DEVELOPMENT OF THE NON-MANDATORY MASS CODE
Recent History

**MSC98** (2017) agreed to carry out a RSE to identify potential issues with MASS and instruments under the purview of MSC

**MSC103** (2021) RSE approved with no real major ‘showstoppers’ being identified.


**MSC 105** (2022) established the MASS CG to develop a non-mandatory MASS Code, to be goal-based and applicable to cargo ships, and to report to MSC 107.

**MSC 107** (2023) re-established the CG and instructed it to report to MSC108.
Other Committees

**FAL** - Completed RSE and review of the FAL Convention and concluded that it required only one amendment to the annex of the Convention.

**LEG** - Completed RSE and noted that, in general, MASS could be accommodated within the existing LEG regulatory framework without major adjustments.

**MEPC** - Has not yet carried out a RSE nor consideration of impact on, for example, application of MARPOL.

**JWG** - MSC/FAL/LEG JWG met last week and has proposed that, in the future, it will meet only as and when requested to do so by the 3 Committees.
MASS Code Road Map

• **MSC109** (Dec 2024)
  - Finalize and adopt non-mandatory MASS Code; and
  - Start development of mandatory MASS Code, based on non-mandatory Code, and consider amendments to SOLAS by way of a new chapter

• **MSC 110** (1st half 2025)
  - Finalize and approve mandatory MASS Code and the draft SOLAS chapter

• **MSC 111** (1st half 2026)
  - Adopt new mandatory MASS Code
  - Further develop consequential amendments to existing instruments
Current Status of the MASS Code

• As instructed by MSC 107, the CG continued intersessionally with more than 200 individuals representing 44 Member States and 26 International Organizations participating in the work of the Group.

• CG also reinstated the ‘splinter groups’ of volunteering member States and international organizations to continue development of selected chapters of the Code.

• And the Group submitted its report to MSC108 in February 2024 (document MSC108/4).

• The report includes an updated draft of the MASS Code along with discussion of Intersessional Working between MSC108 and 109.
More About the MASS Code

• Purpose of the Code - provide an international regulatory framework for remote control and autonomous operation and to support the safe adoption and integration of new technology.

• Principles behind development of the Code
  • supplementary to any applied base instruments, such as SOLAS, and only address MASS issues as far as they are not adequately or fully addressed in the applied base instruments;
  • holistic;
  • goal-based and addressing matters at the functional level;
  • non-mandatory; and
  • technology neutral.
MASS Code Structure

• Part 1: Covering overarching matters to be considered in the application of the Code.

• Part 2: Technical principles applicable in all cases when applying the Code.

• Part 3: Goals, functional requirements, and provisions to be expected in this goal-based instrument.
Some Matters Currently Under Discussion

• Keeping the Code Goal Based, right level, consistent, etc

• Involvement of Sub-Committees.

• Terms and Definitions – the use of several terms not usually associated with IMO Instruments

• Facilitating the management of remote operations (from ROC) in the context of the MASS

• Roles and responsibilities of the Master and Crew
Some Matters Currently Under Discussion (2)

• Understanding of what is a ‘MASS’ and what is a ‘MASS Master’.

• What do we mean when we call a ship a ‘MASS’?

• What is a MASS Master?

• Survey and Certification chapter.

• ‘Supplementary’ versus ‘Complimentary’.

• Application of the Code

• Personnel Training and Certification and other aspects of the ‘Human Element’.