

Amendments for Guidance for Autonomous Ships

Related Rules/Guidance	Effective date
Guidance for Autonomous Ships – ships contracted for construction on or after 1 July 2021	

○ Reason for Amendments

1. There is a need to reduce confusion by clearly applying the ships subject to risk analysis.
2. In the case of applying a system configured to support decision-making remotely to onboard operators by combining a communication system and an offboard support system, it is necessary to revise the guidance so that the appended code can be applied.

○ Amendments

1. The requirements have been amended to ensure that autonomous ships applying this guidance can perform risk assessment or review reliability, if necessary, and obtain appropriate cybersecurity certification.
2. A remote concept has been introduced to enable function execution through remote operation.
3. The requirements have been amended to allow AL notation to specific systems.
4. System configuration change for AL2 : The decision-making support system is added as an essential system, and the autonomous navigation system is defined as a system that may be required according to operational characteristics.
5. The requirements have been amended to follow the existing classification approval procedure for the low autonomous level and to follow the guidance for approval of risk-based ship design for the high autonomous level(AL3 or higher).

○ **Impact Analysis**

- ✓ Indication of any impact on and/or contribution to safety, security or environmental protection
: Securing safety through risk assessment and security certification suitable for the relevant ship.
- ✓ Indication of any impact on net and gross scantlings
: N/A