

DEFINING THE FUTURE: ONE SEA WHITEPAPER INTENDS TO PROVIDE INDUSTRY BEST PRACTISES FOR THE SITUATIONAL AWARENESS INTERFACE

One Sea has commenced the work to develop an industry best practice for the interface necessary to establish sufficient and safe situational awareness in three different user cases.

One Sea is commencing work on a new whitepaper which offers an industry best practice for developing and implementing the international regulatory framework for Maritime Autonomous Surface Ships (MASS). The whitepaper – Situational Awareness Interface, an industry best practice – intends to provide guidance on an approach to provide the master and crew with an accurate picture of the vessel's surroundings to support decision-making and enhance human performance. It will explore how data can be applied progressively to establish sufficient and safe situational awareness covering highly automated, autonomous and remotely operated ship operations. Experts in digital technologies and user groups suggest that to support the deployment of efficient and safe ship operation in the near-term, industry best practises that can be used across the maritime industry may point the way forward.

Regulations development is time taking, and standards will also take time to be developed and published. In the meantime, the industry is taking up the challenge to provide best practises approach to progress in ship safety.

The best practise will address three use cases, assisted, remote and autonomous navigation.

Markus Laurinen, Chair of the Board at One Sea, states: “Defining the interfaces is the first step to advance our global vision to improve safety using intelligent automated vessel technologies. A collaborative approach is critical if the industry is to secure the full benefits available from autonomous ship technology. Therefore, I am calling on all interested parties to join and support this work. This is just the first step to define the needed interfaces for all autonomous and remotely operated functions in future maritime transport. We are looking forward to addressing the other areas in a series of whitepapers to come.”

One Sea Director of Regulatory Affairs, Capt. Marko Rahikainen, writes: “The development of international regulations for MASS is the top priority for One Sea, and good progress has been made over the years. However, now when the common overarching areas are close to be agreed on, the work on the details needs to begin to ensure that the systems, solutions and operations are working seamlessly together all over the globe. For verification and validation purposes there must be common standards providing a level playing field for the industry. The purpose of the whitepaper is to provide a best practise and assist rule and standards development and standard solutions that can be easily applied across the industry going forward.”

One Sea is inviting companies and interested parties to join the work on this pro-active work that will provide a path forward for efficient and safe ship operation in the near-term.

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About One Sea:

The One Sea Association is a high-profile non-profit global alliance of leading commercial manufacturers, integrators and operators of maritime technology, digital solutions, and automated and autonomous systems combined with academia and re-search institutions. The association connects leading marine experts and is a strategic combination of top research, state-of-the-art information technology and business.

One Sea promotes the implementation and creation of conditions needed for an automated and autonomous maritime transport system. The association engages in the development of an enabling international legal framework and participates in the standardization work.

As a priority, One Sea seeks to engage in constructive dialogue with all stakeholders to support the creation of the future of autonomous shipping to the benefit of all. We invite all stakeholders to participate in a transparent discussion which would develop rules and standards to enhance maritime safety, reduce carbon emissions, improve social and working conditions and open new commercial opportunities for shipping.

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