MARINE AUTONOMOUS SURFACE SHIPS (MASS) – Direction of Travel
A Lot is Happening Already!

C-Worker 7 is a multi-role work class AUV suitable for a variety of offshore and coastal tasks. The vehicle can be used to complete tasks such as subsea positioning, surveying and environmental monitoring without the need of a ship or station or sea-bed anchoring. C-Worker 7 can integrate a variety of payloads including multibeam, USBLs, LBL and ACP via exchangeable payload frames. The ability to integrate multiple offshore payloads is unique to C-Worker 7.

KEY FEATURES

- Highly survivable & repairable rugged aluminium hull
- Wrap around, lightweight, durable tender
- Proven reliability, allows the user to focus on the sensor payload and field operations
- Self-righting (suaded or light)
- Modular payload bay for easy integration of standard or custom payloads
- Suitable for launch from a mothership or by a shore side crane
- Fully redundant power propulsion and communication systems
- Max speed 6.5 knots
- Large meconpool 2.5m long x 1m wide

Revolutionising marine operations: the world’s first remote-controlled tug, Svitzer Hermod, demonstrates some impressive new developments, taking us one step closer to autonomous shipping. [po.st/b6dhF3]
IMO Moves Forward to Address Autonomous Ships

The International Maritime Organization (IMO) has agreed on a definition of so-called Maritime Autonomous Surface Ships (MASS) as well as on a framework for analyzing the applicable IMO regulations. These are said to be important first steps towards international regulation.

At the meeting of IMO’s Maritime Safety Committee (MSC), held in London from May 16-25, a framework for analyzing applicable IMO regulations was developed to shed light on the possible gaps between current regulations and the technological development.
MSC 99 – Agreed a Framework for a “Regulatory scoping exercise for the use of maritime autonomous surface ships”

5. REGULATORY SCOPING EXERCISE FOR THE USE OF MARITIME AUTONOMOUS SURFACE SHIPS (MASS)

5.1 The Committee recalled that MSC 98 had agreed to include in its 2018-2019 biennial agenda 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 year of 2020. In doing so, the Committee agreed, inter alia, that the Organization should be proactive and take a leading role in the matter and encouraged Member States and international organizations to submit proposals and comments to MSC 99 (MSC 98/23, paragraph 20.2).
Accidents involving MASS will provide new challenges to the way MAIIF members conduct their investigations...
(MORE!) QUESTIONS FOR EVERYONE ATTENDING MAIIF 27:

• IS IT TIME FOR MAIIF TO BECOME INVOLVED?
• IF SO, IS THERE AN APPETITE FOR SOME INTERSESSIONAL WORK IN ADVANCE OF A PROPER DISCUSSION AT MAIIF 28? Terms of Reference? Volunteers?
• HOW CAN MAIIF KEEP ABREAST OF DEVELOPMENTS IN MASS?
• LET’S DISCUSS!!!!!