



## Explanatory notice

### Standards for standardised communication phrases in four languages

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#### 1) Context

Annex II of Directive (EU) 2017/2397 state that boatmen (1.6) and boatmasters (2.6) shall be able to use “**standardised communication phrases in situations with communication problems**”.

This essential competence requirement is applicable for deck crew members

- 1) on operational level (OL, i.e. the boatman, able boatman and helmsman)
- 2) on management level (ML, i.e. the boatmaster).

**CESNI standards** for competences **provide for details of the essential competence requirements on management level and operational level**. The ability to use standardised communication phrases is part of the knowledge and skills as required in column 2 of the standards.

Example: “The boatmaster shall be able to describe circumstances by using relevant technical and nautical terminology and retrieve, evaluate and use information with relevance to safety on board as well as nautical-technical issues. **This includes the ability to use standardised communication phrases**”.

#### 2) Methodology

In 2018, CESNI decided to work on standardised communication phrases based on a **free mobile phone app** developed by inland navigation schools in Germany and the Netherlands called LE SINCP, developed in the **INTERREG project “Ler(n)ende Euregio”**. The app enables students to **read and to listen to standardised phrases in four languages (German, English, French and Dutch)**. IWT training institutes (EDINNA) committed to use these phrases in mother tongue education.

The standardised communication phrases that can be seen as a **recommendation** were developed in **full respect of the applicable police regulations** and international **rules on radio communication**.

#### 3) Content of the standards

Standardised communication phrases are **a tool for deck crew members** to facilitate communication providing a four columns table of standardised phrases (German, English, French and Dutch).

**More than 700** standardised communication phrases deal with **5 communication situations:**

- Vessel to vessel (manoeuvring, sailing, warning and communication),
- Vessel to shore (e.g. radar consultation, exchange on course, anchoring),
- Emergency situations (e.g. fire, leakage, collision),
- Communication between crew members on board (e.g. instructions),
- Communication on inland waterways with a maritime character.

These phrases are **not limited to sending messages**, but also provide for standardised answers, allowing to **make sure that the intention of the sender of the message** (e.g. boatmaster) **is understood** by the recipient (the boatman).

Typical communication situations **on board a vessel** are covered and made safer.

#### 4) **Impact on inland navigation**

**Harmonisation** of standardised communication phrases on a European scale avoids different local definitions, which would be counterproductive.

**Communication problems on board can be very damaging**, especially for safety on board and navigation. It is useful for **an international crew**, and this is the specificity of inland navigation, to be able to refer, whatever their origin and training, to a single set of phrases covering as far as possible the most relevant nautical situations.

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