

FRENCH REPUBLIC

Ministry for the Ecological Transition,
Biodiversity, Forests, Marine Affairs
and Fisheries

Order of XXX issued pursuant to Decree No 2024-461 of 22 May 2024 on the conditions for operating maritime drones

NOR: XXX

The Minister for the Ecological Transition, Biodiversity, Forests, Marine Affairs and Fisheries;

Having regard to the International Convention for the Prevention of Pollution from Ships, done in London on 2 November 1973;

Having regard to the Convention on the International Regulations for Preventing Collisions at Sea, adopted on 20 October 1972;

Having regard to Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment and repealing Council Directive 96/98/EC;

Having regard to Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services;

Having regard to Order No 2021-1330 of 13 October 2021 on navigation conditions for autonomous vessels and maritime drones;

Having regard to the Code on Relations between the Public and the Administration, in particular Article L231-4 thereof;

Having regard to the Internal Security Code (CSI), in particular Article R742-6 thereof;

Having regard to the Transport Code, in particular Part Five thereof;

Having regard to Decree No 84-810 of 30 August 1984 on the safety of human life at sea, prevention of pollution and the safety and social certification of vessels;

Having regard to Decree No 2004-112 of 6 February 2004 on the organisation of State action at sea;

Having regard to Decree No 2006-142 of 10 February 2006 on the creation of the single window provided by Law No 2005-412 of 3 May 2005 on the establishment of the French International Register;

Having regard to Decree No 2011-2108 of 30 December 2011 on the organisation of maritime navigation surveillance;

Having regard to Decree No 2024-461 of 22 May 2024 laying down the procedures for implementing Order No 2021-1330 of 13 October 2021 on navigation conditions for autonomous vessels and maritime drones and laying down various provisions relating to professional vessels;

Having regard to the Order of 23 November 1987 on the safety of ships and prevention of pollution;

Having regard to the Order of 12 July 2024 on the transitional training conditions authorising the operation of a maritime drone, adopted pursuant to Decree No 2024-461 of 22 May 2024 laying down the procedures for implementing Order No 2021-1330 of 13 October 2021 on navigation conditions for autonomous vessels and maritime drones and laying down various provisions relating to professional vessels;

Having regard to Notification No 2024/016/FR, submitted to the European Commission on 15 January 2024 in accordance with Directive (EU) 2015/1535;

Having regard to Notification No XXX submitted to the European Commission in accordance with Directive (EU) 2015/1535;

Hereby orders:

TITLE 1: GENERAL POINTS

Article 1 – Purpose and scope

This order establishes the rules applicable to maritime drones as defined in Article R5000-1 of the Transport Code.

The provisions of this order do not apply to maritime drones belonging to the French Navy, whether they are under test or in service.

Unless otherwise specified, this order does not apply to ancillary drones as defined in Article 2.

Article 2 – Specific regime for ancillary drones

I. Pursuant to Article D5111-10 of the Transport Code, surface or underwater floating craft are considered to be ancillary drones when they are used for service purposes from a parent ship or a parent maritime drone and when they meet all of the following conditions:

- they are smaller than the parent ship or parent maritime drone;
- their range is limited to 5 miles from the parent ship or parent maritime drone;
- the commands are issued from the parent ship or parent maritime drone.

II. Ancillary drones also include any floating surface or underwater craft referred to in Article L5111-1-1 of the Transport Code that is controlled by means of wire guidance from a parent ship or a parent maritime drone.

III. The provisions applicable to the maritime drones defined in Article R5000-1 of the Transport Code do not apply to ancillary drones.

Article 3 – Definitions

For the purposes of this order, the following expressions refer to:

1. **Kinetic energy** (in Joules): kinetic energy is calculated using the following formula:

$$0.5 * \text{mass (kg)} * (\text{speed (m/s)})^2$$

2. **Maximum speed**: refers to the speed corresponding to the maximum continuous propulsion power that the maritime drone is authorised to use at its maximum weight.

3. **Mass**: corresponds to the maximum mass when under way with all the required equipment.

4. **Length**: corresponds to the overall length, i.e. the distance measured between the two ends of the maritime drone. It takes into account all accessories and fixtures on the drone's hull, positioned in their sea-going configuration, whether fixed, mobile or removable.

5. **Coordinated fleet**: refers to the coordinated navigation of a group of maritime drones for a single mission, the group being composed of at least one main drone that directs one or more other maritime drones. The group shall be directed from the same remote operations centre and shall not exceed a radius of 0.5 nautical miles therefrom.

6. **Duplication**: refers to the redundancy of equipment, a system, a network or a function deemed necessary to maintain an equivalent level of safety in the event of failure.

7. **Navigation categories**: refers to the categories defined in Article 110(11), 1. of the Regulation annexed to the Order of 23 November 1987 on the safety of ships and prevention of pollution.

8. **Critical equipment**: refers to equipment or devices whose failure would compromise the navigation of the maritime drone and the operating conditions laid down in Article L5241-2-1 A of the Transport Code.

9. **Major conversion**: refers to any modification of the maritime drone resulting in a change in the type of operation, a change in the waterline length or maximum beam of the maritime drone, or extension of the navigation category.

10. **Technically unfeasible**: refers to something that cannot be accomplished because, under existing conditions, it would require the removal or modification of an essential structural element of the maritime drone, or because other existing physical constraints preclude the modification or addition of elements or functionalities.

11. **Control mode**: refers to, as applicable:

- a 'manual' control mode: a maritime drone operates under 'manual' control when its course is at any point dictated by the commands of an operator transmitted in real time;

- an 'automatic' control mode: a maritime drone manoeuvres 'automatically' when its course has been programmed before or during the voyage and is navigated without the intervention of an operator.

12. **First production unit maritime drone**: refers to the first version of a maritime drone built by a manufacturer and intended to be reproduced by that manufacturer for the production of other units using an industrial manufacturing process.

13. **Maritime drone identical to a first production unit maritime drone**: refers to a maritime drone that is an identical reproduction of a production maritime drone, manufactured using an industrial manufacturing process.

14. **Manufacturer:** refers to any natural or legal person who designs and manufactures a maritime drone, or has a maritime drone manufactured, and markets it under their own name or brand. Any person acting in a professional capacity shall be treated as a manufacturer if:

a) they present themselves as a manufacturer by affixing their name, trademark or other distinctive sign to the maritime drone;

b) they import a maritime drone into the European Union with a view to placing it on the market, selling it, marketing it or distributing it in any other way.

15. **Shipowner:** refers to the shipowner within the meaning of Articles L5411-1 and L5411-2 of the Transport Code.

16. **Degraded situation:** refers to any incident, accident, critical situation or any other event that might endanger the maritime drone or environmental protection.

17. **Accompanying vessel:** refers to any vessel, in permanent contact with the remote operation centre, ensuring the safety of the water body for the navigation of the maritime drone under test and located less than 5 miles from it.

18. **Support vessel:** refers to any vessel, in permanent contact with the remote operation centre, ensuring the safety of the water body for the navigation of the maritime drone, to the exclusion of the maritime drones under test.

19. **parent ship:** refers to any ship from which the ancillary drone is operated.

20. **Parent maritime drone:** refers to any maritime drone from which the ancillary drone is operated.

21. **Type of operation of the maritime drone:** refers to the maritime drone which alternatively or cumulatively fulfils one of the following roles:

- operation in a coordinated fleet;
- operation with towed equipment.

22. **Maritime drone under test:** refers to a maritime drone that falls into one of the following categories, excluding ancillary drones:

- technical test and development;
- experimentation;
- assessment of the performance of the maritime drone in the situations and for the purposes for which it is intended;
- public demonstration, in particular at special events.

TITLE 2: REGISTRATION OF A MARITIME DRONE

Article 4 – Competent authority

Pursuant to Article R5112-2-4-1 of the Transport Code, the French international register single window processes applications for the registration of maritime drones and issues registration certificates. The operating conditions under which the maritime drone is authorised to operate shall be indicated on the certificate.

The operating conditions shall be defined according to the results of the risk analysis, the equipment installed on board the maritime drone, its design and the number of operators required to operate it, as well as the equipment and devices comprising the remote operation centre.

Section 1 – Application for registration of a maritime drone

Article 5 – Documents to be provided

In order to register a maritime drone, the applicant shall submit the CERFA application form for registration of a maritime drone in Annex 1 to this Order via the French International Register single window.

The applicant shall be the owner of the maritime drone, their legal representative, or their authorised representative.

Article 6 – Examination of the application for registration

I. After receipt of the application for registration, the French International Register single window shall carry out the documentary check defined in Article R5112-2-4-1(I) of the Transport Code.

As part of this inspection, the French international register single window may request that it be sent any relevant documents or records it deems necessary.

II. Following the documentary check referred to in I., a safety inspection may be initiated by the French international register single window pursuant to Article R5112-2-4-1 of the Transport Code.

During this visit, persons authorised under Article R5112-2-4-2 of the Transport Code shall check, in particular, that the maritime drone and its equipment, as well as the remote operation centre, comply with the plans and documents submitted and shall carry out any tests they deem necessary to ensure compliance with the general maintenance and operating rules designed to guarantee the safety and security of the maritime drone's navigation, prevent occupational risks and pollution, and ensure that it does not pose a risk to maritime safety.

III. The safety inspection is systematic for the registration of a maritime drone declared as a first production unit.

IV. The safety check defined in R5112-2-4-1 of the Transport Code must be carried out prior to issue of the registration certificate.

Article 7 – Risk analysis

I. Pursuant to Article R5241-1 of the Transport Code, the operating conditions for maritime drones, which must comply with navigational safety and security requirements as well as occupational risk prevention and pollution prevention requirements, are defined by means of a risk analysis attached to the application for registration of the maritime drone.

This risk analysis shall be drawn up in accordance with the criteria and risk acceptance matrix set out in Annex 2 to this order.

II. The risk analysis shall demonstrate that the risk indices related to the maritime drone are assessed as 'low' or 'medium' within the meaning of Annex 2. Maritime drones for which the risk analysis assessment reveals a 'high' risk rating cannot be definitively registered.

The risk analysis shall attest in particular that the list of equipment on board, the devices for identification, communication and positioning at sea and the compulsory equipment in the

remote operation centres ensure the navigational safety and security of the maritime drones as well as the prevention of occupational risks and the prevention of pollution.

A minima, it shall cover:

- the navigation zone(s), the navigation risks associated with that zone or zones and the measures taken to eliminate or mitigate them;
- the risks relating to cyber-attacks, the reliability of the equipment and the measures envisaged to eliminate or mitigate them;
- the risks relating to illegal activities and piracy;
- the risks associated with fires;
- the risks of loss or disruption of communications between the drone and the remote operation centre and the measures planned to eliminate or mitigate them;
- the operational limits of the maritime drone and the adequacy and resilience of its equipment;
- the detailed list of critical equipment associated with the drone's operation and the need for redundancy;
- assessment of the risks of pollution and environmental damage and the measures planned to eliminate or mitigate them; where appropriate, justifications for exemption from the equipment listed in Annexes 3, 4 and 5.

A minima, the operational limits of the maritime drone that should be specified are:

- the drone connectivity zones, including service quality parameters, in particular latency time;
- the maximum duration of stay at sea;
- the navigation categories;
- the maximum speed;
- the type(s) of operation;
- the conditions and limits for towing or recovery;
- the characteristics of the remote operation centre, in terms of headcount, equipment and devices.

At the request of the French international register single window, the applicant shall provide any reports, studies, expert opinions, analyses, tests, trials or any other documents deemed necessary.

III. The shipowner is required to comply with the operating parameters established by the risk analysis throughout the entire period of operation of the maritime drone.

IV. In the case of a 'medium' risk analysis, the registration certificate may prescribe additional security measures.

Article 8 – Evaluation of the risk analysis

I. The risk analysis required under Section 7 shall be assessed, in its entirety, by a technical body as defined in Section 9.

The technical body may, upon reasoned request, obtain any document or information useful for assessing the risk analysis from the manufacturer or shipowner .

II. Maritime drones with a length of 3 metres or less and a maximum speed of less than 10 knots shall be exempt from the requirement for risk analysis assessment by the technical body referred to in I.

Article 9 – Technical bodies assessing risk analysis

I. The technical bodies that may carry out the risk analysis assessment required under Article 7 shall be those that have implemented a quality management system that complies with the management system of classification societies that are members of the International Association of Classification Societies (IACS) or equivalent and covers assessment of the operational risks of maritime drones and autonomous vessels.

II. There shall be no relationship of de jure or de facto representation or subordination, or of a commercial nature, between the technical body and the manufacturer or owner of the maritime drone.

Article 10 – Application for exemption from carrying equipment

The Minister responsible for maritime affairs may grant an exemption from the obligation to carry certain equipment required under Title 3 of this Order where the applicant demonstrates that carrying such equipment is neither realistic nor reasonable nor technically feasible within the meaning of Article 3, in view of the design characteristics or operating conditions of the maritime drone.

The equipment for which it is possible to apply for an exemption is specified in Annexes 3, 4 and 5 to this Order.

The application for exemption from carrying equipment shall be attached to the application for registration of the maritime drone.

The risk analysis provided by the applicant when making the registration application shall demonstrate that the exemption application does not compromise the general rules for drone maintenance and operation intended to ensure navigational safety and security and prevent occupational risks and pollution.

The risk analysis shall demonstrate that the risk indices associated with the maritime drone are assessed as ‘low’ or ‘medium’ within the meaning of Annex 2.

Article 11 – Availability of the registration certificate

The registration certificate shall be available at the remote operation centre from which the maritime drone is operated.

Article 12 – Registration of maritime drones identical to a first production unit maritime drone

Maritime drones identical to a first production unit may be exempted from safety inspections if the information contained in their registration application, in particular the operational limitations set out in the risk analysis, is identical to that of a first production unit maritime drone holding a registration certificate.

In order to benefit from this exemption, the applicant must provide documents enabling the French international register single window to qualify the drone as being identical to a first production unit maritime drone. Where the maritime drone is identical to a first production unit maritime drone, the applicant shall also provide:

- a sworn statement according to the template provided in Annex 7A, issued by and under the responsibility of the manufacturer of the maritime drone, certifying that it is indeed a maritime drone identical to a first production unit maritime drone holding a registration certificate;
- a sworn statement according to the template provided in Annex 7B, issued by the shipowner certifying that it is indeed a maritime drone identical to a first production unit maritime drone holding a registration certificate for identical operation, including the functionalities and compatibility with the remote operation centre.

Section 2 – Temporary registration procedure for a maritime drone that has not demonstrated its conformity

Article 13 – General principle

Subject to the conditions set out in Article 15, maritime drones under test and maritime drones for which the risk analysis reveals a ‘high’ risk index within the meaning of Annex 2 may be subject to temporary registration.

Article 14 – Temporary registration

For any temporary registration, the applicant shall submit the CERFA registration application form in Annex 6 to this Order to the French International Register single window.

Subsection 2.1 – Procedures for issuing the registration certificate according to the risk index

Article 15 – Case of a maritime drone with a ‘high’ risk index

Where the risk analysis provided for in Article 7 presents a ‘high’ risk index within the meaning of Annex 2, the French international register single window may, on the basis of a reasoned opinion from the technical body having assessed the risk analysis, issue a temporary registration certificate permitting the maritime drone to be operated for a period of three months, renewable once.

The temporary registration certificate cannot be issued if the ‘high’ risk index relates to any of the following:

- anti-pollution rules relevant to maritime drones;
- COLREG navigation rules;
- communications and positioning;
- The emergency shutdown procedure.

Article 16 – Conditions for the definitive registration of a maritime drone with a ‘high’ risk index

Where the maritime drone risk analysis indicates a ‘low’ or ‘medium’ risk index, the applicant submits a request for definitive registration to the French international register single window, using the template in Annex 1 and attaching the latest version of the risk analysis.

The French International Register single window shall issue the certificate of registration under the conditions laid down in Article 4.

Subsection 2.2 – Maritime drone under test

Article 17 – Case of a maritime drone under test

I. The provisions of Section 1 (Articles 5 to 12) of this Title shall not apply to maritime drones under test.

II. The duration of the temporary registration certificate for a maritime drone under test is six months, renewable once.

III. The temporary registration certificate shall be available at the remote operation centre from which the maritime drone is operated.

TITLE 3: OPERATION AND EQUIPMENT OF MARITIME DRONES

CHAPTER 1 – ESSENTIAL OPERATIONAL REQUIREMENTS FOR MARITIME DRONES

Article 18 – Specific provision for maritime drones under test

Unless otherwise provided, this Title shall not apply to maritime drones under test.

Section 1 – Modification of the characteristics of the maritime drone and deletion from the register

Article 19 – Reporting obligation

The shipowner shall inform the French International Register single window and the technical body referred to in Article 9 without delay and by any means, in the event of any of the following:

- any change in the operational limits of the maritime drone, as indicated in the risk analysis and described in Article 7 of this Order;
- any major conversion;

- any marine event, damage or serious accident occurring during operation of the maritime drone that has adversely affected the integrity of the maritime drone or the remote operation centre, the safety of navigation or the environment.

Article 20 – Consequences of reporting

The shipowner shall provide the French international register single window with a new risk analysis assessment, carried out by the technical body defined in Article 9, demonstrating that the major conversion, changes, sea events, damage and serious accidents referred to in Article 19, as well as any modifications made to the maritime drone as a result of the event, do not change the results of the risk analysis submitted at the time of registration or the relevance of any exemptions from carrying equipment that might have been granted.

Article 21 – Deletion from the register and new application for registration

In the event that, on the basis of the risk analysis assessment communicated under Article 20, the French international register single window finds that the risk indices associated with the maritime drone are no longer assessed as ‘low’ or ‘medium’ within the meaning of Annex 2, the shipowner shall submit a request for deletion of the maritime drone from the register and may submit a new application for registration.

Section 2 – Identification of the maritime drone

Article 22 – External marks

Pursuant to Articles D5111-9 and D5111-10 of the Transport Code, external identification marks shall be inscribed in capital letters on both sides of the hull or superstructure of the maritime drone. The minimum size for each character is defined according to the length of the vessel:

- less than 7 metres: 4 cm high and 1.5 cm wide. Line thickness: 0.5 cm;
- between 7 and 12 metres: 7 cm high and 3 cm wide. Line thickness: 0.8 cm;
- greater than 12 metres 12 cm high and 5 cm wide. Line thickness: 1.5 cm.

If an adhesive is used, it must be a high-performance polymeric vinyl adhesive that is resistant to seawater, gas oil, oils and light acid.

This Article shall also apply to ancillary drones and maritime drones under test.

Article 23 – Data plate

The shipowner shall affix an unalterable nameplate to the maritime drone indicating: their name, postal address, email address and telephone number.

The plate shall be made of metal or any other fireproof material.

It shall be clearly displayed on the exterior of the maritime drone.

It shall be at least 5 cm long and at least 3 cm high.

This Article shall also apply to ancillary drones and maritime drones under test.

Section 3 – Compulsory certificates and general maintenance rules

Article 24 – Compliance with the MARPOL International Convention

The provisions of Regulation 15C of Annex I and Annex VI to the International Convention for the Prevention of Pollution from Ships (MARPOL Convention) shall apply to maritime drones.

Pursuant to Article R5241-4 of the Transport Code, classification societies authorised to issue the pollution prevention certificates indicated in Division 140 of the Order of 23 November 1987 on the safety of ships and prevention of pollution, and in particular Annex 140-A.1 thereto, are also competent to issue the Engine International Air Pollution Prevention (EIAPP) certificates required for the registration of maritime drones.

Article 25 – Supervision arrangements and general maintenance rules

I. The maritime drone shall be operated by a maritime drone operator, as defined in Article R5000-3 of the Transport Code.

On the surface, when the maritime drone is manoeuvring in manual control mode, the maritime drone operator must be able to intervene and operate it manually from a remote operation centre. When the maritime drone is manoeuvring in automatic control mode, the maritime drone operator shall monitor its course.

II. The captain is responsible for the maritime expedition, exercises command of the maritime drone and, where applicable, command of the operators responsible for operating the maritime drone. The captain shall be able to assist the operator at any time.

III. The maritime drone and the equipment in the remote operation centre shall be maintained in accordance with the maintenance plan and risk analysis transmitted during registration of the drone.

Section 4 – Compulsory equipment and devices on board the maritime drone

Article 26 – Principles

I. Annexes 4 and 5 to this Order establish the list and characteristics of the minimum equipment required on board a maritime drone. For each compulsory item of equipment, it shall be specified whether duplication is required.

The equipment for which duplication is necessary is defined as critical within the meaning of Article 3 of this Order.

II. The equipment on board the maritime drone must not pose a risk of interference with critical equipment.

III. Equipment identified as critical must demonstrate its technical resistance to the intended use of the maritime drone. The following are presumed to meet this requirement:

1. equipment that complies with standard IEC 60945;
2. MED-certified equipment;

3. equipment recognised as equivalent in its technical resistance to the intended use by the technical body defined in Article 9.

Article 27 – Propulsion system

The installation of a flange-mounted engine on board maritime drones is permitted. The speed of the maritime drone may be limited by irremovable mechanical or electronic clamping of the propulsion device.

Article 28 – Towing

I. The maritime drone shall be equipped with a fixture such as a latch, bollard, eye or equivalent device that is sufficiently resistant to permit it to be towed.

II. This Article shall apply to maritime drones under test.

Section 5 – Compulsory equipment and devices in the remote operation centre
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Article 29 – Essential or functional requirements

I. Annex 3 to this order sets out the list of compulsory equipment in remote operation centres. It specifies for each piece of compulsory equipment whether duplication is required. The equipment for which duplication is necessary is defined as critical within the meaning of Article 3.

II. The list of equipment at the remote operation centre from which the maritime drone is operated shall be provided when making the application for registration.

In particular, it identifies the equipment considered critical under Annex 3.

III. The compulsory plans and documents in remote operation centres are set out in Annex 3(II).

IV. The maritime drone shall be equipped with systems enabling it to minimise the risks resulting from failure of the remote operation centre, in particular regarding the safety and security of navigation and the prevention of pollution at sea.

Failure of the maritime drone shall not compromise safety and security in the remote operation centre. Failure of the on-board systems of the maritime drone shall not result in any vulnerability of the systems in the remote operation centre.

V. When required, the navigation data collected by the maritime drone shall be transmitted to the remote operation centre and reproduced visually or audibly.

The maritime drone operator shall have all information necessary for the navigation of the maritime drone within the remote operation centre.

The remote operation centre shall have a distinct hierarchical system of alarms and alerts in the event of its own failure or that of the maritime drone.

Article 30 – Data

In order to facilitate accident investigation, the remote operation centre shall be equipped with a simplified system for recording voyage data, making it possible, in particular, to determine the degree of autonomy of the maritime drone.

The voyage data shall include heading, speed, communications sent and received, alarms, audio recording within the remote operation centre, the position of the maritime drone and the date and time (UTC).

This data shall be recorded for a period of 48 hours.

Article 31 – Cybersecurity and security

I. The confidentiality, integrity and availability of the computers and information used for operation of the maritime drone shall be ensured on an ongoing basis. A cyber risk analysis is integrated into the overall risk analysis in accordance with Article 7.

The cyber risk analysis shall include *at least the* following elements:

- security, integrity, compliance of the remote operation centre(s);
- security, integrity and compliance of the communication systems;
- security, integrity and compliance of the navigation systems.

II. The remote operation centre shall be equipped to combat any unauthorised physical intrusion.

CHAPTER 2 – OPERATIONAL REQUIREMENTS SPECIFIC TO MARITIME SURFACE DRONES

Article 32 – Essential conditions for the operation of maritime surface drones

I. The operation of maritime surface drones shall comply with the requirements of this chapter.

II. The provisions of this Chapter shall not apply to underwater maritime drones, except when operated during surface navigation not strictly limited to rejoining a support vessel.

Article 33 – compliance with navigation rules

Maritime drones shall comply with the navigation rules of the International Convention for the Prevention of Collisions at Sea (COLREG). They are therefore considered to be mechanically propelled vessels.

Article 34 – Visual and auditory monitoring

Every maritime drone shall be equipped in such a way as to enable the operator to maintain appropriate visual and auditory monitoring at all times. This equipment shall enable the operator to fully assess the situation and any risk of collision, as well as to perform all manoeuvres at sea and at the berth under all circumstances.

The risk analysis provided when making the application for registration shall demonstrate that the positioning of the visual equipment of the maritime drone permanently provides the

operator with a 225° view, centred on the maritime drone's line of confidence, and enables them to rotate the field of vision to 360°.

Article 35 – Speed and risk of collision

The maritime drone shall be capable of signalling its presence and detecting any vessel, drone, craft or obstacle that may be in its path. The range of this detection shall be sufficient to enable the maritime drone, autonomously, or its operator, to adjust its course in good time.

The maritime drone shall indicate and transmit the following navigation data to the remote operation centre: heading, position, speed, wind speed and direction.

Article 36 – Lights and markings

I. The steering and sailing rules of the International Regulations for Preventing Collisions at Sea shall apply to the operation of all maritime drones.

II. The maritime drone shall be capable of signalling its operations at sea in accordance with the navigation rules concerning lights in the Convention on the International Regulations for Preventing Collisions at Sea, 1972, London, 20 October 1972 (COLREG).

Its lights shall be controlled from the remote operation centre. The operational status of the lights shall be regularly checked and shall be known to the remote operation centre.

III. The marks applicable to maritime drones and their operations are as follows:

- For all maritime drones, the towing marks specified in Rule 24 of the COLREG Convention;
- For all maritime drones, the marks for vessels not under command or restricted in their ability to manoeuvre in Rule 27 of the COLREG Convention;
- For any maritime drone over 7 metres in length, the marks for anchored vessels specified in Rule 30(a), (b) and (c) of the COLREG Convention;
- For any maritime drone over 12 metres in length, the marks for vessels aground specified in Rule 30(d) of the COLREG Convention.

IV. Pursuant to Rule 1(e) of the COLREG Convention, maritime drones operating in French waters are exempted from displaying the daytime marks of vessels not under command or restricted in their ability to manoeuvre provided for in Regulation 27. Nevertheless, the risk analysis must demonstrate the ability of the maritime drone to transmit this information to other users of the water body.

By way of derogation, the lights of the maritime drone may replace the markings required under II. of this Article, in accordance with the procedure set out in Article 10.

Article 37 – Communication with the remote operation centre and from the zone to other ships and maritime rescue coordination centres

The maritime drone or remote operation centre shall be capable of relaying any distress signal addressed to them to other vessels and maritime rescue coordination centres.

Article 38 – Fire protection

The maritime drone shall be designed, equipped and operated in such a way as to:

- prevent all fires and explosions;
- detect any fire on board;
- reduce the risk to human lives, ships and floating structures and installations in the vicinity resulting from a fire or explosion aboard the maritime drone;
- reduce the risk of damage to the maritime drone itself and to the environment caused by a fire or explosion aboard the drone.

The maritime drone shall be designed in such a way as to permit the extinction, containment and control of any fire or explosion in its original compartment.

Article 39 – Protection against flooding

The maritime drone shall be designed, equipped and operated in such a way as to be able to combat flooding.

CHAPTER 3 - SPECIFIC OPERATING REQUIREMENTS FOR UNDERWATER MARITIME DRONES

I. Underwater maritime drones shall meet the requirements of this chapter. This chapter does not apply to maritime surface drones.

II. Underwater maritime drones operated during surface navigation not strictly limited to rejoining a support vessel shall also comply with the provisions of Chapter 2 of this Title.

Article 40 – Course monitoring

The maritime drone shall be capable of autonomously monitoring its course. This monitoring shall permit full assessment of the situation and the risk of collision, as well as the ability to perform all manoeuvres at sea.

It shall be equipped in such a way as to allow courses and manoeuvres to be carried out safely, particular before any rising or diving.

Article 41 – Speed and risk of collision

I. The maritime drone shall be designed and equipped to signal its presence and detect any vessels, drones, craft or obstacles that may be in its path. The range of this detection shall be sufficient to enable the maritime drone, autonomously, or its operator, to adjust its course in good time.

II. The maritime drone shall record the following navigation data: its heading, position and speed. This data shall be transmitted to the remote operation centre when the maritime drone is navigating on the surface.

TITLE 4 – PROVISIONS RELATING TO MARITIME DRONES UNDER TEST

This Title shall apply only to testing at sea outside the administrative limits of maritime ports.

Article 42 – Control and command of the maritime drone under test

The shipowner shall designate a captain, establish and maintain a clear and accessible chain of command and control before and during the test, in particular for interventions in degraded situations.

Section 43 – Monitoring of the maritime drone under test

Throughout the duration of the tests, the maritime drone operator shall have an accompanying vessel capable of intervening in the event of an incident to assist the maritime drone or the staff carrying out the test and, if necessary, provide assistance during the test. This accompanying vessel must be deployed within 5 miles of the maritime drone.

The activities of the maritime drone under test shall be monitored continuously from the remote operation centre.

The system implemented shall permit a towing operation to be performed in the event of an incident.

The shipowner or manufacturer shall carry out the test at sea without endangering the safety of maritime traffic or harming the environment. It shall take appropriate measures to ensure that the test can be conducted in a safe, secure and environmentally friendly manner.

Article 44 – Maintaining the level of safety on the water body

The party responsible for the test shall be the shipowner or the manufacturer.

It is the responsibility of the party responsible for the test to suspend, cancel, postpone or amend the test schedule if at any time the conditions under which the water-level test is initiated or carried out no longer provide sufficient guarantees of safety. In particular, the party responsible shall take into account the meteorological conditions, the characteristics of the maritime drone under test and the presence of any other vessels on the water body.

Article 45 – Navigation monitoring

The services involved in navigation monitoring shall receive the relevant data relating to the maritime drone as well as the schedule of tests planned.

TITLE 5 – TRANSITIONAL AND FINAL PROVISIONS

Article 46 – Provisions applicable overseas

The provisions of this Order shall apply in New Caledonia, French Polynesia, Wallis and Futuna and the French Southern and Antarctic Territories.

References in provisions of this Order to provisions that do not apply in New Caledonia, French Polynesia, Wallis and Futuna or the French Southern and Antarctic Territories shall be replaced by references to locally applicable provisions covering the same subject matter.

Article 47 – Repeal clause

The Order of 20 May 2020 on testing procedures for the navigation of autonomous or remotely controlled floating marine craft is hereby repealed.

Article 48 – Entry into force

The provisions of this Order shall enter into force the day after its publication in the *Official Journal* of the French Republic.

Article 49 – Implementing article

The Director-General for Maritime Affairs, Fisheries and Aquaculture shall be responsible for implementing this Order, which shall be published in the *Official Journal* of the French Republic.

The Minister for the Ecological Transition, Biodiversity, Forestry, Maritime Affairs and Fisheries,

For and on behalf of the Minister:

The Director-General for Maritime Affairs, Fisheries and Aquaculture,

E. Banel

ANNEX 1



Liberté • Égalité • Fraternité
RÉPUBLIQUE FRANÇAISE

Ministry of
Maritime Affairs

Application for registration of a maritime drone



No

**Professional use ☐ ; or
personal use ☐**

Articles L5112-1 and L5112-1-11 of the Transport Code

1. The applicant, shipowner ☐ owner ☐

Name or Business name			First name		
SIREN no					
Nationality					
Applicant's address					
Street/road no	Extension		Street/road type		
Street/road name			Place or post office box		
Postcode	Place		Country		
Telephone no			Fax no		
email address					

The maritime drone has a single owner ☐ or is in co-ownership ☐

2. Application

1 - Registration of a new maritime drone ☐

2 - Registration of an existing maritime drone ☐

3. Information on the maritime drone

Type of maritime drone			
Current flag (where applicable)		Current registration number if foreign flag (where applicable)	
The maritime drone was subject to reservation of name and registration number			
Under the name (where applicable)		Under the registration number	
Name retained ☐ or new name requested ☐			

4. Technical elements of the maritime drone

Overall length (m)			
Beam (m)			
Manufacturer of the maritime drone		Country of manufacture	
Year of manufacture		Date of keel laying (or equivalent)	
Main engine manufacturer		Country of manufacture of the main engine	
Number of main engines		Engine type and serial number (<i>diesel, petrol, steam turbine, gas turbine, electric propeller, diesel-electric, other</i>)	
Displacement			
Total propulsion power (kW)			
Number of auxiliary engines		Total auxiliary power (kW)	
Maximum speed (m/s)		Mass [kg]	
Kinetic energy in joules			
Scheduled date for sea trials (as applicable)		Expected delivery date (as applicable)	

5. Owner or purchaser (if different from the applicant)

Name				First name	
or Business name					
SIREN no					
Nationality					
Address					
Street/road no		Extension		Street/road type	
Street/road name				Place or post office box	
Postcode		Place		Countr y	
Having its registered office at and its permanent establishment in France at					
Telephone no				Fax no	
email address					

6. Charterer and sub-charterer *(if applicable)*

Charterer

Name

or Business name

SIREN no

First name

Address

Street/road no

Extension

Street/road type

Street/road name

Place or post office
box

Postcode

Place

Country

Having its
registered office at
and its permanent
establishment in
France at

Telephone no

Fax no

email address

Bareboat Charter Party commencing on

Duration

Sub-charterer

Name

or Business name

SIREN no

First name

Address

Street/road no

Extensio
n

Street/road type

Street/road name

Place or post office
box

Postcode

Place

Country

Telephone no

Fax no

email address

Charter Party commencing on

Duratio
n

7. Vessel management contract *(where applicable)*

Manager

Name

or Business name

SIREN no

First name

Address

Street/road no

Extensio
n

Street/road type

Street/road name

Place or post office box

Postcode

Place

Country

Having its
registered office at
and its permanent
establishment in
France at

Telephone no

Fax no

email address

8. Other contracts and observations *(for inclusion in the legal act, where applicable)*

9. Supporting documents

For any application

- Mortgage certificate or mortgage non-registration certificate
- Contract of sale or lease with an option to purchase, or any document demonstrating ownership
- Plan of the external markings and identification of the maritime drone, including the plan and list of signalling devices to prevent collisions at sea. (The plans must make it possible to view all of the drone's identification marks and assess compliance with Article 36)
- General drone plan and daytime safety plan
- Displacement calculation certificate
- The stability file certifying a stability criterion applicable to vessels of the same size in the division, or a hydrostatic weighing report showing a metacentric height (GM) of 0.7 metres, which may be determined using the rolling period technique
- List of equipment installed on board the maritime drone, including identification of the equipment deemed critical within the meaning of Articles 3 and 26 of the Order of XX,
- List of equipment and means of communication installed in any remote operation centre pertaining to the maritime drone and enabling it to be operated, including identification of the equipment deemed critical within the meaning of Articles 3 and 26 of the Order of XX
- Maritime drone recovery and towing procedure
- Procedure for fighting pollution at sea
- Risk analysis, as defined in Article 7 of this Order, assessed by a technical body
- Document showing that the technical body having carried out the risk analysis assessment meets the conditions laid down in Article 9 [technical bodies]
- List of tests performed or to be performed
- Operator training, maintenance, operation and work schedule manuals (the training manual shall contain instructions and information, written in simple terms and illustrated to the greatest extent possible, concerning the equipment on board the drone and the best methods for dealing with an emergency situation. In addition, the manual must contain a service and maintenance schedule for the drone and its equipment.)
- Physical intrusion response plan at the remote operation centre

Where applicable

- Import declaration *(if the origin of the maritime drone is outside the territory of the European Union)*
- Certificate of deletion from the registry of the previous flag state *(if there is a previous flag)* or certificate of freezing from the underlying flag state
- Joint ownership agreement
- Powers of the authorised representative and/or signatories *(if the signatory is not the legal representative)*
- For companies not established in France, foreign corporate documents
- A sworn statement issued by the manufacturer of the maritime drone and under its responsibility certifying that it is indeed a drone in series production *(if the registration procedure for a series production maritime drone is requested)*
- A sworn statement issued by the shipowner of the maritime drone certifying that it is indeed a series production drone *(if the registration procedure for a series production maritime drone is requested)*
- Firefighting and water-ingress procedure

- Request for exemption(s) from carrying equipment required under Annexes 3, 4 and 5.
- The Engine International Air Pollution Prevention (EIAPP) certificate

10. Commitment to request deletion from the register in the event of major conversion, maritime incident, damage and serious accident

[Company header]

[NAME OF SHIPOWNER]

[Address of shipowner's registered office]

[Contact details of shipowner]

[Date]

Subject: Sworn statement on requesting deletion of the maritime drone from the register in the event of major conversion, maritime incident, damage or serious accident

[Dear Sir/Madam,]

[Head of the French International Register single window]

I hereby certify, in my capacity as representative of the company [NAME OF SHIP-OWNER], that I am making an application for registration of the maritime drone [NAME OF DRONE], in full knowledge of the obligations regarding removal from the register of maritime drones laid down in the Order of X, issued pursuant to Decree 2024-461 of 22 May 2024 on the conditions for operating maritime drones, which I undertake to comply with in full.

[Name of signatory]

[Capacity of signatory]

[Signature]

11. Commitment and signature

I certify that the above information is accurate

Done in

On

Applicant's signature

Law No 78-17 of 6 January 1978, as amended, on information technology, files and freedoms applies to the personal data entered in this form.
It guarantees the right of access to and to rectify such data with the department to which the form is addressed.

ANNEX 2

Risk analysis criteria and risk acceptance grid

Frequency index (F)

F	Definition	Minimum	Per drone and per year
6	Frequent	Likely to occur between once and 10 times a year on one drone	$1 \leq \text{frequency} < 10$
5	Likely	Likely to occur between once a year in a fleet of 10 drones and once a year on one drone	$10^{-1} \leq \text{frequency} < 1$
4	Occasional	Likely to occur between once a year in a fleet of 100 drones and once a year in a fleet of 10 drones	$10^{-2} \leq \text{frequency} < 10^{-1}$
3	Rare	Likely to occur between once a year in a fleet of 1 000 drones and once a year in a fleet of 100 drones	$10^{-3} \leq \text{frequency} < 10^{-2}$
2	Unlikely	Likely to occur between once in the lifetime (20 years) of a fleet of 500 drones and once a year in a fleet of 1 000 drones	$10^{-4} \leq \text{frequency} < 10^{-3}$
1	Extremely unlikely	Likely to occur between once in the lifetime (20 years) of a global fleet of 5 000 drones and once in the lifetime (20 years) of a fleet of 500 drones	$\text{frequency} < 10^{-4}$

Severity index (S) for humans

S	Definition	Human	By equivalent fatality
1	Negligible	No harm to humans	$\text{fatality} \leq 10^{-3}$
2	Minor	Mild injuries to humans	$10^{-3} < \text{fatality} \leq 10^{-2}$
3	Severe	Serious injuries to humans	$10^{-2} < \text{fatality} \leq 10^{-1}$
4	Critical	One death or fewer than 10 permanently disabling injuries on site	$10^{-1} < \text{fatality} \leq 1$
5	Catastrophic	Multiple fatalities and/or 10 or more permanently disabling injuries at the site and also outside the event zone	$1 < \text{fatality}$

Severity index (S) for the drone

S	Definition	Drone	By fraction of the cost of the drone
1	Negligible	Damage below 0.1 % of the cost of the drone	$\text{cost} \leq 10^{-3}$
2	Minor	Damage between 0.1 % and 1 % of the cost of the drone	$10^{-3} < \text{cost} \leq 10^{-2}$
3	Severe	Damage between 1% and 10% of the cost of the drone	$10^{-2} < \text{cost} \leq 10^{-1}$
4	Critical	Damage between 10 % and 100 % of the cost of the drone	$10^{-1} < \text{cost} \leq 1$
5	Catastrophic	Estimated damage beyond the cost of the drone	$1 < \text{cost}$

Severity index (S) for the environment

S	Definition	Environment	Spill in litres
1	Negligible	Non-significant spill, minor impact on the environment. No impact/damage off-site.	$\text{spill} \leq 10$
2	Minor	A few litres of pollution at sea, moderate impact on the environment Minor impact off-site.	$10 < \text{spill} \leq 10^2$
3	Severe	Discharge of more than 100 litres into the sea, significant environmental impact, manageable situation. Moderate off-site impact limited to material damage or minor impacts on health.	$10^3 < \text{spill} \leq 10^4$
4	Critical	Significant pollution requiring urgent measures for monitoring the situation and/or cleaning up the affected areas, serious impact on the environment. Significant material damage outside the site or short-term impacts on public health	$10^4 < \text{spill} \leq 10^5$
5	Catastrophic	Significant pollution; difficult to monitor the situation and/or difficult to clean up the areas affected; significant environmental impact. Significant off-site material damage, death or short-term impacts on public health	$10^5 < \text{spill}$

Risk grid

Risk is defined as a combination of the probability of occurrence and the severity of the consequences of a given scenario.

The acceptability of a scenario is assessed according to the acceptance criteria indicated in a risk acceptance grid covering risks to humans (injuries, loss of life), to the maritime drone (risk of damage) and to the environment (risk of pollution).

The table below shows the risk acceptance grid.

Risk index			Severity index (S)				
			Negligible	Minor	Severe	Critical	Catastrophic
			1	2	3	4	5
Frequency index (F)	Frequent	6	Medium	High	High	High	High
	Likely	5	Medium	Medium	High	High	High
	Occasional	4	Low	Medium	Medium	High	High
	Rare	3	Low	Low	Medium	Medium	High
	Unlikely	2	Low	Low	Low	Medium	Medium
	Extremely unlikely	1	Low	Low	Low	Low	Medium

High risk	Unacceptable risk: the risk must be reduced by additional or alternative safety measures to be put in place before operation.
Medium risk	Medium risk or ALARP ("As Low As Reasonably Practicable") region: the risk is tolerable if all reasonably practicable safety measures have been implemented. Additional or alternative security measures shall be put in place unless they are demonstrated to be impracticable or disproportionate to the risk reduction.
Low risk	Acceptable risk: no additional security measures are necessary, but additional measures may be implemented if they are in line with recognised best practices.

ANNEX 3

COMPULSORY EQUIPMENT, DEVICES, PLANS AND DOCUMENTS IN REMOTE OPERATION CENTRES

I. List of compulsory equipment and devices in remote operation centres

Equipment and devices	Compulsory duplication
Visual and auditory monitoring	
Distinct hierarchical system of visual and auditory alarms and alerts	YES
225° drone-eye view screen with 360° view option	YES
<i>Only for drones navigating mainly on the surface.</i>	
A gauge measuring the energy autonomy of the maritime drone	NO
Speed and collision risk	
Screen showing position fixes from satellite positioning system or inertial navigation unit	YES
Radar returns screen	YES
<i>Except for underwater drones.</i>	
Gyro compass or magnetic compass headings from the maritime drone	YES
<i>Derogation possible</i>	
Electronic navigation charts	YES
Security	
Emergency alert system	NO
Fire alarm system	NO
Protocol	
Data recording system	NO
Communication with the remote operation centre and from the zone to other ships and shore stations (maritime rescue coordination centres)	
	NO
A radio station compliant with GMDSS (Global	

Maritime Distress and Safety System) audio

enabling a distress signal to be relayed to the relevant maritime rescue coordination centre, where appropriate via the drone remote operation centre.

Data communication system between the drone and the remote operation centre YES

II. List of compulsory plans and documents to be held at remote operation centres

- the registration certificate for the maritime drone;
- the document authorising the operator to operate a maritime drone in accordance with the above-mentioned Decree of 22 May 2024;
- the overall plan of the maritime drone;
- the security plan, including pre-voyage checklists (including those relating to cybersecurity);
- instructions in the event of a maritime incident;
- the stability file certifying a stability criterion applicable to vessels of the same size in the division, or a hydrostatic weighing report showing a metacentric height (GM) of 0.7 metres, which may be determined using the rolling period technique, except in the case of maritime drones;
- the plans of the machinery and circuits of the maritime drone;
- the dewatering plans of the maritime drone;
- the electrical plans of the maritime drone;
- the antenna plan and the list of models of the equipment on board the maritime drone and in the remote operation centre;
- the fire protection and detection plan for the maritime drone and the remote operation centre;
- the emergency plan in the event of loss of communication with the maritime drone (which indicates in particular the emergency recovery area if provided for in the communication loss protocol submitted by the shipowner), except for underwater maritime drones;
- the emergency plan in the event of loss of the maritime drone to ensure its recovery;
- The connectivity management plan (including instructions and information on data communication equipment, bandwidth limits, latency, signal strength, maps with geographical boundaries depending on the coverage of the networks used, as well as planned measures to address degradation or loss of communication);
- The security protocol.

ANNEX 4

EQUIPMENT REQUIRED ON BOARD MARITIME SURFACE DRONES

Equipment	Derogation possible	Duplication
Visual and auditory monitoring		
Microphone	NO	NO
Fixed infrared camera	YES	NO
Fixed optical cameras: 360 degrees (e.g. pan-tilt-zoom type)	NO	NO
Speed and collision risk		
Inertial navigation unit <i>or</i> Satellite positioning system	NO	NO
Radar	Yes, if L < 7 metres	NO
Multibeam sounder or echo sounder	YES	NO
Radar reflector	YES	NO
Anemometer sensor	YES	NO
Log?	Yes, if L < 7 metres	
Lights and marks		
Navigation lights	YES, <i>in accordance with the provisions of Article 36 – Lights and marks</i>	YES
Trade marks	YES, <i>in accordance with the provisions of Article 36 – Lights and markings</i>	NO
Audible warning signals		
Audible warning signal	NO	NO
Communication with the remote operation centre and from the zone to other ships and maritime rescue coordination centres		
A radio station compliant with GMDSS (Global Maritime Distress and Safety System) audio <i>enabling a distress signal to be relayed to the relevant maritime rescue coordination centre, where appropriate via the drone remote</i>	YES	NO

	<i>operation centre.</i>		
	AIS	NO	NO
	Data communication system between the drone and the remote operation centre	NO	YES
Fire and flooding			
	Fire prevention system	YES	NO
	Fixed fire-extinguishing system: - appropriate to the volume - one load	YES	NO
	Flooding prevention: - compartmenting - dewatering pump	YES	NO
Power and propulsion system			
	If electric propulsion: - Batteries with range indication	YES	NO
Towing/rescue			
	Towing system	NO	NO

ANNEX 5

REQUIRED EQUIPMENT ON UNDERWATER DRONES

Equipment	Derogation possible	Duplication requested if installed
Visual and auditory monitoring		
Surface flasher	YES	YES
Underwater flasher	YES	NO
Speed and collision risk		
Pressure sensor	YES	NO
Inertial navigation unit <i>or</i> Satellite positioning system	NO	NO
Radar	YES	NO
Multi-beam sounder or echosounder or Doppler log	YES	NO
Radar reflector	YES	NO
Lights and marks		
Navigation lights	YES, <i>in accordance with the provisions of Article 36 – Lights and markings</i>	NO
Trade marks	YES, <i>in accordance with the provisions of Article 36 – Lights and markings</i>	NO
Audible warning signals		
Audible warning signal	YES, except for drones navigating mainly on the surface.	NO
Communication with the remote operation centre and from the zone to other ships		
A radio station compliant with GMDSS (Global Maritime Distress and Safety System) audio <i>enabling a distress signal to be relayed to the relevant maritime rescue coordination centre, where appropriate via the drone remote operation centre.</i>	YES	NO
Class B AIS (receiver and transmitter) (permits localisation by surface rescue)	YES	NO
Command control (C2 compulsory on the surface and at depth)	YES	NO
Underwater communications (linked to C2)	YES	NO

	Underwater positioning (linked to C2)	YES	NO
	UHF or VHF or satellite communication (linked to C2)	YES	NO
	Underwater tracking pinger (permits localisation by underwater rescue)	YES	NO
Fire and flooding			
	Compartmenting	YES	NO
	Water leak detector (generates an alert)	NO	NO
	Pressure relief valve (for the compartment containing the battery)	YES	NO
Power and propulsion system			
	If electric propulsion: - Batteries with range indication	YES	NO
	Battery management (BMS or PCM)	YES	NO
Towing and rescue			
	Towing or handling system (fixed or removable)	NO	NO

ANNEX 6



Liberté • Égalité • Fraternité
RÉPUBLIQUE FRANÇAISE

Ministry of
Maritime Affairs

Application for temporary registration of a maritime drone



No

professional use ☐; or
personal use ☐

registration for testing ☐; or
**registration of a partially compliant maritime
drone** ☐

Articles L5112-1 and L5112-1-11 of the Transport Code

1. The applicant, shipowner ☐ owner ☐

Name or Business name				First name			
SIREN no							
Nationality							
Applicant's address							
Street/road no		Extensio n		Street/road type			
Street/road name				Place or post office box			
Postcode		Place		Country			
Telephone no				Fax no			
email address							
The drone has a single owner ☐ or is in co-ownership ☐							

2. Application

1 - Registration of a new drone ☐
2 - Registration of an existing drone ☐

3. Information on the drone

Type of drone		Current registration number (if applicable)	
		Current flag (if applicable)	
The n ☐			
Under the name		Under the registration number	
Or, the drone has not been subject to pre-registration ☐			

Name retained ☐ or name requested

4. Technical elements of the drone

Overall length (m)			
Maximum beam [m]			
Manufacturer of the maritime drone		Country of manufacture	
Year of manufacture		Date of keel laying (or equivalent)	
Main engine manufacturer		Country of manufacture of the main engine	
Number of main engines		Engine type and serial number (<i>diesel, petrol, steam turbine, gas turbine, electric propeller, diesel-electric, other</i>)	
Displacement			
Total propulsion power (kW)			
Number of auxiliary engines		Total auxiliary power (kW)	
Maximum speed (m/s)		Mass [kg]	
Kinetic energy in joules			
Scheduled date for sea trials (as applicable)		Expected delivery date (as applicable)	

5. Owner or purchaser (if different from the applicant)

Name				First name	
or Business name					
SIREN no					
Nationality					
Address					
Street/road no		Extension		Street/road type	
Street/road name				Place or post office box	
Postcode		Place		Country	
Having its registered office at and its permanent establishment in France at					
Telephone no				Fax no	
email address					

7. Vessel management contract *(where applicable)*

Manager

Name

First name

or Business name

SIREN no

Address

Street/road no

Extension

Street/road type

Street/road name

Place or post office
box

Postcode

Place

Country

Having its
registered office
at

and its
permanent
establishment in
France at

Telephone no

Fax no

email address

Vessel management contract
commencing on

duration

8. Other contracts and observations *(for inclusion in the legal act, where applicable)*

9. Supporting documents

For any application

- Copy of the Advance Information Form
- Mortgage certificate or mortgage non-registration certificate
- Contract of sale or lease with an option to purchase, or any document demonstrating ownership
- Plan of the external markings and identification of the maritime drone, including the plan and list of signalling devices to prevent collisions at sea. *(The plans must make it possible to view all of the drone's identification marks and assess compliance with the COLREG Convention to prevent collision at sea (marks and lights)).*
- General drone plan and daytime safety plan
- Displacement calculation certificate
- The stability file certifying a stability criterion applicable to vessels of the same size in the division, or a hydrostatic weighing report showing a metacentric height (GM) of 0.7 metres, which may be determined using the rolling period technique
- List of equipment installed on board the maritime drone, including identification of the equipment deemed critical within the meaning of Articles 3 and 26 of Order XX and means of communication
- Maritime drone recovery and towing procedure
- Procedure for combating pollution at sea and associated certificates, including the EIAPP certificate *(if required)*
- List of tests performed or to be performed
- Request for exemption(s) from carrying equipment required under Annexes 3, 4 and 5.

For drones with a 'high' risk index, where applicable

- Import declaration (*if the origin of the maritime drone is outside the European Union*)
- Certificate of deletion from the registry of the previous flag state (*if there is a previous flag*) or certificate of freeing from the underlying flag state
- Joint ownership agreement
- Powers of the authorised representative and/or signatories (*if the signatory is not the legal representative*)
- For companies not established in France, foreign corporate documents
- A sworn statement issued by the manufacturer of the drone and under its responsibility certifying that it is indeed a drone in series production (*if the registration procedure for a series production maritime drone is requested*)
- A sworn statement issued by the shipowner of the drone certifying that it is indeed a series production drone (*if the registration procedure for a series production maritime drone is requested*)
- Firefighting and water-ingress procedure

- List of equipment and means of communication installed in any remote operation centre pertaining to the maritime drone and enabling it to be operated, including identification of the equipment deemed critical within the meaning of Article 26 of the Order of XX – Not applicable to maritime drones under test
- Risk analysis, as defined in Article 7 of this Order, assessed by a technical body (*the risk analysis must identify all risks associated with drones, their operation and the area of operation. Procedures and actions must be put in place to eliminate risks or reduce them to an acceptable level. This analysis must be known to the operator and made available before any use of the drone.*) – Not applicable to maritime drones under test.
- Document showing that the technical body having carried out the risk analysis assessment meets the conditions laid down in Article 9 [technical bodies] – not applicable to maritime drones under test.
- Analysis of failures of the craft (*analysis must be performed of equipment and installation failures on board in order to establish the operational limits of the drone and implement the necessary redundancies to ensure operation and safety.*) – Not applicable to maritime drones under test.
- Operator training, maintenance, operation and work schedule manuals (*the training manual shall contain instructions and information, written in simple terms and illustrated to the greatest extent possible, concerning the equipment on board the drone and the best methods for dealing with an emergency situation. In addition, the manual must contain a service and maintenance schedule for the drone and its equipment*) – not applicable to maritime drones under test
- Physical intrusion response plan at the remote operation centre – Not applicable to maritime drones under test.

10. Commitment to request deletion from the register in the event of major conversion, maritime incident, damage and serious accident

[Company header]

[NAME OF SHIPOWNER]

[Address of shipowner's registered office]

[Contact details of shipowner]

[Date]

Subject: Sworn statement on requesting deletion of the maritime drone from the register in the event of major conversion, maritime incident, damage or serious accident

[Dear Sir/Madam,]

[Head of the French International Register single window]

I hereby certify, in my capacity as representative of the company [NAME OF SHIP-OWNER], that I am making an application for registration of the maritime drone [NAME OF DRONE], in full knowledge of the obligations regarding removal from the register of maritime drones laid down in the Order of X, issued pursuant to Decree 2024-461 of 22 May 2024 on the conditions for operating maritime drones, which I undertake to comply with in full.

[Name of signatory]

[Capacity of signatory]

[Signature]

11. Commitment and signature

I certify that the above information is accurate

Done in

On

Applicant's signature

Law No 78-17 of 6 January 1978, as amended, on information technology, files and freedoms applies to the personal data entered in this form.
It guarantees the right of access to and to rectify such data with the department to which the form is addressed.

Annex 7A – Sworn statement for a first production unit drone

Manufacturer

Name or business name:

Address of registered office:

Contact details of the legal representative:

Date:

Subject: Sworn statement regarding the identity of the first production unit maritime drone

Dear Sir/Madam,

Head of the French International Register single window,

I hereby certify, in my capacity as representative of the company _____,
manufacturer of the maritime drone _____,
subject of this application for registration,

pursuant to the provisions of Article 12 of the Order of XX issued pursuant to Decree 2024-461 of
22 May 2024 on the conditions for operating maritime drones,

that the aforementioned maritime drone is indeed identical to the 'first production unit' maritime
drone registered under

No _____,
and issued with registration certificate No _____ on __/__/__.

I hereby certify that the information contained in the documents provided for this purpose is true
and accurate, enabling the French international register single window to qualify the drone as being
identical to a first production unit maritime drone.

The law punishes anyone found guilty of false declarations:

'Any fraudulent alteration of the truth, such as to cause damage and carried out by any means whatsoever, in writing or in any
other form of expression of thought, the purpose or effect of which is to establish proof of a right or fact having legal
consequences, constitutes forgery.

Forgery and the use of forged documents are punishable by three years' imprisonment and a fine of EUR 45 000 (Criminal Code,
Article 441-1).

The act of obtaining, by fraudulent means, a document intended to establish a right, identity or status, or to grant authorisation,
from a public administration or a body responsible for a public service mission, is punishable by two years' imprisonment and a
fine of EUR 30 000 (Criminal Code, Article 441-6).

The following shall be punishable by one year's imprisonment and a fine of EUR 15 000:

1. issuing a statement or certificate containing materially inaccurate information;
2. falsifying an originally genuine attestation or certificate;
3. using an inaccurate or falsified attestation or certificate (Criminal Code, Article 441-7).

NAME of signatory:

Capacity of signatory:

Signature

Annex 7B – sworn statement for a first production unit drone

Shipowner

Name or business name:

Address of registered office:

Contact details of the legal representative:

Date:

Subject: Sworn statement regarding the identity of the first production unit maritime drone

Dear Sir/Madam,

Head of the French International Register single window,

I hereby certify, in my capacity as representative of the company _____,
shipowner of the maritime drone _____,
subject of this application for registration,

pursuant to the provisions of Article 12 of the Order of XX issued pursuant to Decree 2024-461 of
22 May 2024 on the conditions for operating maritime drones,

that the aforementioned maritime drone is indeed identical to the ‘first production unit’ maritime
drone registered under

No _____,
and issued with registration certificate No _____ on __/__/____.

I hereby certify that the information contained in the documents provided for this purpose is true
and accurate, enabling the French international register single window to qualify the drone as being
identical to a first production unit maritime drone.

The law punishes anyone found guilty of false declarations:

‘Any fraudulent alteration of the truth, such as to cause damage and carried out by any means whatsoever, in writing or in any other form of expression of thought, the purpose or effect of which is to establish proof of a right or fact having legal consequences, constitutes forgery.

Forgery and the use of forged documents are punishable by three years’ imprisonment and a fine of EUR 45 000 (Criminal Code, Article 441-1).

The act of obtaining, by fraudulent means, a document intended to establish a right, identity or status, or to grant authorisation, from a public administration or a body responsible for a public service mission, is punishable by two years’ imprisonment and a fine of EUR 30 000 (Criminal Code, Article 441-6).

The following shall be punishable by one year’s imprisonment and a fine of EUR 15 000:

1. issuing a statement or certificate containing materially inaccurate information;
2. falsifying an originally genuine attestation or certificate;
3. using an inaccurate or falsified attestation or certificate (Criminal Code, Article 441-7).

NAME of signatory:

Capacity of signatory:

Signature