



Maritime &
Coastguard
Agency

Remote Operator Training and Certification Pilot Framework

Glossary

June 2025

Introduction

1.0 This glossary sets out terminology to be applied to the Remote Operator Training and Certification framework.

1.1 This document should be read in conjunction with:

- i) “RO_ROLE_DESCRIPTOR”
- ii) “RO_CERTIFICATION_FRAMEWORK”
- iii) “RO_TRAINING_DESCRIPTOR”
- iv) “RO_COMPETENCY_TABLES_(O)”
- v) “RO_COMPETENCY_TABLES_(M)”
- vi) “RO_TRB_TABLES_P2”

1.2 Annex A sets out the terms to be adopted throughout the scheme.

1.3 This document shall be revised as regulations, operations and technology develops.

ANNEX A

Table A

| Term | Definition |
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| Administration | The Government of the State whose flag the ship is entitled to fly. |
| Approved | Means a Training Provider or training course which has been audited by the Maritime and Coastguard Agency (MCA), where the MCA is satisfied that both the training centre and training course meet a specified standard, and that the training centre delivering the course holds a valid MCA approval certificate for that course. (WBC3) |
| Certificate of Competency (CoC) | Means an appropriate certificate issued by the Secretary of State for the purposes of regulation 6 (other than a certificate of equivalent competency) of the Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015. |
| Certificate of equivalent Competency (CEC) | Means an endorsement in the form of a separate document entitled "Certificate of Equivalent Competency" issued by the Secretary of State in accordance with Regulation 32 or 33 (of the Merchant Shipping (Standards of Training, Certification and Watchkeeping) Regulations 2015) to a master, officer or radio operator who holds an appropriate certificate issued by or under the authority of another Party to the STCW Convention. |
| Certificate of Proficiency (CoP) | Means a certificate, other than a Certificate of Competency or a Certificate of Equivalent Competency, issued to an individual, stating that the relevant requirements of training, competencies or service experience under the relevant regulation have been met. |
| COLREGS | Means the Convention on the International Regulations for Preventing Collisions at Sea (COLREG), 1972. |
| Company | Means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the shipowner and who, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed on the Company. |
| Connectivity | The capacity for the transfer of data between a ROC and vessel. In the context of MASS, this is the data link between a ROC and a vessel by use of data communication systems(s) and network(s), that enables the transfer of data. |
| Control Position | Means a conning position which is manned whilst the vessel is underway. (WBC3) |
| Data communication systems | The system that enables the transfer of data between a ROC and vessel. |
| GMDSS | Means the Global Maritime Distress and Safety System. |
| GNSS | Means Global Navigation Satellite Systems, including GLONAS, GPS and GALILEO. |
| Gross Tonnage (GT) | Means gross tonnage as determined under the Merchant Shipping (Tonnage) Regulations 1997. |

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| IMO | Means the International Maritime Organization. |
| Latency | Means the time interval between a signal being sent from the vessel and being displayed to the remote operator at the ROC, or the time interval between a signal being sent from the ROC to the vessel. |
| Mandatory Course Approval | Short courses that are either required for the issue of a UK Certificate of Competency (CoC) or essential for a seafarer to complete under the STCW Convention before taking up employment on a seagoing vessel appropriate to their shipboard duties. All mandatory courses require MCA approval in accordance with Annex F of MSN 1865 (M), as amended. |
| Marine Information Note (MIN) | Means a Marine Information Note described as such and issued by the MCA, and reference to a specific MIN includes reference to any MIN amending or replacing that Note which is considered by the Secretary of State to be relevant from time to time. |
| Marine Guidance Note (MGN) | Means a Marine Guidance Note described as such and issued by the MCA, and reference to a specific MGN includes reference to any MGN amending or replacing that Note which is considered by the Secretary of State to be relevant from time to time. |
| Maritime and Coastguard Agency or "MCA" | Means the Maritime and Coastguard Agency, an executive agency of the Department for Transport, and any superseding and preceding organisations. |
| MASS | Means Maritime Autonomous Surface Ship and includes every description of vessel or craft used in navigation that can for any part of its voyage, fully or in part navigate or operate autonomously or through remote operations. |
| Master | Includes every person (except a pilot) having command or charge of a ship and, in relation to a fishing vessel, means the skipper. |
| Management Level of Responsibility | A level of responsibility that applies to senior officers (i.e. Master and Chief Officer). |
| MCA approved | Means a Training Provider or training course which has been audited by the MCA, where the MCA is satisfied that both the training centre and training course meet a specified standard, and that the training centre delivering the course holds a valid MCA approval certificate for that course. |
| Merchant Shipping Notice | (MSN) means a Merchant Shipping Notice described as such and issued by the MCA, and reference to a specific MSN includes reference to any MSN amending or replacing that Notice which is considered by the Secretary of State to be relevant from time to time. |
| Operational Level of Responsibility | A level of responsibility that applies to junior officers (i.e. 2 nd / 3 rd Officers). |
| Owner/operator | Means the vessel owner, managing agent or person who operates the vessel. |
| Remote Control | The ability to operate a machine from a distance using radio or electrical signals |
| Remote Operation Centre (ROC) | Means either a shore-based location which is permanent or mobile, or a manned vessel from which a vessel is operated |

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| Remote Operator | Means any person, including the Master, with recognised or certifiable experience who is engaged in the remote operation of a vessel. |
| Remotely Operated Unmanned Vessel | Means a vessel with no persons on board, that is operated from a location remote to the vessel. |
| Safe Manning Document | Means a document, described as such, issued: (a) in the case of a United Kingdom ship by the Secretary of State, and (b) in the case of any other ship by or on behalf of the government of the State whose flag the ship is entitled to fly. |
| Safe state | Means the set minimum risk condition(s) defined by the vessel owner/operator to minimise risks to people, environment(s) and asset(s). |
| Seafarer | Means any person, including the Master, who is employed or engaged or works in any capacity on board a ship on the business of the ship and whose normal place of work is on a ship; |
| SOLAS | Means the International Convention for the Safety of Life at Sea, 1974, and its Protocol of 1988, as amended, published by the International Maritime Organization. |
| Ship | Includes every description of vessel used in navigation. |
| The STCW Code | means the Seafarers' Training, Certification and Watchkeeping Code adopted by the 2010 Manila Conference of Parties to the STCW Convention. |
| STCW Convention | Means the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended. |
| Teleoperation | The operation of a system or machine from a distance. |
| Telemetry | The process of using equipment to send, receive and measure data over long distances. |
| Towing | Means the act of towage of one vessel or floating object by another vessel where the two are connected: .1 by a towline about which the towing vessel is free to manoeuvre such that there is a risk of girting, where if the towline is attached towards amidships, it could adopt an angle to the towing vessel and provide a capsizing moment. .2 side by side with the towing vessel firmly attached alongside the towed vessel or floating object, so as to be able to manoeuvre as if one vessel. .3 fore and aft with the bow of the towing vessel firmly attached to the stern of the towed vessel or floating object, so as to be able to push, pull or manoeuvre as if one vessel |
| Underway | Has the same meaning as in Rule 3(i) of COLREGS; |
| Vessel | The word "vessel" includes every description of watercraft, including non-displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water. |

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| Visual Line of Sight | See Annex C of the “RO_Training_Descriptor_”. |
| Voluntary Recognition | Non-mandatory courses that enhance the safety of maritime personnel or to introduce best practices onboard a ship. If there are no formal guidelines for these courses, the training provider must submit the course syllabus and outcomes to the MCA. The Seafarer Services Branch will assess the proposal prior to agreeing that the Marine Office may undertake the course approval process. |

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