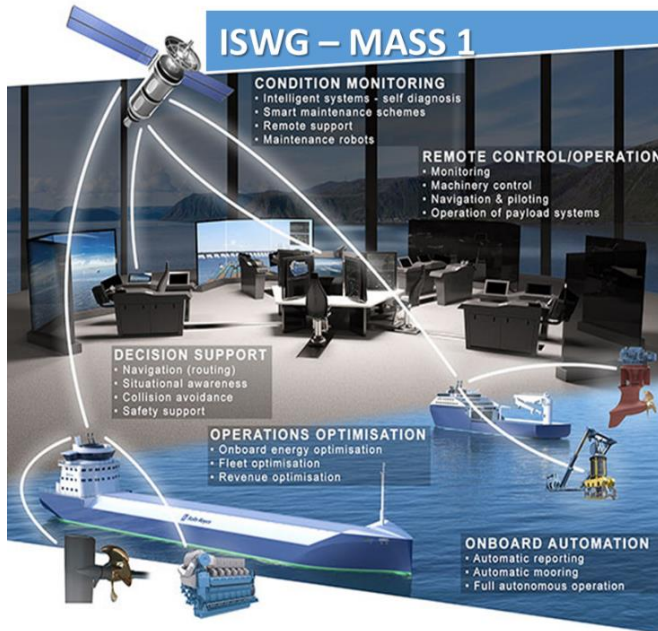


Report of ISWG MASS 1

Intersessional Working Group on Maritime Autonomous Surface Ships

2nd – 6th September 2019

International Maritime Organization (IMO), London headquarters



ITF delegation

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In 2017, the IMO adopted a new agenda Regulatory Scoping Exercise (RSE) of MASS in response to the promotion unmanned/remote-control ships. The decision urged the whole international maritime industry to realise the essential needs for appropriate regulatory framework for the future of shipping. The term “challenge” is used often when describing this agenda because there is no precedence that could be used as examples to plan the way forward.

The IMO decided to commence the RSE with reviewing major mandatory IMO instruments to see how to apply the concept of MASS and its operation. The Intersessional working group (ISWG-MASS) was established to consider the results of the first step of RSE and proceed to the next step.

The Group highlighted how to report this meeting to MSC 102 should include how those results could be applied to the further step(s) as recommendations - whether to develop a new Code under SOLAS or amend all relevant regulations one by one.

Meeting outcome

1. There were 23 IMO instruments were scoped for RSE 1st Step. The 1st Step of MASS RSE was completed as the end of this meeting and the 2nd Step for all IMO instruments from the previous step has commenced*.

* Background information, such as Degree of Autonomy, Categories for RSE, the objectives of first and second steps of the RSE, is available in the brief note of ITF ISWG-MASS 1 or IMO MSC Working Group paper.

2. There are following potential gaps and themes identified throughout this step, which should be considered to proceed:
- Definition of seafarer;
 - Clarification of meaning of master;
 - Clarification on the status of remote operator;
 - Clarification on the role of remote control centre;
 - Challenges found during this step in relation to current definitions of Degree of Autonomy *inter alia* Degree 4 where there is no clear reference on the existence of seafarers on board. With the current provision, seafarers/other personnel with specific duties could be still onboard in an 'unmanned ship';
 - Duties of master, crew and responsible personnel under SOLAS Ch.III and LSA Code, in particular the practice of 'proper lookout' and 'good seamanship';
 - The intent of The International Regulations for Preventing Collisions at Sea 1972 (COLREGs) in MASS operation; and
 - Inspection of hard-copy certificates onboard.

The outcome expressed in this report is interpreted by the ITF delegation, thus it should not be comprehended as solid decisions of the IMO.

Further work

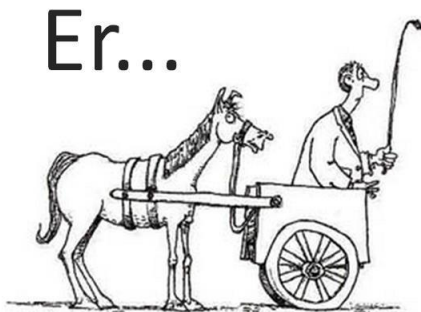
The 2nd step has started. The format and the exercise management platform are slightly improved based on the lessons learnt from the previous exercise (request the ITF secretariat if the format is needed).

With the potential gaps and themes identified at this session, but not yet officially agreed, the 2nd step will be seeking for more approachable way forward.

COLREGs, STCW and ISM have been perceived the instruments that would need relatively more thorough consideration to the extent of the outcome found above.

Beforehand MSC 102, the 2nd step will be completed. MSC 102 will decide the direction for the future.

Action to be taken



of human element.

As for the international maritime workers, to follow the discussion underway and raise any doubts and insights are the utmost importance so that the high-level discussion could include our voice.

It should be noted that no matter how technologies may or may not bring differences in maritime workers' career paths, the authentic knowledge, skills, competence, experience and expertise will be appreciated. MASS is not removing human element from the maritime industry, it is to enhance the safety

*Aforementioned IMO documents and results of each IMO instruments can be provided if requested.