 Input paper: VTS42-8.5.2

Input paper for the following Committee(s): check as appropriate Purpose of paper:

**□** ARM **□** ENG **□** PAP **X** Input

**□** ENAV **X** VTS **□** Information

Agenda item 8.5

Technical Domain / Task Number 1.3.1

Author(s) / Submitter(s) Australian Maritime Safety Authority

Task 1.3.1. Produce a Recommendation / Guideline on VTS Communications

# Summary

## Purpose of the document

The purpose of this paper is to provide input for the consideration of the VTS Committee regarding Task 1.3.1. Produce a Recommendation / Guideline on VTS Communications.

# Background

Task 1.3.1. Produce a Recommendation / Guideline on VTS Communications is currently being progressed by the Committee as part of the 2014-2018 work programme.

Standard Marine Communication Phrases (SMCP) were introduced by the IMO in 2001 as a set of “precise, simple and unambiguous” phrases. The objective was to cover all internal and external communicative situations on board to reduce “problems of communication [which] may cause misunderstandings leading to dangers to the vessel, the people on board and the environment”[[1]](#footnote-1).

VTS requires some different phraseology from the standard SMCP for both internal and external communications. The process of communication is more than just a set of phrases, it must take into account radio techniques and linking this with human factors concepts such as situational awareness and building trust via verbal communication.

The objective of this Task is to provide common phraseology and procedures for the delivery of precise, simple and unambiguous communications from a VTS to the bridge team and allied services (VTS Committee Task Register 2014-18 Work Programme).

# Discussion

The use of standard phraseology to reduce the risk that a message will be misunderstood and aid the read-back/hear-back process so that any error is quickly detected is well established in the Civil Aviation industry.

Of the many factors involved in the process of communication, phraseology is perhaps the most important, because it enables us to communicate quickly and effectively despite differences in language and reduces the opportunity for misunderstanding.

Key documents related to international standards of phraseology in the aviation sector that provide useful input to the development of guidance for VTS Communications are:

* ICAO Annex 10 Volume II Chapter 5 - Voice Communications, International Standards and Recommended Practices and Procedures for Air Navigation Services. <http://skybrary.aero/bookshelf/books/2279.pdf>
* ICAO Doc 9432 - Manual of Radiotelephony - http://www.afeonline.com/shop/icao-doc-9432.html

Many national authorities also publish radiotelephony manuals which amplify ICAO provisions, and in some cases modify them to suit local conditions. For example:

* + Australia – <https://www.airservicesaustralia.com/aip/current/aip/general.pdf>
  + UK - <https://publicapps.caa.co.uk/docs/33/CAP413v21_6.pdf>
  + U.S. Department of Transport – Federal Aviation Administration – Aeronautical Information Manual – https://www.faa.gov/air\_traffic/publications/media/aim.pdf

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# Action requested of the Committee

The Committee is requested to consider the standards of phraseology from the civil aviation industry (links above) and, if appropriate, reference them in the development of Task 1.3.1. Produce a Recommendation / Guideline on VTS Communications.

1. International Maritime Organisation Resolution A.918(22) Standard Marine Communication Phrases [↑](#footnote-ref-1)