



NOTICE TO MARINERS

No. 3 of 2025 – Operation of USV's within Belfast Harbour

Mariners are advised that the owner/operator of an Autonomous Surface Vessel (ASV), Unmanned/Uncrewed Surface Vessel (USV), Autonomous Underwater Vehicle (AUV), Maritime Autonomous Surface Ship (MASS) or any other similar vessel is not permitted to be operated in a remotely controlled or autonomous mode within the limits of Belfast Harbour unless the owner/operator has first satisfied the requirements of this notice and received approval in writing from the Harbour Master or Deputy.

USV's arriving and departing from the Port of Belfast will be required to have a nominated shipping agent.

Belfast Harbour recognises the term automation inline with the classification of autonomy as identified by the IMO.

- Degree one: Ship with automated processes and decision support. Seafarers are on board to operate and control shipboard systems and functions. Some operations may be automated and at times be unsupervised but with seafarers on board ready to take control.
- Degree two: Remotely controlled ship with seafarers on board. The ship is controlled and operated from another location. Seafarers are available on board to take control and to operate the shipboard systems and functions.
- Degree three: Remotely controlled ship without seafarers on board: The ship is controlled and operated from another location. There are no seafarers on board.
- Degree four: Fully autonomous ship: The operating system of the ship is able to make decisions and determine actions by itself.

To enable a full assessment to take place; owners/operators must submit in writing at least 14 days before the activity is planned to commence Applications received with less than 14 days' notice may not be approved. The application should include:

- Full details of all the vessels involved.
- Date, time, and area of operation requested.
- Nature of work including a risk assessment and passage plan.
- Details of qualifications of the "Master"
- Clarification if the Master and the USV Operator are the same or different persons.
- The degree of automation in use.
- Emergency Procedures including unauthorised boarding and failure of the remote operations centre.
- Details of how the vessel will behave if communications are lost with the remote operations centre.
- Details of how to shut down or trip the USV locally.

PORT OPERATIONS
BELFAST
09th January 2025

A handwritten signature in black ink, appearing to read 'K. G. Allen'.

CAPTAIN K. G. ALLEN
HARBOUR MASTER