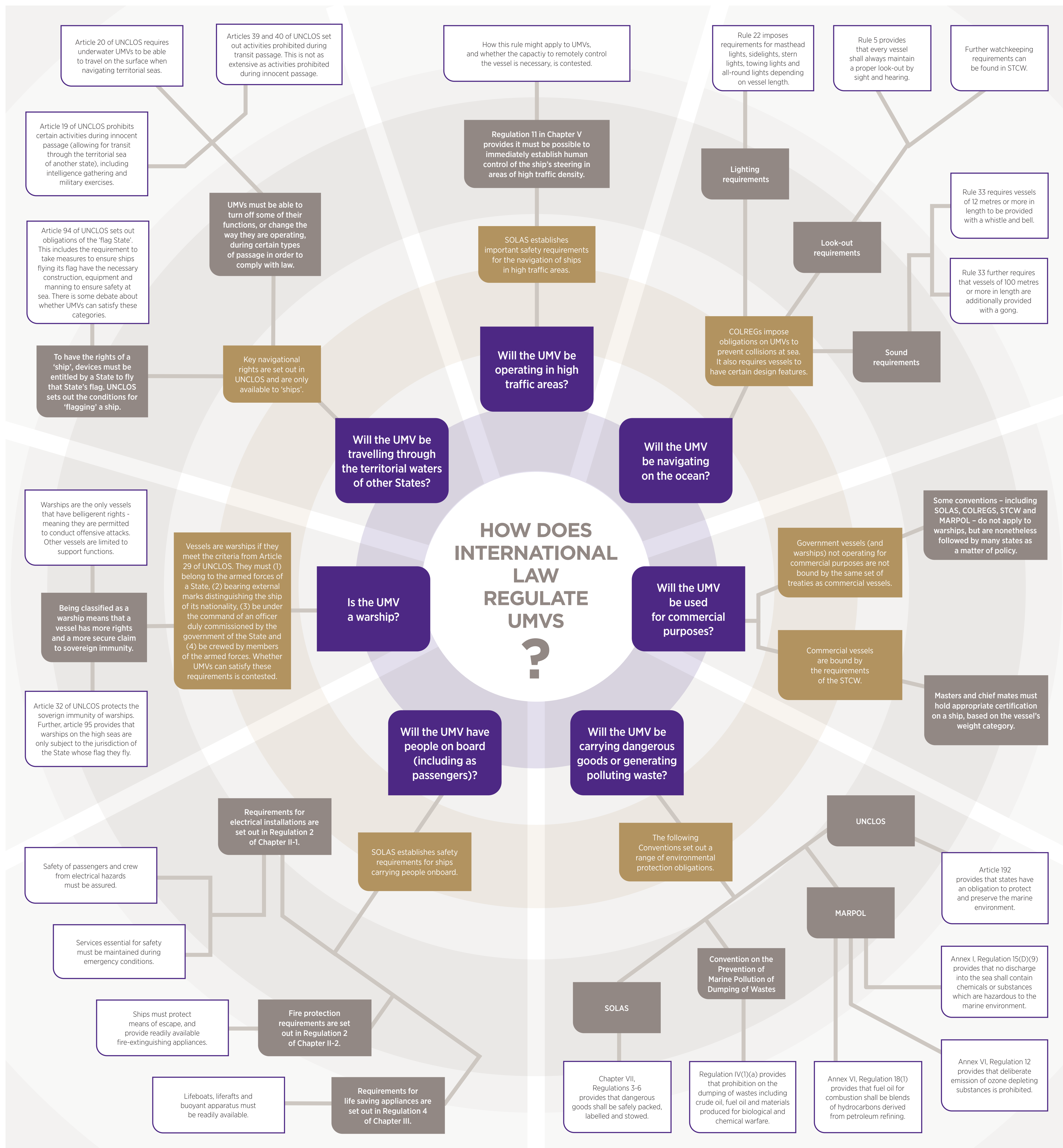


LAW OF THE SEA AND UNCREWED MARITIME VEHICLES



The ocean is governed by a network of international law treaties as well as customary international law. Each treaty has a different focus: some apply broadly to all ships and vessels, whereas others only apply to vessels of a particular size. This means determining how international law regulates a particular uncrewed maritime vehicle (UMV) depends on the design of the device and how they are intended to be used. Relevant treaties include:

- *United Nations Convention on the Law of the Sea ('UNCLOS')*,
- *International Convention for the Safety of Life at Sea ('SOLAS')*,
- *Convention on the International Regulations for Preventing Collisions at Sea (COLREGS)*,
- *International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers ('STCW')*,

- *International Convention for the Prevention of Pollution from Ships ('MARPOL')*,
- *Convention on the Prevention of Marine Pollution of Dumping of Wastes and Other Matter*.

The purpose of this flowchart - which is by no means comprehensive - is to give an indication of the kinds of factors that influence the application of the law, and the sorts of requirements imposed by treaties in order to access certain rights. As many of the treaties assume there will be people on-board

the device, it is unclear if and how UMVs will be able to meet these treaty requirements. There is debate amongst international and maritime lawyers about how strictly the treaties should be read.

There is a considerable amount of work underway to clarify the situation. The International Maritime Organization is completing a Regulatory Scoping Exercise to determine how best to regulate autonomous shipping, which may provide further clarity on the use of UMVs.