



ANNUAL REPORT 2024

One Sea Association

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The One Sea Association is a non-profit global alliance of leading commercial companies involved in the value chain of automated and autonomous maritime transport systems. Membership is also open to entities that provide training on related technologies.

The association works towards establishing and implementing a necessary environment for an automated and autonomous maritime transport system. It plays an active role in developing the international legal framework and is involved in standardisation efforts.

During 2024, One Sea (OS) followed the selected strategic priorities, focusing on international regulatory work, increasing awareness of maritime automation and expanding its membership base.

Collaboration with International Networks to Drive Progress

One Sea continued to play a significant role in advancing discussions on new autonomous maritime technologies. A notable achievement for the association was receiving observer status from the International Maritime Organization (IMO). This status is valid for two years, after which IMO may change it to a permanent one if the association is deemed to have contributed to the Organization's work and is otherwise fulfilling the requirements.

With observer status, OS's collaboration with IMO members becomes simpler. The association can participate in all pertinent meetings under its own name and support member states' decision-making by presenting facts and industry perspectives, submitting Information papers, and contributing to the Correspondence Groups' work.

In 2024, OS participated in two MASS-related working group meetings at IMO and was also accepted as a member of the correspondence group on the MASS Code. In the discussions, One Sea brought up topics that could limit or hinder the development of periodically unmanned bridges, as well as requirements that were excessive or superfluous. Such topics touched on key points like the placement of the master, connectivity, and the necessity of a ROC.

One Sea provided input for the MASS Correspondence Group, especially on chapters on Terms and Definitions, Certification and Survey, Operational Context, Alert Management, and the Human Element.

In autumn, OS gained another meaningful step: It was accepted as a liaison member of the ISO's Technical Committee 8, which focuses on ships and marine technology. In this committee, OS focuses on a recently formed subcommittee 26, Smart Shipping. This group is doing standardisation in the field of emerging and advanced information and communication technologies in shipbuilding and maritime intelligent transportation systems.

Collaboration with the International Hydrographic Organization (IHO) continued. IHO invited OS to participate in its IHO MASS Navigation Project Team. The primary role of the IHO MASS PT is to guide and communicate with the other IHO Working Groups involved in creating navigation data and product standards, especially the developing S-100 suite of standards, ensuring they meet the requirements for autonomy.

OS continued its collaboration with the Swedish Lighthouse "Smarta Fartyg" (Smart Ship) network and participated remotely in the group's meetings.

Growing Membership Amidst a Challenging Year

The year 2024 was challenging for membership acquisition. The OS secretariat held several online meetings with potential members and met company representatives at various events. Despite evident interest from companies, there was a sense of general uncertainty and muted sentiment, which resulted in a lower-than-expected number of new members joining.

The goal for 2024 was to gain 2–5 new members. This minimum target was met, as Marautec (China) and Marine AI (UK) joined the association at the beginning of 2024.

Targeted Global Engagement: Increasing Awareness and Building Networks

In 2024, the OS Secretariat was invited to participate and speak at numerous events. Participation was selective, targeting events considered suitable for effectively conveying the association's core messages to the appropriate audience. Alongside advocacy opportunities, the participation decision was based on the possibility of engaging with companies interested in joining the association.

During the past year, OS took the stage at the following international events: Autonomous Ship Conference 2024 (Amsterdam), 2nd Autonomous Ship Reality Conference (Online), Remote Pilotage Days (Helsinki) and International Autonomous Ship Conference (Shanghai).

Besides participating in international conferences with large audiences, the association also received invitations to guest lecture at the South-Eastern Finland University of Applied Sciences (XAMK) and Tallinn University of Technology (Taltech). These invitations were readily accepted as they allowed OS to engage with logistics students at XAMK and cybersecurity-focused researchers at Taltech.

The speaking opportunities aimed to highlight themes that would improve stakeholders' awareness and understanding of the advantages of emerging maritime autonomous technologies while also fostering social acceptance and trust in these new solutions.

- **Sustainability Through Technology and People:** Balancing technological innovation with human roles is essential. The technology aims to support onboard work by reducing cognitive burden, creating more inspiring and motivating tasks, and providing equal opportunities for everyone to have a career in maritime.
- **Efficiency and Clarity Via Common Terminology:** Establishing consistent terminology and common definitions facilitates the industry's transition to autonomous operations, ensuring that all stakeholders are aligned in their understanding. A ship is a system of systems, and clear definitions enable differentiation between automation and autonomous functions.
- **Creating Future Vision and Solutions Through Collaboration:** Bringing together diverse expertise is needed to address challenges that single organisations cannot solve alone. Together, we're building a future where shipping is not only smarter but greener, too! Ecosystems work together to tackle challenges, drive progress, and create a vision of future maritime transport.

Social Media and Webinars: Building an Online Presence

OS has selected LinkedIn as its primary social media platform for communication. The aim was to reach 1,000 followers by the beginning of 2024, a goal that has been achieved, and then to continue growing its audience. The number of followers has consistently risen and was around 1,400 at the end of the year.

In 2024, the "OneSea Talks" webinars continued with seven online sessions featuring engaging and informative presentations from both internal and external speakers. All sessions were recorded and are available in the designated folder within the One Sea members' Teams Group.

- Management of remote operations (Fed. Pub. Service for Mobility & Transport, Belgium)
- MEGURI2040-project (MTI)
- Development of e-lookout (ECAMARIS-project)
- Coast Guard views on MASS (Finnish Coast Guard)
- Thoughts on MASS technical framework (Marautec)
- Introduction of IMO and its processes (One Sea secretariat)
- Bridging the gap between human operators and AI onboard (Orca AI)

New Board Took Leadership: Updated Vision, Mission, and Strategy

The previous Board of Directors' term ended in the spring. All members were invited to express their interest and nominate a representative to the new Board for the next two-year term. The following Board members were elected at the Annual General Meeting in May.

- ABB, Mr Roy Funck
- Finnpilot, Mr Tero Vainio (Vice Chair)
- Kalmar, Mr Tommi Pettersson
- MAHI, Mr Pieter-Jan Note
- Avikus, Ms Hyogyeeong Joo**
- Fintraffic VTS, Mr Esa Kallio
- Kongsberg, Mr Markus Laurinen
- Marautec, Mr Ben Zhang

** Shortly after the election, Avikus announced the change of the Board representative, with Mr Jinmo Park replacing Ms Joo.

The AGM elected Mr Markus Laurinen (Kongsberg) as the Board's chairperson. The Board later selected Mr Tero Vainio (Finnpilot) as vice-chairperson.

After its election, the Board initiated an update of the association's vision and mission and began drafting a strategic action plan for 2025–2026. The secretariat held discussions with all members to support the board's work and to gather insights on their expectations and goals. The updated strategy was reviewed and approved at the year's second Annual General Meeting of members in November 2024.

- One Sea's vision is a safer and more sustainable maritime transport system which builds on the efficient use of advanced automation and combines human ingenuity with cutting-edge technology.
- One Sea's mission is to unite a diverse community of stakeholders to form an ecosystem to address challenges and drive the transition towards higher utilisation of digitalisation, evolving automation, and connectivity capabilities.

Financial and Administrative Issues: Achieving Stability Through Adaptation

The year was marked by a change that took place at the end of the previous year, resulting in the association's activities being fully funded by membership fees. This change in the financial structure pushed the efforts to develop operational and administrative efficiency.

Internal operations were refined to align with the annual budget's resources. These efforts involved modifying the Secretariat's working hours and pausing the office space agreement (co-working space). The Secretariat reviewed its travel strategy, carefully choosing events that necessitated travel.

In late March, the Finnish Tax Administration released specific guidance indicating that compensation for an association's secretary general should be classified as a salary. To adhere to this guidance, OS converted the Secretary General's service contract into employment. The services of the Director of Regulatory Affairs have continued to be offered under a service contract.