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- If you want to know the best ways to improve ship efficiency ask seafarers and take them with you.
- Safety at sea should remain paramount.
- There is a risk of creating a two tier system at sea with low technology ships being left behind and therefore at increased risk.
- There needs to be a greater understanding of the potential impact of automation
- The scope of the implications for the legal, regulatory and operational frameworks is huge and wide-ranging and must be addressed at the many stages advances might take.

**Key Issues**

The seafarers' job is likely to become much more computer-based in the future, possibly even including some degree of IT maintenance and support. Does the panel think this will impact on the future seafarer supply nations, with a move to countries where IT skills are dominant?

What additional skills will seafarers need to be equipped with to be able to operate autonomous ships or support land-based remote operations and when should this training become part of basic maritime training?

How will the industry ensure a proper understanding of ship handling, ship behaviour and seamanship is retained in the future if vessels are to be operated from ashore?

How will qualifications, training and experience be developed for the shore-based operators? And when should these be developed?