

**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.

MSC104 (2021) approved a new output for the Development of a MASS Code.

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'.