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| IALA Guideline |

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[iala guideline on developments and implications of maritime autonomous surface ships for coastal authorities]

Revised format – as per IALA MASS Task Force Meeting 5

To be reviewed at ITG-02 13 April 2023 in conjunction with the work from ENAV EM1 (ENAV-31)

Identify what content to take from the existing document into the ToC

continue the population of the new ToC

Edition x.x

Date (of approval by Council)

urn:mrn:iala:pub:gnnnn

Revisions to this document are to be noted in the table prior to the issue of a revised document.

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# Introduction

# Aims and Objectives

Principles

This Guideline is developed on the principle that it:

a. is supplementary to any IALA documents, and only addresses MASS issues insofar as they are not adequately or fully addressed in the existing documents;

b. is holistic to ensure the objectives, aims and principles of the IALA documents are maintained while also ensuring that the challenges of MASS functions and operations are addressed across all standards;

c. addresses risk and mitigation measures at the functional level;

d. is developed in such a way as to recognise the evolving nature of MASS, and related guidance on MASS; and

e. is technology neutral and taking note of industry practices and experience in the deployment of new technologies.

1.3 [Goals] [Objectives]

In achieving its Purpose, this Guideline is intended to:

a. ensure achievement of a level of safety at least equivalent to that expected of Marine Aids to Navigation to support safe, efficient and pollution free transits;

b. ensure services are provided that enable all ships to safely coexist without impeding or negatively impacting each other, regardless of whether certain functions are remotely controlled or autonomously operated;

c. ensure that there is no relaxation of the level of accepted standards for design, construction, or operation of MAtoN;

d. allow for the application of solutions that are demonstrably safe, secure, and environmentally sound in performing the designated function in all defined conditions; and

e. be cognizant of the potential for the unintended placement of barriers to new or novel application of remote control or autonomous technology on ships.

# IMO’s Regulatory Framework for MASS

To be developed based on the work at the IMO

## Purpose, Principles and Objectives

Review existing document from, look at IMO Goal based work

Liaise with M Trent

## [IMO’s MASS] Code structure and relation to IMO Instruments

Base on the overview of the IMO draft code

Liaise with M Trent

## Terminology and Defintions

Note the terminology developing at IMO, ISO, DNV

There will be fluidity in this section

Bring over appropriate existing text

# [IALA and MASS]

## Implications of MASS for Coastal Authorities

Much of the content for this section exists in the older version of the guideline

### MASS systems and capabilities

### Operational context for MASS

### Testing, certification and classification

### Risk assessment

## Implications for PORTt and Waterways Governance

Capture the implications for other IALA documents (noting the specific work package on this as identified in the MTF 05 meeting

### Regulatory

### Operational

### Facilities, systems and equipment

### Personnel and training

# MASS OPERATIONS

The Ecosystem – refers to Section 2 of the draft IMO MASS Code

Implications / what has changed within a MASS ecosystem

## Navigation

## Remote Operations

## Communications

## Management of Safe Operations

## Security

## Search and Rescue

## Emergency Response

# CONSIDERATIONS FOR THE PROVISION OF MATON IN A MASS ENVIRONMENT

What changes on the waterfront from an AtoN Authority perspective

## Operational

## Systems, technology

## Policy and regulation

# CONSIDERATIONS FOR THE PROVISION OF VTS IN A MASS ENVIROMENT

Review VTS input on this, liaise with N Trainor

## Operational

## Systems, technology

## Policy and regulation

# References