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## **Vessel Traffic Services (VTS) and Port Information in the United Kingdom**

Note to Port and VTS Authorities, VTS Operators, Masters and Deck Officers of Merchant Vessels and Skippers and Watchkeepers of Fishing and recreational Vessels.

This note should be read in conjunction with MGN 239 and MGN 240.

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### *Summary*

The purpose of this guidance note is to amplify the international definitions of VTS in the UK national context and assist Statutory Harbour Authorities in the implementation of a new VTS or the review of an existing VTS. They will also be used by the Maritime and Coastguard Agency (MCA), as Competent Authority for VTS, when implementing a Coastal VTS.

### *Key Points*

- This note is developed from existing international guidelines; IMO Resolution A.857(20), MSC/Circular 952 & the IALA VTS Manual (2002) but takes into account of the UK's specific situation.
- It defines the UK's interpretation of VTS.
- It complements the Port Marine Safety Code and the Guide to Good Practice on the management of safety in ports.

### Note

Although this MGN is aimed essentially at shore based establishments, there is merit in its distribution to a wider audience. To promote awareness of the important contribution that VTS and Port Information make to the maritime industry and to indicate the approach to VTS adopted in the UK, it is appropriate that all recipients of VTS and Port Information receive this information.

The Port Marine Safety Code and the Guide to Good Practice were published by the Department for Transport (DfT) in March 2000 and March 2002 respectively.

## 1 INTRODUCTION

The term VTS is used in this document in the same specific sense as in the International Maritime Organisation (IMO) and the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) documentation referenced.<sup>1</sup> It also specifies a standard for training leading to a certificate (V-103/1 and V-103/2).<sup>2</sup> The term VTS is used to describe systems that both have the functionality specified and are operated by people trained to the V-103 standard. The training standards have been developed to encompass VTS operations ranging from provision of an Information Service to Traffic Organisation Service. The latter may be more than the requirements many ports derive from their risk assessment (see MGN 240).

This note provides guidance for those harbour authorities with – or proposing – all types of VTS, which necessarily require operators to be trained to the V-103 standard and the provision of, at least, an Information Service.

Two types of VTS are recognised; Port and Coastal. A Port VTS is mainly concerned with vessel traffic to and from a port or harbour or harbours, while a Coastal VTS is mainly concerned with vessel traffic passing through the area and usually only an Information Service is rendered.

In implementing a VTS the Statutory Harbour Authority needs to consider which of the three categories – Information Service, Navigational Assistance Service and Traffic Organisation Service - it will provide, as this will dictate the manning and equipment requirements. Similar considerations should be taken into account when implementing provision of Port Information (see section 5 of the Note).

Recognising that in the UK the responsibility for most VTS lies with Statutory Harbour Authorities, these guidelines should be read in conjunction with International Maritime Organisation (IMO) Resolution A.857(20) Guidelines for Vessel Traffic Services, the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) Recommendation V-119,<sup>3</sup> The Implementation of Vessel Traffic Services, the IALA VTS Manual (2002), the Port Marine Safety Code and the Guide to Good Practice.

The EU Directive 2002/59/EC, adopted by the European Council on 19 December 2001, which repealed Council Directive 93/75/EEC, addresses the establishing of a community monitoring and information system for maritime traffic. One implication of this Directive is the networking and utilisation of Automatic Identification System (AIS) information by 2007 and the exchange of VTS information between Member States by 2008. The MCA, as the Competent Authority, is responsible for ensuring UK compliance with the Directive and thus needs to ensure that future developments in VTS are consistent with UK policy. In this respect, it is recommended that Statutory Harbour Authorities should consult the MCA about their future plans.

This note also identifies the need within the UK for a type of service where a VTS is assessed as excessive. It defines the concept of Port Information for national use and gives guidance on when such a type of service may be considered appropriate.

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<sup>1</sup> IMO Resolution A.857(20) and the IALA VTS Manual 2002

<sup>2</sup> MSC/Circular 952

<sup>3</sup> IALA Recommendation V-119 (Recommendation on the Implementation of Vessel Traffic Services), September 2000

## 2 OBJECTIVES

It is important to consider the objectives that a VTS or provision of Port Information is intended to achieve. These need to be clearly defined and be subject to regular review. They also need to be reflected in the type of service provided.

In setting objectives, it may be helpful to recall that the purpose of vessel traffic services is to improve 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 may contribute to port and general maritime security.

The precise objectives of any VTS will flow from the Formal Risk Assessment and will depend upon the particular circumstances in the VTS Area and the volume and character of maritime traffic. They will also need to take into account the capability of expertise and technology available.

## 3 LEGAL BASIS

Regulation 12<sup>4</sup> of the revised Chapter V of the International Convention for the Safety of Life at Sea requires Contracting Governments to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services. The regulation also requires that :

- Contracting Governments planning and implementing VTS wherever possible follow the guidelines developed by the IMO.<sup>5</sup> In relation to the UK, the MCA is the Competent Authority for VTS for the purposes of those Guidelines.

- The use of VTS may only be made mandatory within the territorial waters of a Coastal State.

Under local Acts of Parliament, harbour authorities usually have duties to protect their harbours and regulate the approaches to them. It will be for each harbour authority to consider what is required as regards the provision of VTS or Port Information under its statutory duties.

When the European Union Directive on Community Vessel Traffic Monitoring and Information Systems<sup>6</sup> is implemented in the UK, it is likely to be done by regulations under section 2(2) of the European Communities Act 1972.

### 3.1 Liability

Liability arising from an incident following compliance with VTS guidance can only be decided on a case-by-case basis in accordance with national law. Consequently, a Statutory Harbour Authority / Competent Authority for VTS should take into account the legal implications in the event of a shipping incident where VTS Operators may have failed to carry out their duty competently. Similar considerations should be taken into account in the provision of Port Information.

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<sup>4</sup> SOLAS V, 2002

<sup>5</sup> IMO Resolution A.857(20)

<sup>6</sup> EU Directive 2002/59/EC

## 4 VTS CATEGORY

### 4.1 Introduction

A clear understanding of the distinction between the different categories of VTS is fundamental in the choice of service to be provided, its implementation, maintenance and periodic review.

Definitions of the three categories of service are provided by IALA and IMO documentation however these are broad interpretations designed to provide guidance only.

The purpose of this section, therefore, is to document the interpretation of the different categories of service, as adopted by the United Kingdom. Furthermore it amplifies the relationship between each category of service and explains the level of interaction, between VTS and vessel, appropriate in each case.

The following is an explanation of each category of service as recognised by the UK Competent Authority for VTS.

### 4.2 Information Service<sup>7</sup>

Defined by IMO as 'a service to ensure that essential information becomes available in time for on-board navigational decision-making'. The information service comprises broadcasts of information at fixed times or when deemed necessary by the VTS Authority or at the request of a vessel, and may include for example :

- (1) Reports on the position, identity and intentions of other traffic;
- (2) Waterway conditions;
- (3) Weather;
- (4) Navigational hazards;
- (5) Any other factors that may influence the vessel's transit.

### 4.3 Navigational Assistance Service<sup>8</sup>

Defined by IMO as 'a service to assist on-board navigational decision-making and to monitor its effects, especially in difficult navigational or meteorological circumstance or in case of defect or deficiencies.' There may be occasions when an increased or new risk makes it appropriate to enhance the service through the additional provision of a Navigational Assistance Service. The IMO Resolution explains the key tenets of this service as :

- (1) A service that is intended to assist in the navigational decision making process on board and to monitor its effects.
- (2) Particularly relevant to :
  - a) Difficult navigational circumstances;
  - b) Difficult meteorological conditions;
  - c) Vessel defects or deficiencies.
- (3) A service that is rendered at the specific request of a vessel or by a VTS Authority when deemed necessary.
- (4) A service that is provided only on specified occasions and under clearly defined circumstances.
- (5) The beginning and end of navigational assistance should be clearly stated by the vessel or the VTS and acknowledged by the other party.

The IALA VTS Manual<sup>9</sup> indicates that Navigational Assistance Service can fall into one of two categories, depending on whether navigational information or advice is given. Navigational Assistance Service consisting only of the giving of navigational information is referred to in this guidance as Contributory. Navigational Assistance Service consisting of the giving of navigational advice as well as navigational information is referred to as Participatory. The definitions, particularly of the Participatory service, are open to interpretation and for the avoidance of doubt their meaning is refined and expanded as follows.

<sup>7</sup> IMO Resolution A.857(20) paragraph 1.1.9.1

<sup>8</sup> IMO Resolution A.857(20) paragraph 1.1.9.2

<sup>9</sup> IALA VTS Manual section 2.2.3

<p>4.3.1 Contributory Navigational Assistance Services</p> <p>A Contributory Navigational Assistance Service is solely the provision of factual navigational information to assist the on-board decision making process. The information is provided either in response to a specific request from a vessel or when the VTS Authority perceives that the information would be of use to the vessel.</p> <p>A Contributory Navigational Assistance Service may include information on :</p>	<p>(2)</p> <p>(3)</p> <p>(4)</p> <p>(5)</p> <p>(6)</p>	<p>The need to reflect this category of service in the On the Job Training of VTS Operators;</p> <p>Operator work load during Participatory Navigational Assistance Service, including other responsibilities and activities, and the number of vessels being monitored or advised;</p> <p>Use of a discrete frequency;</p> <p>Increased traffic restrictions;</p> <p>The requirements of the Pilotage Act 1987.</p>
<p>(1) Courses and speeds made good;</p> <p>(2) Positions relative to fairway axis and waypoints;</p> <p>(3) Positions, identities and intentions of surrounding traffic;</p> <p>(4) Warnings of dangers.</p> <p>4.3.2 Participatory Navigational Assistance Service</p> <p>In a Participatory Navigational Assistance Service, the VTS can become involved in the on-board decision making process by providing navigational advice. Through the exchange of information between vessel and VTS, an agreed course of action may emerge. However, any recommendations from the VTS must be result orientated and must not include specific instructions on courses to steer and speed through the water. As with the Contributory service, it is provided on specific request or when perceived necessary by the VTS Authority, in the interests of safety.</p> <p>Dependent on the complexity of the situation and the level of risk mitigation required, consideration should be given to the following :</p>	<p>4.4</p>	<p>Traffic Organisation Service<sup>10</sup></p> <p>Defined by IMO as ‘a service to prevent the development of dangerous maritime traffic situations and to provide for the safe and efficient movement of vessel traffic within the VTS Area.’</p> <p>The provision of a Traffic Organisation Service includes a comprehensive and dedicated service, throughout the declared service period, without which the long term planning of traffic movement and developing situation would not be possible. This service is, by its nature, more comprehensive than an Information Service, the capability of which it necessarily includes.</p> <p>Where the risks identified through the formal risk assessment are such that the only appropriate mitigating measure is the provision of service that monitors vessel traffic movement and enforces adherence to governing rule and regulation, a Traffic Organisation Service should be considered appropriate.</p>
<p>(1) Authorisations of operators providing the service and recording of such authorisations;</p>		

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<sup>10</sup> IMO Resolution A.857(20) paragraph 1.1.9.3

A Traffic Organisation Service is concerned with, for example :

- (1) Forward planning of vessel movements;
- (2) Congestion and dangerous situations;
- (3) The movement of special transports;
- (4) Traffic clearance systems;
- (5) VTS sailing plans;
- (6) Routes to be followed;
- (7) Adherence to governing rules and regulations.

Instructions given as part of a Traffic Organisation Service shall be result orientated, leaving the details of the execution to the vessel.

## 5 PORT INFORMATION

Some ports will identify from their risk assessment the need to provide a VTS as specified in the IMO and IALA documentation. To accommodate all other ports, the UK has chosen to introduce Port Information. This service is applicable to those ports where it has been assessed that a VTS, as described above, is excessive or inappropriate. They will not, therefore, require to train their operators to the V-103 standard. The term Port Information is used in this document to describe the services provided by such ports – it does not imply a lower standard, or a poorer service to customers. The main difference arising from provision of Port Information is that it does not provide VTS. As such, the training requirement for its operators is less comprehensive and the operators are unlikely to be certified to the V-103 standard.

Provision of Port Information is designed to improve port safety and co-ordination of port services within the port community by dissemination of port information to vessels and berth or terminal operators. It is mainly concerned with the management of the port, by the

supply of information on berth and port conditions. Provision of Port Information can also act as a medium for liaison between vessels and stevedores or allied services, as well as providing a basis for implementing Port Emergency Plans.

Identification of the threshold between Port Information and VTS may be difficult to determine. It is likely to be port specific and will only become clear following the risk assessment process, when all mitigating factors have been considered. Port Information is applicable where interaction is unnecessary to fulfil the statutory requirements of the harbour authority's duties with regards to navigational safety. It is not required to have the ability and or the resources to respond to developing traffic situations. Neither is there a requirement for a vessel traffic image<sup>11</sup> to be maintained.

Key considerations will be :

- (1) The complexity of the advice and information required to be exchanged;
- (2) The equipment deemed necessary;
- (3) The level of operator competence required.

Examples of Port Information may include:

- (1) Details of shipping movements;
- (2) Visibility in the area;
- (3) Wind speed and direction;
- (4) Tidal height;
- (5) Berthing information;
- (6) Preferred anchorages.

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<sup>11</sup> IMO Resolution A.857(20), paragraph 1.1.8

It should be noted that whilst this list appears similar to that for an Information Service the key issue is whether the port interacts with the vessel traffic or not. Training for the provision of Port Information shall be based on the selection of appropriate modules, or elements thereof, from the V-103 syllabus, depending on the equipment and capabilities used. Annex 1 shows the minimum requirement however training must also include any additional equipment or capability used. Annex 2 lists the modules contained in the V-103 syllabus.

The table at Annex 1 contains details of equipment and capabilities considered to be the minimum requirement for each type and category of service.

## **6 RELATIONSHIP BETWEEN SERVICES**

The relationship between the various types (Port Information and VTS) and categories of service (Information Service, Navigational Assistance Service and Traffic Organisation Service) is illustrated in the following diagram.

VTS builds on Port Information and it can be seen that the categories of VTS are cumulative, with an Information Service being an essential building block of both Traffic Organisation Service and Navigational Assistance Service.

## 7 SERVICE STRUCTURE

The structure consists of three elements, namely : Operational; Technical and Administrative. Whilst the following text relates specifically to the development of a VTS some of the aspects addressed may also be applicable when considering the provision of Port Information.

### 7.1 Operational Structure

A determination needs to be made as to whether the VTS should be provided from one or more centres. Technical, financial and environmental aspects will need to be taken into account, although the final decision may be dependent on other factors, such as jurisdictional boundaries.

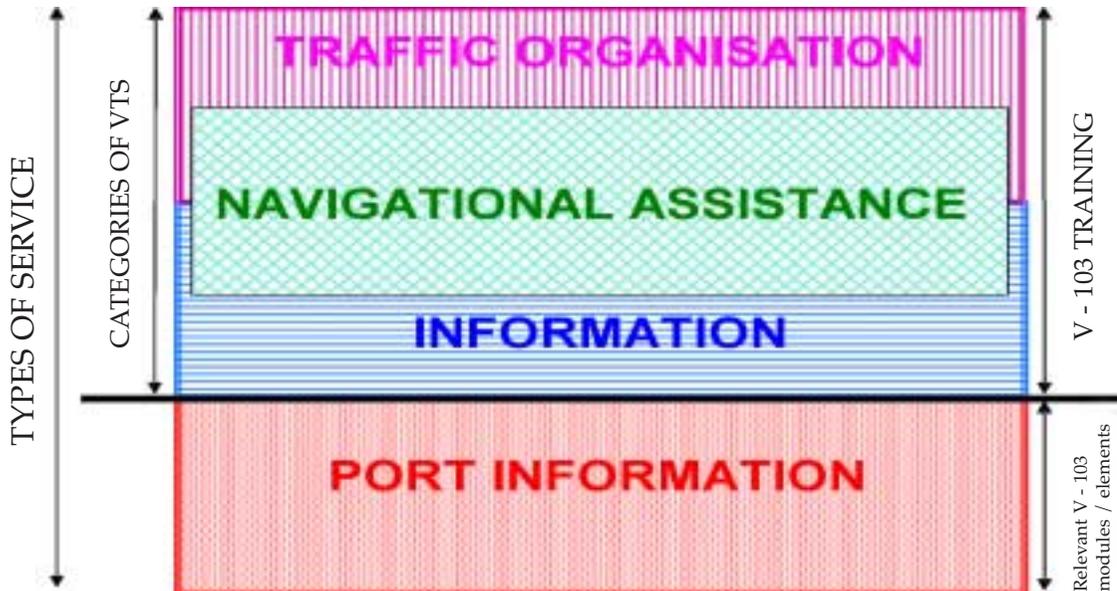


Figure 1 Relationship between types and categories of service

Further information can be found in the IALA VTS Manual 2002 Chapter 3 – Structuring a VTS

### 7.2 Technical Structure

The major technical factor is likely to be an assessment of the coverage of the VTS Area, which is likely to be obtained by radar and / or AIS. This may indicate that two or more radars or base-stations are necessary to provide complete coverage of the VTS Area. The information detected by several base-stations or radars can be transmitted to one VTS Centre if required. Other technical aspects of the infrastructure relate mainly to the full integration of sensors with the means provided for analysing the resulting data and the consequent transmission of any resulting analysis.

Further information on Technical Structure can be found in the IALA VTS Manual 2002 Chapter 3, sections 3.2 and 3.3.

### 7.3 Administrative Structure

The administrative aspects of the infrastructure provide the means by which the continued operation of a VTS or provision of Port Information is enabled. These include but are not limited to :

- (1) The preparation of procedures for operation of the service and their periodic review.
- (2) The recruitment and training of personnel<sup>12</sup>, including operational, maintenance and support staff, the preparation of personnel structures including leave and duty rosters.
- (3) The maintenance, repair and cleanliness of the VTS Centre and outstations / location from where Port Information is provided.
- (4) The provision of facilities necessary to support the operation of the VTS Centre / location from where Port Information originates.
- (5) Financial matters, including the funding of the VTS / provision of Port Information, staff payment, contractual arrangements and other budgetary matters.

Further information on Administrative Structure can be found in the IALA VTS Manual 2002 Chapter 3, section 3.2.4, and Chapter 5.

## 8 AUDITING AND REVIEWING PERFORMANCE

The evaluation of a VTS or provision of Port Information should determine if the purpose it was implemented for is still relevant and its objectives are being achieved. This requires auditing and reviewing of performance in accordance with the Statutory Harbour Authority's Safety Management System<sup>13</sup> (see MGN 239). The evaluation is intended to ascertain the effectiveness of the VTS in meeting its objectives, with respect to

mitigating the risks of collisions or groundings in the VTS Area.

The VTS or Port Information provided will depend on the result of the Formal Risk Assessment, which in turn will identify the standard and the performance indicators against which the VTS or Port Information will be evaluated. To be effective there needs to be a continuous process of internal review. The objectives of the VTS or provision of Port Information, therefore, need to be kept under review, bearing in mind changes in operations, operational methods, personnel and the availability of technology, to ensure that the objectives set for the VTS or provision of Port Information remain applicable and are being achieved.

At the request of a Statutory Harbour Authority, the Competent Authority for VTS (MCA), may assist with the evaluation process, with a view to ensuring compliance with UK best practice and international recommendations.

The overall evaluation of the VTS or provision of Port Information should be preceded by an assessment of the effectiveness of the equipment, manning and procedures involved.

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<sup>12</sup> All operational VTS personnel must be qualified in accordance with the IALA Recommendation for the training and certification of VTS personnel V103 (IALA VTS Manual 2002, Chapter 5, sections 5.2 and 5.3).

<sup>13</sup> Port Marine Safety Code Part Two, paragraphs 2.1.10 and 2.1.11 and the Guide to Good Practice, paragraphs 4.3.13 and 4.3.17.

**PORT INFORMATION AND VTS EQUIPMENT AND CAPABILITY TABLE**

Service / Category	Equipment								Capabilities									
	VHF	VHF / DF	Telephone	Facsimile	Radar	AIS Base-station	Manual Plotting facility	Electronic Chart / GIS	Dynamic	Meteorological Sensors	Hydrological Sensors	CCTV	Equipment performance monitoring	Redundancy	Data Recording	Data Management System	Data Export	Log & record keeping
Port Information	✓	○	✓	✓	○	○	○	○	○	○	○	○	✓	✓	○	○	○	✓
Information Service	✓	○	✓	✓	○	○	○	○	○	○	○	○	✓	✓	○	○	○	✓
Navigational Assistance Service	✓	○	✓	✓	○	○	○*	○	✓	✓	○	○	✓	✓	○	○	○	✓
Traffic Organisation Service	✓	○	✓	✓	○	✓	○*	○	✓	✓	○	○	✓	✓	○	○	○	✓

**Key**

✓ Required

○ Optional

○\* Optional but likely to become mandatory after implementation of the EU Directive on Vessel Traffic Management

GIS Geographic Information System

Note. The use of equipment marked optional carries with it the requirement that its operators are properly trained.

## **EXPLANATION OF EQUIPMENT AND CAPABILITIES IN ANNEX 1**

### **VHF – Marine band**

Very High Frequency radio, capable of working in the marine band on the channels identified and in sufficient numbers to provide the service and channels declared for the area.

### **VHF Direction Finding (VHF / DF)**

Very High Frequency radio direction finding equipment in sufficient numbers and at appropriate locations to assist in the confirmation of the source of VHF communications.

### **Telephone – Landline**

Shore-side telecommunications network with the capability to deal with all operational and emergency demands, including Allied Services.<sup>14</sup>

### **Facsimile**

Indicates availability of this service, which is connected to the shore-side telecommunications network.

### **Marine radar**

Indicates stand alone marine radar without automatic tracking.

### **Marine radar and tracking system**

Indicates stand alone marine radar with automatic tracking capability i.e. ARPA

### **VTS radar and tracking system**

Indicates a dedicated fully functional VTS radar and display system.

### **AIS (Automatic Identification System) base-station**

Indicates availability of a base-station compatible with the IMO approved AIS. This will also need to be compatible with the requirements of the EU Directive on Vessel Traffic Monitoring.<sup>15</sup> In this respect, it is recommended that the MCA should be consulted about future developments.

### **Manual plotting facility**

Any means for manually maintaining a traffic image i.e. magnetic board or paper chart.

### **Electronic Navigation Chart or Geographic Information System**

Indicates the use of an electronic chart display showing the physical and navigational characteristics of the area.

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<sup>14</sup> IMO Resolution A.857(20) Annex 1, paragraph 1.1.10

<sup>15</sup> EU Directive 2002/59/EC

### **Dynamic Traffic Image**

Indicates the use of a real-time display of the traffic image.

### **Meteorological sensors**

Indicates the availability of the necessary sensors to provide real-time meteorological information to stakeholders.

### **Hydrological sensors**

Indicates the availability of the necessary hydrological sensors to provide real-time hydrological information to stakeholders.

### **CCTV (Close Circuit Television)**

Indicates the use of CCTV in the provision of the service / category of service declared

### **Equipment performance monitoring**

Indicates the ability to monitor the performance of all equipment used in provision of the service / category of service declared, including a planned maintenance system.

### **Redundancy**

Indicates the presence of sufficient equipment to ensure continuity of the service / category of service declared under realistic fault conditions.

### **Data recording**

Indicates the ability to record all operational data concerned with the compilation of the traffic image. This will typically include radar / AIS data and all communications and will permit the replay of data in support of incident analysis.

### **Data management system**

Indicates the use of a fully integrated system that effectively manages all of the information necessary to provide the declared service / category of service.

### **Data export**

Indicates the capability to meet the requirements of the EU Directive on Vessel Traffic Monitoring.<sup>16</sup> In this respect, it is recommended that the MCA should be consulted about future developments.

### **Log and record keeping – automatic or manual**

Indicates a means of recording all activities within the area, which may be either electronic or manual. In more sophisticated systems this is likely to be incorporated in the data recording / data management system.

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<sup>16</sup> EU Directive 2002/59/EC

**TRAINING AND CERTIFICATION****1 Requirements of the model course V-103/1 – VTS Operator Basic Training<sup>17</sup>**

In order to discharge the duties required by VTS all operational personnel shall obtain a VTS qualification before being considered competent to act as a VTS Operator. A person should, therefore, be considered capable of carrying out the duties of a VTS Operator when in possession of:

- (1) A valid VTS Operator's certificate issued on behalf of the Competent Authority for VTS.
- (2) An appropriate endorsement in a VTS Certification Log issued on behalf of the VTS Authority.

The V-103/1 model course comprises 8 modules. These are :

- (1) Language
  - a) Structure of the English language as applied to voice communication;
  - b) Specific VTS message construction;
  - c) Standard phrases;
  - d) Collecting information.
- (2) Traffic Management
  - a) Regulatory requirements;
  - b) Roles and responsibilities;
  - c) VTS environment;
  - d) Principles of waterway and traffic management;
  - e) Traffic monitoring.
- (3) Equipment
  - a) Telecommunications;
  - b) Vessel Traffic Management Information Systems;
  - c) Radar;
  - d) Audio, video and other sensors;
  - e) VHF / Direction Finding (VHF / DF);
  - f) Tracking systems;
  - g) Equipment performance monitoring;
  - h) Evolving technologies.

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<sup>17</sup> IALA Recommendation V-103 and MSC/Circular 952, dated May 2000

- (4) Nautical knowledge
  - a) Chartwork;
  - b) Collision regulations;
  - c) Aids to navigation;
  - d) Navigational aids (shipborne);
  - e) Shipboard knowledge;
  - f) Port operations.
  
- (5) Communication co-ordination
  - a) General communication skills;
  - b) Communications;
  - c) Log and record keeping.
  
- (6) VHF radio
  - a) Radio Operator practices and procedures;
  - b) VHF radio systems and their use in VTS;
  - c) Operation of radio equipment;
  - d) Communication procedures, including SAR.
  
- (7) Personal attributes
  - a) Personal interaction and human relation skills;
  - b) Responsibility.
  
- (8) Emergency situation
  - a) National and international regulations;
  - b) Response to contingency plans;
  - c) Prioritise and respond to situations;
  - d) Co-ordination with and support to Allied Services;
  - e) Record activities concerning emergencies;
  - f) Maintain a safe waterway throughout emergency situations;
  - g) Internal / external emergencies.

The IALA syllabus further expands on the modules and elements detailed above and further information can be found in Model Course V-103/1 – Vessel Traffic Services Operator Basic Training.

Training for the provision of Port Information shall be based on the selection of appropriate modules or elements, depending on the equipment and capabilities used. In addition to the minimum requirement detailed in Annex 1, training must also include any additional equipment or capability used.

Further VTS qualifications including VTS Supervisor endorsement shall be awarded only following the completion of an accredited training programme.

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