VTS56-8.1.1

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Input paper for the following Committee(s): check as appropriate Purpose of paper:

**□** ARM **□** ENG **□** PAP **X** Input

**□** ENAV **X** VTS **□** Information

Agenda item [[1]](#footnote-1) 8.1

Technical Domain / Task Number 2 1.1.3

Author(s) / Submitter(s) Intersessional Group 1.1.3

# Draft Guideline on VTS Interaction with a mix of Conventional, Automated and Autonomous Ships

# background

The Committee commenced *Task 1.2.5 –* *Develop guidance on the Implications of Maritime Autonomous Surface Ships (MASS) from a VTS Perspective* at VTS50. The review of the draft guideline at VTS55 focussed on preparing it in a manner that:

* Addresses practices to be considered when managing ship traffic and responding the developing unsafe situations in a VTS area with increasing automated, remote control, or autonomous operation of on-board functions that are not adequately or fully addressed in other IALA recommendations and guidelines specifically related to the operation of VTS.
* Recognises in transitioning to a mix of conventional, automated, autonomous ships and digital interaction, the importance of:
  + **Situational Awareness** - Ensuring situational awareness from both the perspective of VTS and participating ships (i.e., the Master / Master of a MASS) is achieved.
  + **Interaction** – Interaction between the VTS and participating ships is undertaken in a manner that the intent of messages is conveyed to participating ships is the same, irrespective of whether the communications is by digital means, VHF voice, or both.
  + **Management** - Systems, processes and procedures are in place to ensure the capability to interact by VHF Voice, digital means, or both when managing ship traffic and responding to developing situations.

# Discussion

TG1.3.3 met 3 times since VTS55. Participants included:

| **Surname** | **First Name** | **Affiliation** | **Country** |
| --- | --- | --- | --- |
| Trainor | Neil | Australian Maritime Safety Authority | Australia |
| Liu | Jinkai | China Maritime Safety Administration | China |
| Hansen | Dorte | Defence Command Denmark Naval Staff | Denmark |
| Sobott | Toni | Finnish Transport Infrastructure Agency | Finland |
| Rostopshin | Dmitry | DiNav Marine | Finland |
| Menabene | Gian Luca | Italian Coast Guard | Italy |
| Knut | Hovda | Norwegian Coastal Administration | Norway |
| Eade | Peter | VissimAS | Norway |
| Mahammed | Kamal | Maritime and Port Authority of Singapore | Singapore |
| Salinas | Carlos | Spanish Maritime Safety Agency | Spain |
| Diaz | Raquel Rojo | Spanish Maritime Safety Agency | Spain |

Key outcomes from the intersessional work included:

1. **A review of MASS related developments** **since VTS55,** including:

* **MSC108 (15 to 24 May 2024**) – Specifically:
  + The Draft Report of the Maritime Safety Committee on its 108th Session (*MSC 108/wp.1*),
  + The Report of the Working Group on Maritime Autonomous Surface Ships (*MSC 108/WP7*)
* **IALA MASS Task Force (14 June**), specifically:
  + The report of the 8th meeting of the IALA Task Force *- MTF08-4.1 Report 8th meeting of the IALA MASS TF*.
  + The MASS publications Scoping Report - *MTF08-7.1 MASS Publications Scoping Report V2.1*.

1. **A revision of the Draft Guideline**

Key components of the revision include:

* Reflecting the changes to the draft MASS Code as at MSC108.
* Reflecting the revised IMO Roadmap aiming to have a non-mandatory MASS Code adopted in the 1st half of 2025, with a mandatory Code entering into force on 1 January 2032.
* Removing the section entitled ‘Assumptions’. It was recognised the section has been extremely useful in developing the draft guidance, however, consensus was that it may longer be required, noting:
  + The report from MSC108 and associated revision of the draft MASS Code.
  + It is expected that the assumptions will be addressed in the adopted non-mandatory MASS Code and will not be required in the guidance.
  + The details are being reflected in Section 3 - IMO Regulatory Framework of the draft Guideline as the draft MASS Code matures.

It was also concluded that the consideration should be given to reflecting the text in a stand-alone document such as a FAQ or Information Sheet to assist stakeholders not familiar with the draft MASS Code and its association with existing IMO instruments such as SOLAS.

A draft for the Committees consideration is at *VTS56-8.1.1.2 Input Paper - Draft text for a FAQ or Information Sheet.*

* Some elements were identified as perhaps being better reflected in existing guidelines as opposed to this guideline and these should be considered further at VTS56.
* Editorial enhancements throughout the document.

A copy of the revised draft Guideline is at *VTS56-8.1.1.1 Draft Guideline on VTS Interaction with a Mix of Conventional, Automated and Autonomous Ships (TG1.1.3 input to VTS56) - CLEAN.*

As per the Committees 2023/2027 Work Program, this task is scheduled for completion at VTS56. The Task Group is of the view that, pending the Committees consideration, this is achievable, noting:

* The purpose of the Guideline is to assist VTS providers prepare for interacting with ship traffic comprising a dynamic mix of conventional, automized and autonomous ships.
* The non-mandatory MASS Code is scheduled for adopted in the 1st half of 2025.
* The Guideline is informative in nature and addresses practices to be considered when managing ship traffic and responding the developing unsafe situations in a VTS area with increasing automated, remote control, or autonomous operation of on-board functions that are not adequately or fully addressed in other IALA recommendations and guidelines specifically related to the operation of VTS.
* The expectation that the Guideline will be reviewed an updated regularly with the development of the mandatory MASS Code by the IMO.

# Action requested of the Committee

**The Committee** is requested to:

* Note revised draft Guideline to assist VTS providers interact with vessel traffic, regardless of whether certain functions are remotely controlled or autonomously operated and respond to developing situations within a VTS area (*VTS56-8.1.1.1 Draft Guideline on VTS Interaction with a Mix of Conventional, Automated and Autonomous Ships (TG1.1.3 input to VTS56) - CLEAN*).
* Consider development of a stand-alone document such as a FAQ or Information Sheet to assist stakeholders not familiar with the draft MASS Code and its association with existing IMO instruments such as SOLAS. A draft is at *VTS56-8.1.1.2 Draft text for a FAQ or Information Sheet.*

**Attachments**

1. *VTS56-8.1.1.1 Draft Guideline on VTS Interaction with a Mix of Conventional, Automated and Autonomous Ships (TG1.1.3 input to VTS56) - CLEAN.*
2. *VTS56-8.1.1.2 Draft text for a FAQ or Information Sheet.*

1. Leave open if uncertain [↑](#footnote-ref-1)