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Input paper for the following Committee(s):

Purpose of paper:

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☐ PAP

☒ Input

☐ DTEC ☒ VTS

☐ Information

Agenda item²

8.3

Technical Domain / Task Number²

1.3.2

Author(s) / Submitter(s)

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Proposal on Improving the Output of Revising IMO Standard Marine Communication Phrases

1 SUMMARY

As the co-sponsor of International Maritime Organization(IMO) Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) NCSR 9/23/2 and subsequent Maritime Safety Committee(MSC) MSC107-17-19 proposals, China Maritime Safety Administration (China MSA) intends to inform the Task Group 1.3.2 of the latest progress of IMO's review of SMCP, and provides improvement suggestions based on research practice from four aspects: title, general, terms (special terms), Vessel Traffic Service Standard Phrase (A1/6), etc.

Purpose of the document

The purpose of this proposal is to provide more information and suggestions to the Task Group 1.3.2 on revising SMCP, in order to reflect the changing needs of vessel traffic service practices and prepare for future revisions of relevant issue in International Maritime Organization (IMO).

Related documents

IMO MSC 107-17-19 Proposal for a new output for the review and revision of the IMO Standard Marine Communication Phrases (resolution A.918(22))

IMO MSC 107-20 Report Of The Maritime Safety Committee On Its 107Th Session

IMO NCSR 9-23-2 Proposals on the review and revision of the IMO Standard Marine Communication Phrases

¹Input document number, to be assigned by the Committee Secretary

²Leave open if uncertain

ITU Radio Regulations (Version 2020);

IALA-committee-work-programme-2023-2027;

IALA VTS54-6.1.1 Draft Task Plan 2023-2027

Consideration of the Proposed Revisions to IMO Standard Marine Communication Phrases (WP).

2 BACKGROUND

2.1 In 2022, China MSA, in collaboration with the International Maritime Teachers Association (IMLA), submitted the NCSR 9/23/2 document, summarizing the changes in the maritime communication environment and terminology that have occurred since the publication and implementation of the Standard Marine Communication Phrases (Resolution A.918 (20)) over the past 20 years. The necessity and urgency of the modifications were analyzed. No country or organization raised objections to the proposal for the new work project at the meeting. The NCSR, at its 9th session, invited interested member states and international organizations to provide comments and/or support directly to the joint proposers, and pointed out that the new output needs to be approved by the Maritime Safety Committee (NCSR 9/24, paragraph 23.12).

2.2 In 2023, China MSA, in collaboration with IMLA, submitted document 107/17/19, proposing to conduct a needs, gap, and impact analysis on the necessity and feasibility of revising SMCP from three directions: modernization of GMDSS and implementation of E navigation strategy, updating of convention rules, and changes in maritime safety information dissemination. The proposal suggested that Maritime Safety Committee review the above information at its 107th session, and include the review and revision of SMCP (A.918(22)) as a full priority in the agenda of the Navigation, Communications, and Search and Rescue Subcommittee. The MSC, at its 107th session, agreed to include in its post-biennial agenda an output on "Revision of the IMO Standard Marine Communication Phrases(resolution A.918(22))", with two sessions needed to complete the item, assigning the NCSR Sub-Committee as the coordinating organ, in association with the HTW Sub-Committee, as and when requested by the NCSR Sub-Committee.

2.3 IALA Committee Work Program 2023-2027 has newly established the task of revising IMO STANDARD MARINE COMMUNICATION PHRASES with task number 4.3. IALA VTS 2023-2027 Task Plan correspondingly established Task Group 1.3.2. Considering NCSR document 9/23/2 which proposes to review and amend A.918(22), the task group developed a draft paper to IMO and created the SMCP revision document, which contains proposed updates and comments to the resolution to reflect changes in the IMO Resolution A.1158(32) and IALA guideline G1132, which will be further discussed and improved in VTS55 as a work document.

3 PROPOSAL

Title

Proposal on Improving the Output of Revising IMO Standard Marine Communication Phrases

Misunderstandings and ambiguities often exist in voice communication. With the development of satellite communication, mobile communication, and digital communication technology, the decline of voice communication is irreversible. At the current stage of rapid development and application of digital marine communication, the scope of Communication in existing titles is too broad. It is recommended to narrow down the scope.

Moreover, SMCP itself evolved from SMNV. Considering the previous considerations of the task group for the revision of IALA G1132, it is recommended to change SMCP to "Standard Marine Voice Communication Phrases" to accurately locate and scientifically match its typical application scenarios.

General

3.2.1 Spelling

According to Article 32, Chapter 7 of the 2020 edition of the ITU Radio Regulations, the GMDSS distress communication operation procedure states that the phonetic alphabet and figure code in Appendix 14 should be used where applicable. And according to Article 57, Chapter 9, when it is necessary to spell out certain expressions, difficult words, service abbreviations, figures, etc., the phonetic spelling tables in Appendix 14 shall be used. However, it was found that there are significant differences in the spelling of figures in section 2.2 of the General Provisions of SMCP compared to Appendix 14 of the ITU Radio Regulations, which can cause confusion in practice. Suggest adding footnotes for differentiation, and if necessary, suggest collaborating with ITU to unify the two. Footnote example: The use of Appendix 14 of Radio Regulations, published by International Telecommunication Union (ITU) and, where language difficulties exists, the International Code of Signals, published by the International Maritime Organization, is also recommended.

Table1: SMCP

Number	Spelling	Pronunciation
0	zero	<u>ZEERO</u>
1	one	<u>WUN</u>
2	two	<u>TOO</u>
3	three	<u>TREE</u>
4	four	<u>POWER</u>
5	five	<u>FIFE</u>
6	six	<u>SIX</u>
7	seven	<u>SEVEN</u>
8	eight	<u>AIT</u>
9	nine	<u>NINER</u>
1000	thousand	<u>TOUSAND</u>

Table1: Radio Regulations

Figure or mark to be transmitted	Code word to be used	Spoken as ²
0	Nadazero	NAH-DAH-ZAY-ROH
1	Unaone	OO-NAH-WUN
2	Bissotwo	BEES-SOH-TOO
3	Terrathree	TAY-RAH-TREE
4	Kartefour	KAR-TAY-FOWER
5	Pantafive	PAN-TAH-FIVE
6	Soxisix	SOK-SEE-SIX
7	Setteseven	SAY-TAY-SEVEN
8	Oktoeight	OK-TOH-AIT
9	Novenine	NO-VAY-NINER
Decimal point	Decimal	DAY-SEE-MAL
Full stop	Stop	STOP

3.2.2 Responses

The negative answer in section 4.5 of the General Provisions of SMCP is not given with appropriate examples. Suggest separating positive and negative answers. For example: When an INSTRUCTION (e.g. by a VTS Station, naval vessel or other fully authorized personnel) or an ADVICE is given, respond if in the affirmative:

"I will/can ... " - followed by the instruction or advice in full;

Example: "INSTRUCTION. Remain west of no.1 buoy until ship X has passed."

Respond: "I will remain west of no.1 buoy until ship X has passed."

and, if in the negative, respond:

"I will not/cannot ... " - followed by the instruction or advice in full.

Example: "ADVICE. Reduce to minimum safe speed."

Respond: "I will not reduce to minimum safe speed because I am not under control..."

3.2.3 Standard organizational phrases

3.2.3.1 Signal testing (6.1)

In Consideration of the Proposed Revisions to IMO Standard Marine Communication Phrases, the level of signal strength has been adjusted and the interpretation of message intent has been increased. Because signal testing may exist between ships, ships and shore, interpreting signal testing as question to the ship on the clarity of the VTS signal strength is narrow. In addition, in actual signal testing, the signal strength is not limited to two levels: unclear (not able to read) and audible (loud and clear). It is recommended to maintain the original classification and add relevant message intent.

6.1 "How do you read (me)?"

Message Element	Message Intent
HOW DO YOU READ ME	Question to the ship on the clarity of the VTS signal strength
READ YOU LOUD AND CLEAR	Information that the radio check was received loud and clear
I AM NOT ABLE TO READ YOU	Information that the message had not been received and understood

3.2.3.2 Add organizational language for emergency drills or tests (6.4)

According to Item 3, Article 31, Chapter VII of the Radio Regulations (2020 Edition of 2020), Frequencies for the global maritime distress and safety system, the number and duration of test transmissions shall be kept to a minimum on the frequencies identified in Appendix 15. However, testing on the distress and safety calling frequencies should be avoided, but where this is unavoidable, it should be indicated that these are test transmissions.

Standard organizational language should be used when conducting emergency drills or tests by vessel traffic service, coast radio stations, ships, and marine service organizations.

Example: This is a test/(emergency)drill/exercise by...VTS/...MRCCC/...Coast station/...

VTS special terms

In Consideration of the Proposed Revisions to IMO Standard Marine Communication Phrases, 4 VTS related terms are proposed: Automatic Identification System (AIS), Course, Course to make good and Exclusion zone A. Based on international vessel traffic service practices, it is recommended to add the following terms:

- anchorage assignment
- routing scheme
- berthing
- unberthing
- transit within a VTS area
- passing through a VTS area
- controlled ship
- slot management

3.4 Vessel Traffic Service Standard Phrase (A1/6)

In Consideration of the Proposed Revisions to IMO Standard Marine Communication Phrases,

3.4.1 Message Markers

3.4.1.1

Interpreting or commenting message marker "information" as "information to assists on-board decision-making process" is too narrow. The information should be provided to all recipients, including both the vessel and relevant onshore institutions (such as VTS). Correct

and timely navigational or traffic information will also contribute to the judgment and decision-making of onshore institutions.

(iv) INFORMATION

This indicates that the following message is restricted to observed facts, situations, etc..

Comment: This marker is preferably used for navigational and traffic information, etc.

Information is to assist on-board decision-making process.

3.4.1.2

In the comment of message marker "inquiry", it is recommended to add "when" in the interrogatives.

(v) QUESTION

This indicates that the following message is of an interrogative character.

Comment: The use of this marker removes any doubt as to whether a question is being asked or a statement is being made, especially when interrogatives such as what, where, why, who, how are additionally used at the beginning of the question. The recipient is expected to return an answer.

3.4.2 Phrases for communication with emergency services and allied services (A1/6.4)

In Tug services, add A1/ 4.3 "Tug request " as a reference.

Merge "Pilot Request" and "Embarking / disembarking pilot" into "Pilot Services" to align with other subheadings.

A1/6.4 Phrases for communication with emergency services and allied services

.1 Emergency services (SAR, fire fighting , pollution fighting)

See A1/1.1 "Distress communications"

.2 Tug services

Also see A1/ 4.3 "Tug request" and A2/3.6 "Tug assistance"

.3 Pilot services

.4 Embarking / disembarking pilot

Also see A1/4.2 "Embarking/disembarking pilot"

4 ACTION REQUESTED OF THE COMMITTEE

The Committee is invited to consider the proposal in this document, and take actions as appropriate.