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## **Working Party on Inland Water Transport**

### **Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation**

#### **Fifty-second session**

Geneva, 14-16 February 2018

Item 4 of the provisional agenda

#### **Workshop “Autonomous shipping in inland navigation”**

### **Decisions of the Maritime Safety Committee on its ninety-eighth session concerning a regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS) (the IMO Headquarters, London, 7-16 June 2017)\***

#### **Transmitted by the International Maritime Organization (IMO)**

20 WORK PROGRAMME

MARITIME SAFETY COMMITTEE

Maritime Autonomous Surface Ships – Proposal for a regulatory scoping exercise

20.1 The Committee considered document MSC 98/20/2 (Denmark, Estonia, Finland, Japan, Netherlands, Norway, Republic of Korea, United Kingdom and United States), proposing to undertake a regulatory scoping exercise to determine how the safe, secure and environmentally sound operation of Maritime Autonomous Surface Ships (MASS) might be introduced in IMO instruments, and document MSC 98/20/13 (ITF) commenting on document MSC 98/20/2.

20.2 The Committee, following an in-depth discussion on the proposed new output and the commenting document, expressed its general support for the output on the regulatory scoping exercise and:

- .1 recognized the progress being made in the development of MASS and agreed that the Organization should be proactive and take a leading role on this issue;
- .2 recognized that this regulatory scoping exercise would be a complex issue that affected the whole Organization and impacted on many areas including

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\* Report of the Maritime Safety Committee on its ninety-eighth session (MSC 98/23, Section 20) (an extract)

- safety, security, interactions with ports, pilotage, responses to incidents and marine environment;
- .3 noted the opinion of the majority of the delegations on the need to take into consideration the human element;
  - .4 recognized that the scoping exercise was a starting point, and agreed that there was a need for a work plan where a proper consideration of the comments referred to in paragraph 11 of document MSC 98/20/13 (ITF) should be taken into account;
  - .5 agreed that proper consideration should be taken into account on the legal aspects including where the responsibility would lie in case of an accident involving an MASS, its consequences to the cargo, and also the implications to the shoreside;
  - .6 agreed on the need to define MASS when embarking on the process of the regulatory scoping exercise. However, while some delegations supported the need for a definition to have a better understanding on the scope of the work, others were in favour of defining it at a later stage in order not to limit the regulatory scoping exercise;
  - .7 agreed on the need to address different levels of automation, including semi-autonomous and unmanned ships in the regulatory scoping exercise;
  - .8 noted that CMI and other organizations had already commenced a gap analysis relating to the regulatory work for the introduction of MASS;
  - .9 discussed whether to include subsurface vessels in the consideration of MASS but noted that subsurface craft were outside of the mandate of the Organization;
  - .10 noted the proposal by one delegation that IMO should convene an international symposium, inviting relevant organizations, on this issue;
  - .11 agreed to include in the 2018-2019 biennial agenda of the Maritime Safety Committee and the provisional agenda for MSC 99, an output on "Regulatory scoping exercise for the use of Maritime Autonomous Surface Ships (MASS)", with a target completion date of 2020; and
  - .12 encouraged Member States and international organizations to submit substantive proposals and comments on this agenda item to MSC 99.
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