the system includes Navi-Monitor software, and a powerful radar processor system.