

YoungShip Survey on Maritime Autonomous Surface Ship

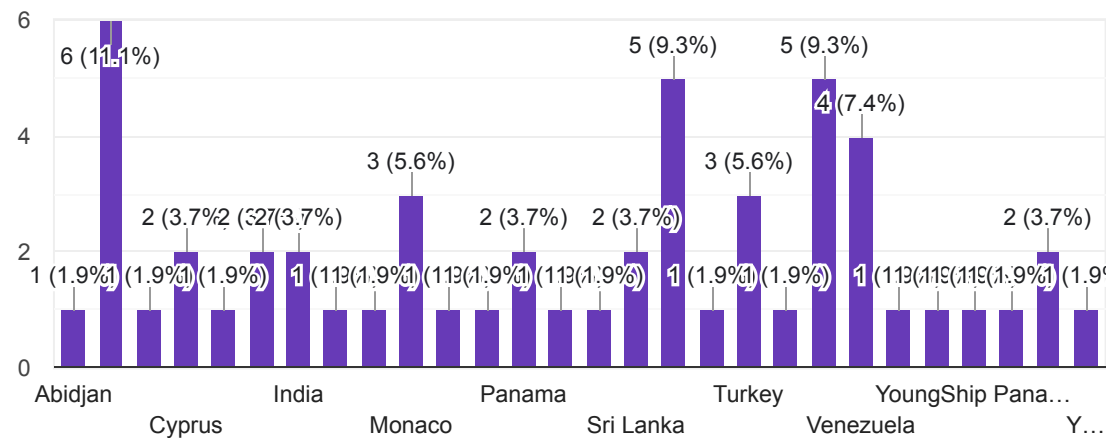
54 responses

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Which YoungShip branch are you from?

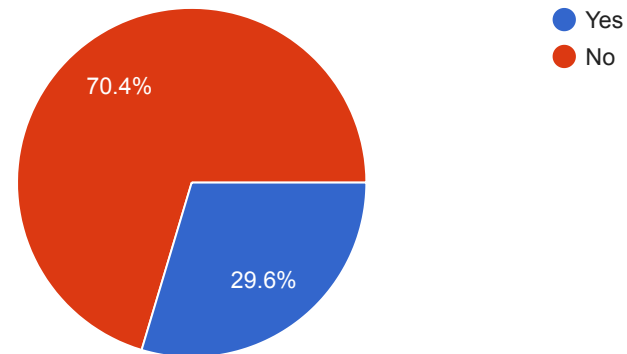
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54 responses



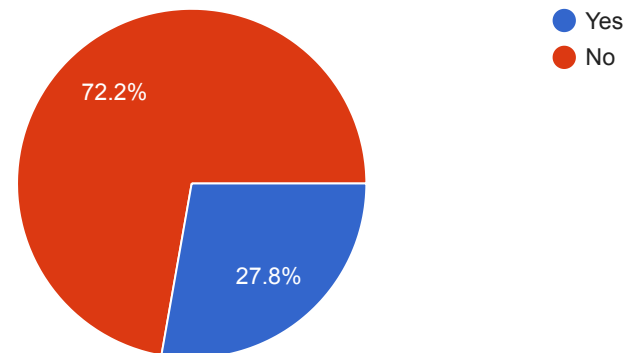
Do you believe that autonomous navigation will be safer than human navigation?

54 responses



Do you believe remote navigation (by a human in a remote location) will be safer than present-day onboard navigation?

54 responses

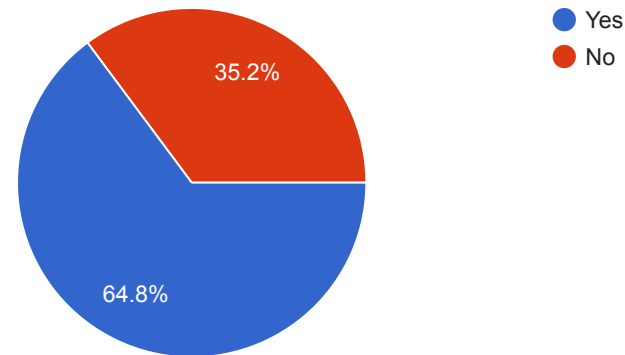


Do you think MASS will be beneficial for industry and society?

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(Conceptual explanation: Do you think MASS present a solution to the many problems of shipping: like collisions, pollution and decarbonisation, accidental/occupational deaths, etc.?)

54 responses

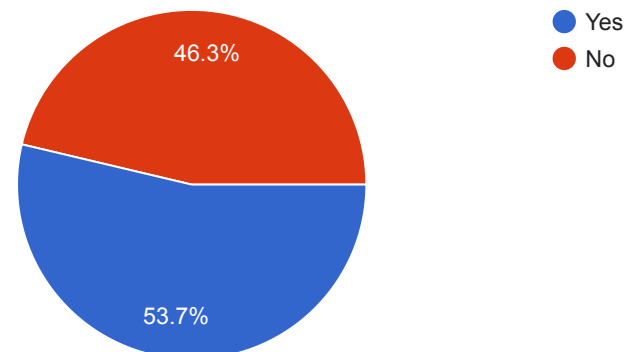


Do you think MASS will be problematic for industry and society?

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(Conceptual explanation: Do you think MASS will be more problematic in the sense that they will be a new sub-industry and thus, deviate resources from addressing problems of the present?)

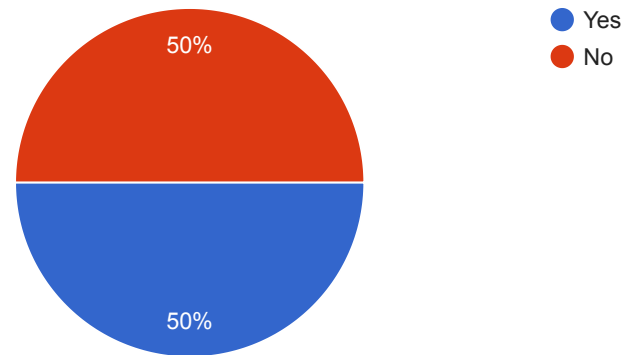
54 responses



The IMO's theme for 2022 is 'New Technologies for Greener Shipping'. Should MASS (remote & fully autonomous) be treated same as current ships or be required to be fully green/zero emission i.e. electric/solar/wind powered? Yes for same, No for fully green.

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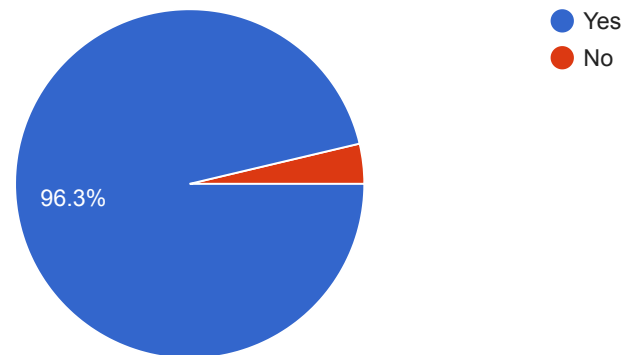
54 responses



Should MASS principles be included in the training syllabus of seafarers?

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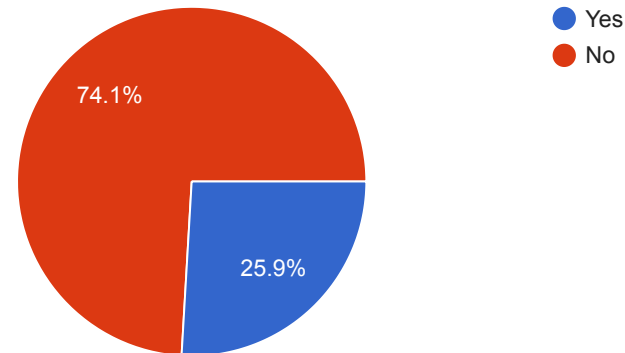
54 responses



Do you think shore-based training should be considered enough/satisfactory to qualify to work in a remote control centre for MASS?

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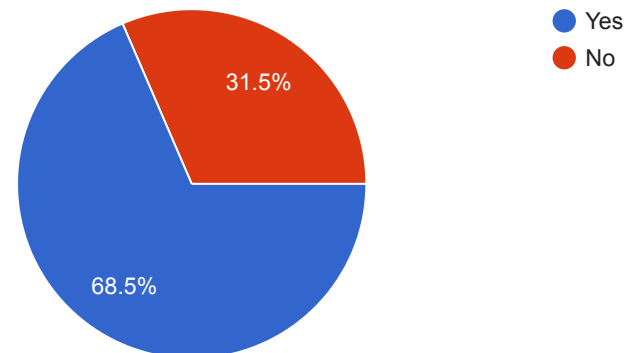
54 responses



Do you think people responsible for remote control MASS should be treated as 'seafarer' or 'normal office employee'? Yes for seafarer, No for normal office employee.

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54 responses



Any other comments? You may include an explanation of your answer to any of the above questions here.

17 responses

Actually a lot of variables used to happen during a travel at sea, so it is very difficult to take out the seafarer. But thinking in about short trip, the common maintenance at the machines can be done at ports. And keep at the vessel just emergency seafarers.

MASS will be a new sub-industry like other industries within shipping - bulk, container, tanker, therefore it will follow the same resource consumption pattern as any other new industry. It would be important that MASS is standardised and policy decisions are taken so that the most vulnerable countries or economies are not left out of this development or from the ill effects of the other industries becoming less attractive.

Machines will not be able to repair incidents remotely and know how to read the sea like a great navigator. they will know how to avoid but not proceed with an oil spill or a structural problem, for example.

The minimum crews must be guaranteed by type of ship, to maintain safety on board. Thanks

A machine can not and will not replace a real time decision based on weather conditions, the hunch and feeling of a professional seafarer. Furthermore, we have vast examples of drone operating systems other than ships that bring other issues to the table. Nevertheless, training for future competences should be studied and enforced, for the World changes in a heartbeat nowadays.

I see that the questions about the autonomous navigation being the safest way to work can not be answered with only "yes or no". The nowadays navigation for is almost autonomous and performed with the human knowledge and feeling on board. So, even the autonomous navigation operate with low target error of execution, answer it as the safest way is admit that it will preview all the situations that the human feeling and knowledge can provide solutions on board at the moment of eventual problem.



Even when it's amazing the automatism and control process which is involved into transform a vessel a MASS, we need to take advantage of the sights that the manufacturing industry has given in this matter, not even them have become fully autonomous so, as a marine engineer who has been involved in this two industries and in a conceptual sense, I think than more than 2 degree for MASS project would be dangerous nowadays. But currently there many improvements points that the efforts supposed to be focus before we can move to the autonomous process, with the UMS we can note that the personnel on board is needed as a critical failure can happen at any time.

I got wondering around my mind when I read how a mass operator should be treated so to say he will be in an office environment but with the mental stress of the responsibility of the vessel so the fatigue after few month will be notorious affecting the wellbeing

Anyway I love this survey so more people is aware about the new techs that are involving into the digital process to ships and seafearers

The operator shouldn't be treated as a seafarer nor regular employee, should be considered as a pilot, comparing to drone pilots, they will be under levels of stress different than a regular employee.

Technology should advance enough to provide a solution of greener navigations, but expect zero emissions, I personally see it as an utopia.

All of my answers reflect my opinion on the current state of the technology. I have no doubt, however, that MASS is the future. Of course its deployment should be gradual and smooth, maybe reducing crew members or something like this.

Current internet on board time to time fail as well as some equipments, what would happens if connection of a VLCC fails near a shallow water? Some areas are crowed with small fishing boat that do no have communication with the ship, and often the ship alter the course to get far and avoid a tragedy. A mass probably not, because some equipment do no detect the small ships as the eye does. The Mass project, in my opinion can work in an exclusive route, sector where all seafarers, fishers, etc will be aware and keep away of the Mass area/route.



I believe shipping would always require sailors for running the ships

With MASS seafarers will face further problem related to unemployment

I believe ships should be automated however 100% autonomous ships might not be the safest solution. There can be failures in systems, equipment which may not be monitored or fixed remote and may require human intervention

MASS is totally new concept of transportation via ships but we should always consider all aspects from safety all the way to business continuity.

The future is going towards the cleaner energy and so the power generations on board ships should be and MASS is a bonus.

Combination of crew+autonomy is ideal

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