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The maritime traffic management at the Port of Açú is carried out by the VTS Center, duly approved by the Brazilian Maritime Authority, being the first of its kind implemented in the country. The Port of Açú VTS Center was established with the purpose of providing a maritime traffic monitoring structure to observe and inform vessels, in real time, in the port's area of influence. In this way, the VTS Center contributes to increase the safety of navigation, of human life at sea and the prevention of water pollution; positively impacts the efficiency of inbound and outbound maneuvers of the port; contributes to the preservation of the environment; and supports the port security measures implemented by the Port Administration. The Port of Açú VTS Center is certified to provide the Information Service (INS) and the Operators are mainly responsible for: Identifying and positioning all vessels with AIS type A as well as all large vessels, getting to know their intention to move and their destination; Identifying and positioning all vessels with AIS type B as well as all midsize vessels, getting to know their intention to move and their destination; Following the movement of small vessels to check for possible traffic conflicts with larger vessels; Disclosing temporary changes to the promulgated procedures for the VTS Area (change of reporting points, channels and communication frequencies, etc.); Monitoring traffic development and broadcasting alert for collision-threatened vessels, diverted from their routes, heading where they should not or near undersea obstacles; Providing information to mariners, when requested or when it is deemed necessary by the VTS Operator, regarding the position, identity, intentions and restrictions on nearby traffic; Disclosing the Notices to Mariners for the VTS area, buoyage status, weather conditions and any changes in waterways that may affect the safety of navigation; Contributing, upon request of the Command of the 1st Naval District (Com1ºDN) / The Harbormaster - "Capitania dos Portos", in Portuguese - of Rio de Janeiro State (CPRJ), to SAR operations in the VTS area, but without performing management tasks and compromising the VTS service. The following resources are available at the VTS Center to support its activities: X-Band RADAR; AIS type "A" Base station; VHF Transceptor; CCTV; Meteorological and Hydrological system; Navi Harbour™ ECDIS Procedures to mariners in the VTS area Port Administration Porto do Açú Operações S.A. through the Açú VTS Center VHF CH 10 and 16 Telephone: +55 22 2133 1100 Extension: 1223 Mobile: +55 22 98119 3700 E-mail: acu.vts@portodoacu.com.br Address: Fazenda Saco Dantas, S/Nº - Porto do Açú - São João da Barra/RJ - Brasil - CEP 28200-000 For further information about regulations, it is suggested to read the Port Information and the Brazilian Maritime Authority Regulations Vessel traffic services (VTS) are shore-side systems which range from the provision of simple information messages to ships, such as position of other traffic or meteorological hazard warnings, to extensive management of traffic within a port or waterway. Generally, ships entering a VTS area report to the authorities, usually by radio, and may be tracked by the VTS control centre. Ships must keep watch on a specific frequency for navigational or other warnings, while they may be contacted directly by the VTS operator if there is risk of an incident or, in areas where traffic flow is regulated, to be given advice on when to proceed. SOLAS regulation V/12 - Vessel traffic services states that Governments may establish VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services. The development of VTS Traditionally, the master of a ship has been responsible for a ship's course and speed, assisted by a pilot where necessary. Ships approaching a port would announce their arrival using flag signals. With the development of radio in the late 19th century, radio contact became more important. But the development of radar during World War Two made it possible to accurately monitor and track shipping traffic. The world's first harbour surveillance radar was inaugurated in Liverpool, United Kingdom, in July 1948; and in March 1950, a radar surveillance system was established at Long Beach, California, United States - the first such system in the country. The ability of the coastal authority to keep track of shipping traffic by radar, combined with the facility to transmit messages concerning navigation to those ships by radio, therefore constituted the first formal VTS systems. The value of VTS in navigation safety was first recognized by IMO in resolution A.158(ES. IV) - Recommendation on Port Advisory Systems adopted in 1968, but as technology advanced and the equipment to track and monitor shipping traffic became more sophisticated, it was clear guidelines were needed on standardizing procedures in setting up VTS. In particular, it became apparent that there was a need to clarify when a VTS might be established and to allay fears in some quarters that a VTS might impinge on the ship's master's responsibility for navigating the vessel. As a result, in 1985, IMO adopted resolution A.578(14) - Guidelines for Vessel Traffic Services, which said that VTS was particularly appropriate in the approaches and access channels of a port and in areas having high traffic density, movements of noxious or dangerous cargoes, navigational difficulties, narrow channels, or environmental sensitivity. The Guidelines also made clear that decisions concerning effective navigation and manoeuvring of the vessel remained with the ship's master. The Guidelines also highlighted the importance of pilotage in a VTS and reporting procedures for ships passing through an area where a VTS operates. Revisions of VTS Guidelines Revised Guidelines for vessel traffic services, including Guidelines on Recruitment, Qualifications and Training of VTS Operators, were adopted as Assembly resolution A.857(20) in November 1997. NCSR 7 finalized the revision of the Guidelines for Vessel Traffic Services to update the version adopted in 1997 (resolution A.857(20)) and referred it to the MSC for approval and subsequent adoption by the Assembly. VTS and SOLAS Vessel Traffic Services were not specifically referred to in the International Convention for the Safety of Life at Sea (SOLAS) 1974, but in June 1997 Maritime Safety Committee adopted a new regulation to chapter V (Safety of Navigation), which sets out when VTS can be implemented. A revised SOLAS chapter V on "Safety of Navigation" was adopted in December 2000, and entered into force on 1 July 2002. Regulation 12 Vessel traffic services states: Vessel traffic services (VTS) contribute to safety of life at sea, safety and efficiency of navigation and protection of the marine environment, adjacent shore areas, work sites and offshore installations from possible adverse effects of maritime traffic. Contracting Governments undertake to arrange for the establishment of VTS where, in their opinion, the volume of traffic or the degree of risk justifies such services. Contracting Governments planning and implementing VTS shall, wherever possible, follow the guidelines developed by the Organization. The use of VTS may only be made mandatory in sea areas within the territorial seas of a coastal State. Contracting Governments shall endeavour to secure the participation in, and compliance with, the provisions of vessel traffic services by ships entitled to fly their flag. Nothing in this regulation or the guidelines adopted by the Organization shall prejudice the rights and duties of Governments under international law or the legal regimes of straits used for international navigation and archipelagic sea lanes. We cannot accept credit card payments during the ACT lockdown. Submit your order form and the method of payment will be emailed to you for payment before we process your order... You can use this form to: apply for a new certificate of survey renew a vessel's certificate of survey and/or load line certificate remove or change a condition on the current... You can use this form to: apply for a certificate of operation renew an existing certificate of operation where you are not making any changes to the existing certificate ... You can use this form to make an application for temporary operations under Marine Safety (Temporary Operations) Exemption (also known as Exemption 07 or EX07) for operation:... Purchase using our online ordering system. 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