Input paper: VTS52-3.2.2[[1]](#footnote-2)

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

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

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Technical Domain / Task Number 2 …………………………………

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Implementing STM Tools into VTS Operations and Standard Operational Procedures

# Summary

This paper asks for the opportunity to present the STM VTS SOPs during IALA VTS52. These SOPs were formed and tested during the VTS simulations in the STM Balt Safe for the Committee.

The bearing beam of the STM Projects (MonaLisa, MonaLisa 2.0, STM Validation, STM Balt Safe and others) is the digital sharing of information in an interoperable format. The information to be shared is the Voyage Plans of the Vessels. The Voyage Plan of a Vessel states the intentions of the Vessel´s whereabouts i.e. where will this Vessel be and when? The possibilities opening by having such knowledge about all Vessels in a VTS area digitally in the VTS system and how to make best use of this knowledge is the topic for the presentation that we would like to give.

## Purpose of the document

The intention is to present briefly how the new technology works, how it was tested during simulations and in real life and how it is suggested that STM is integrated in everyday VTS work. The authors will also submit a Testbed report (GL 1107) on the overall STM work in due time.

# Background

The technology that previously has been developed in earlier STM Projects was tested, in simulations and in real life, and put in to a context. The assumption is that bringing in STM into VTS will not profoundly change VTS but enhance it. The flow will be the same, Vessels will announce that they will be entering the VTS area stating their destination and planned route. The VTS will make a brief assessment of the Vessel and its plans. Should the VTS for some reason find the plans not safe or suitable the VTS will advise the Vessel and if deemed necessary suggest an alternative route. This brief assessment will also include an overview of the traffic situation in whole in the area that the vessel will transit through.

# Discussion

In general the opinion that the more harmonized, the more unified the services provided by VTS are nationally and internationally the better, is prevailing. On the other hand, trying to make an innovation or any new idea adopted in exactly the same way in every VTS worldwide is most likely impossible. There will always be local differences, legislations and needs that cannot be mitigated in the exact same way everywhere. In the presentation that we are aiming to give we will first present what STM features are available and how they work. We will then present how they can be fitted into any VTS´s ordinary Standard operating Procedures and how this can be done in a fairly tailor-made way.

## The tech, how the STM Tools work

The technical and operational procedures of sharing Voyage plans will be explained briefly in the presentation. After that we will point out where we think that the STM Tools will fit in to daily operations in the VTS work flow as described in section “2. Background”. We will also try to point out how ordinary VTS work will be affected by introducing the STM Tools.

**3.2 How to fit the STM Tools in to SOPs and daily operations**

In the work with fitting the new technology in to everyday practical work we have tried to follow what we consider the natural work flow of VTS. Five STM VTS SOPs has been written with the aim to explain how the STM Tools can be integrated in to any VTS´s regular, already existing, SOPs. The basic idea is that the STM Tools are used to discover upcoming potentially dangerous situations and that situations after that will be dealt with in accordance with the VTS´s regular Standard Operating Procedures. The STM VTS SOPs connect to the regular SOPs in a way that is depicted in block diagrams.

# References

Further reading can be found on <https://www.seatrafficmanagement.info/documents/> e.g.

Document No: BS\_WP4.3 APPENDIX A Title: STM VTS SOPs Date: 8.3.2021 and Document No: BS\_WP4.3 Title: Report of the Testbed for STM tools in VTS centres Date: 21.12.2021

# Action requested of the Committee

We kindly would like the Committee to allow us time to present what is of the nature “For Your Information”. However, if the audience finds the topic interesting and important it can lead to further work within the work Taskgroups of IALA or the creation of new ones. One example of such work could be how to form adaptation training for the use of STM Tools and also to future elaborate on the subject in ongoing TG 1.4.3 “Future VTS”.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-2)
2. Leave open if uncertain [↑](#footnote-ref-3)