

# Human element in shipping – Are Seafarers indispensable?

Branko Berlan  
ITF Accredited Representative to the IMO  
International Maritime Organisation  
Maritime Safety Committee 100, 03 December 2018



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Human element

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Seafarers' error vs. Seafarers' contribution

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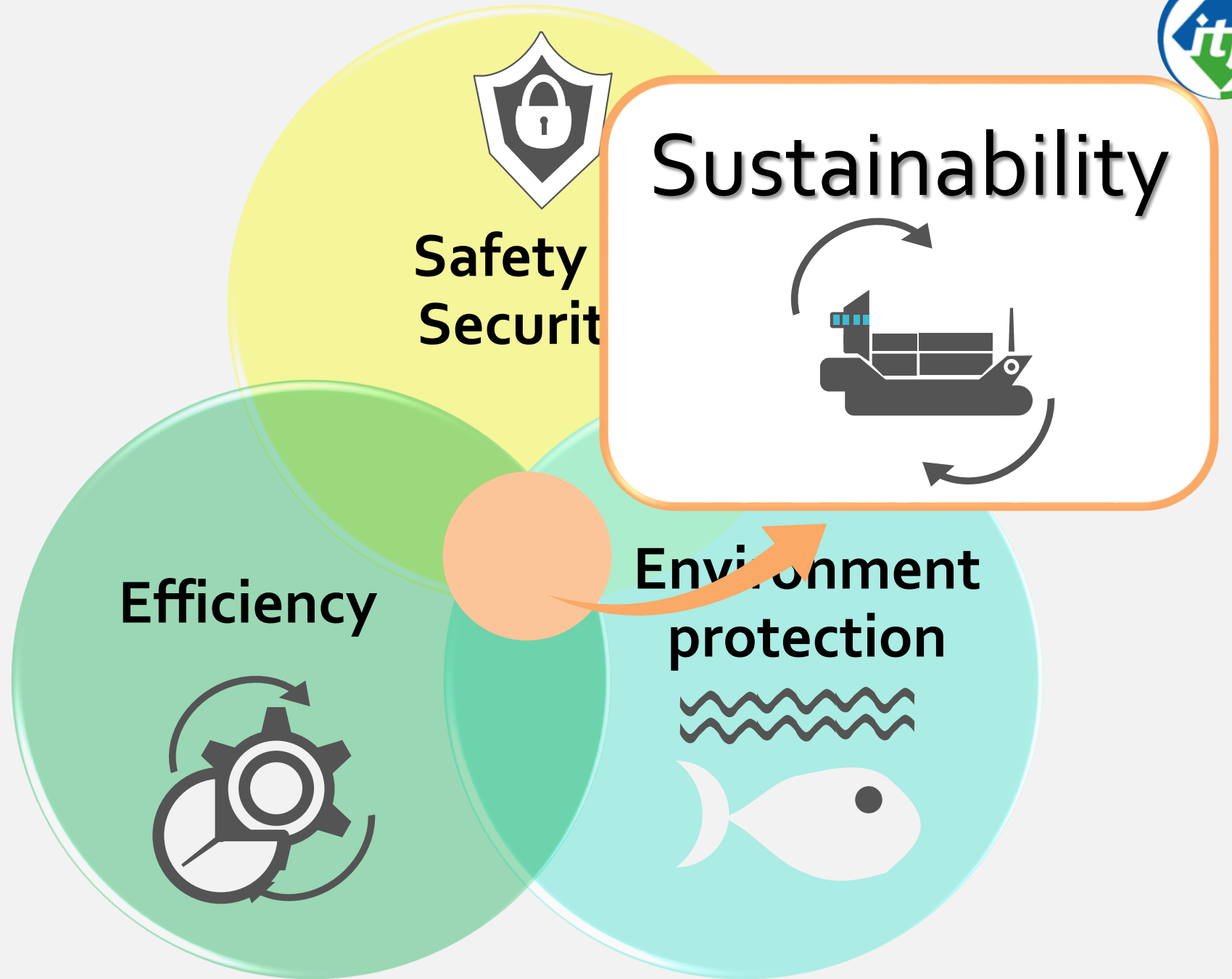
The misconception

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Conclusion

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# Human element Vision



# Subjects of Maritime Human element



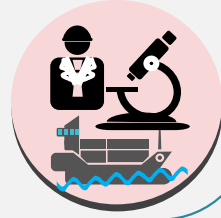
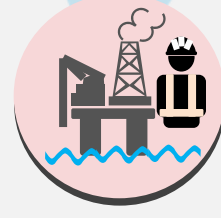
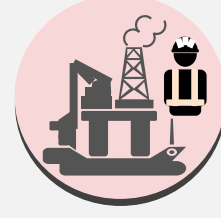
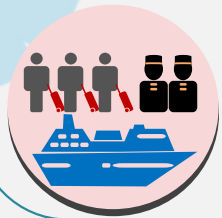
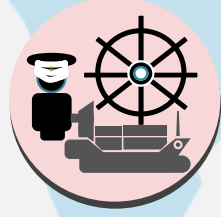
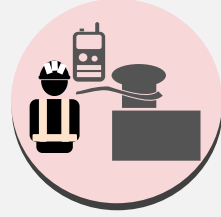
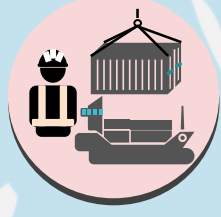
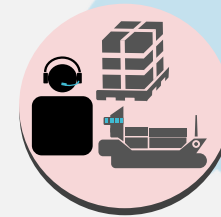
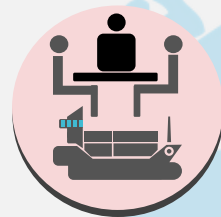
90%



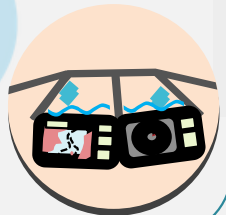
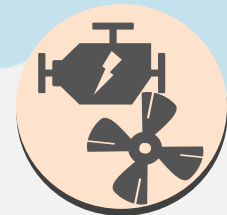
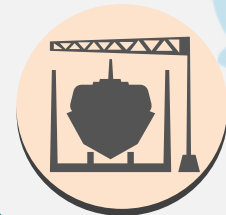
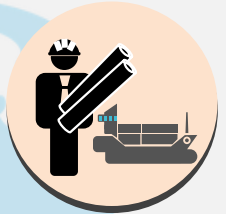
## Regulatory



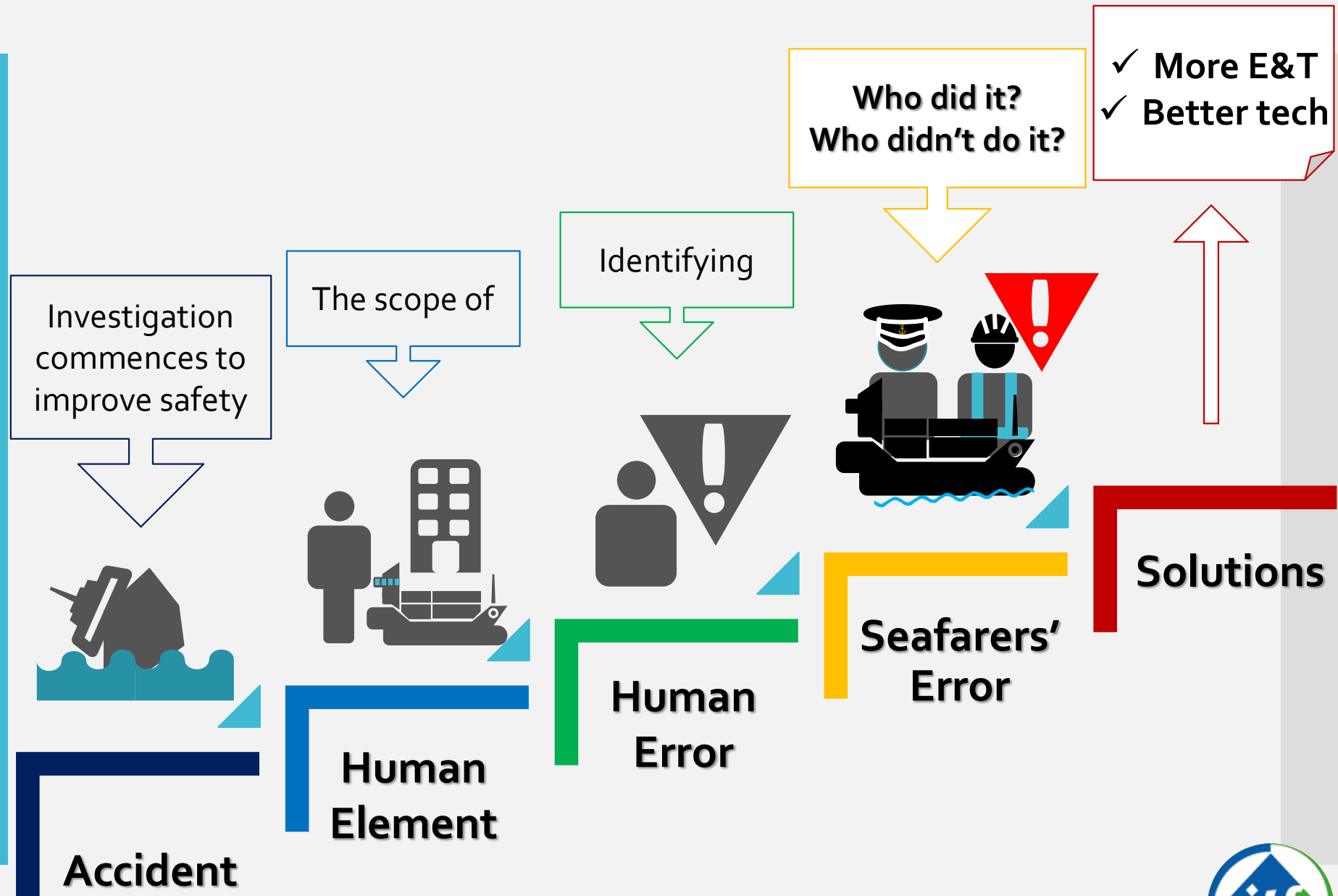
## Trade operation



## Design & Construction



# Seafarers' error Misconception

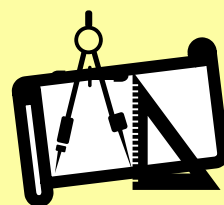
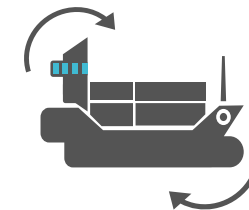




# Root Causes

## Regulatory

Sustainability



### Design & Construction

Ergonomy & Human-centered design



### Trade operation

Decision making & Responsibilities & Liabilities



## Accidents and incidents rate for international merchant ships: less than 5% of all ships/yr

The number of ships: 52,183 (Statista, 2018)

Total accidents and incidents average 2,700/yr

Total losses 2008 – 2017: 1,129 / Incidents 2008 – 2017: 25,967 (≥ 100gt)  
(Allianz analysed Lloyd's List Intelligence Casualty Statistics, 2018)

Severe marine accidents and casualties occurs at less than 3.8 – 4.8% possibilities due to human error.



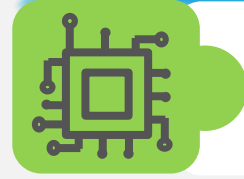
**Seafarers'  
error  
VS.  
Seafarers'**

*All humans in the maritime including 2.2 million certified and qualified seafarers in international commercial shipping (ITF, 2018) have been contributing to preventing maritime accidents.*

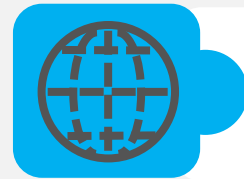
# Are seafarers indispensable?



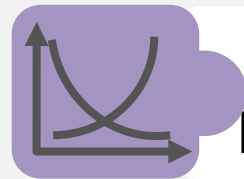
**Regulations & Policies**



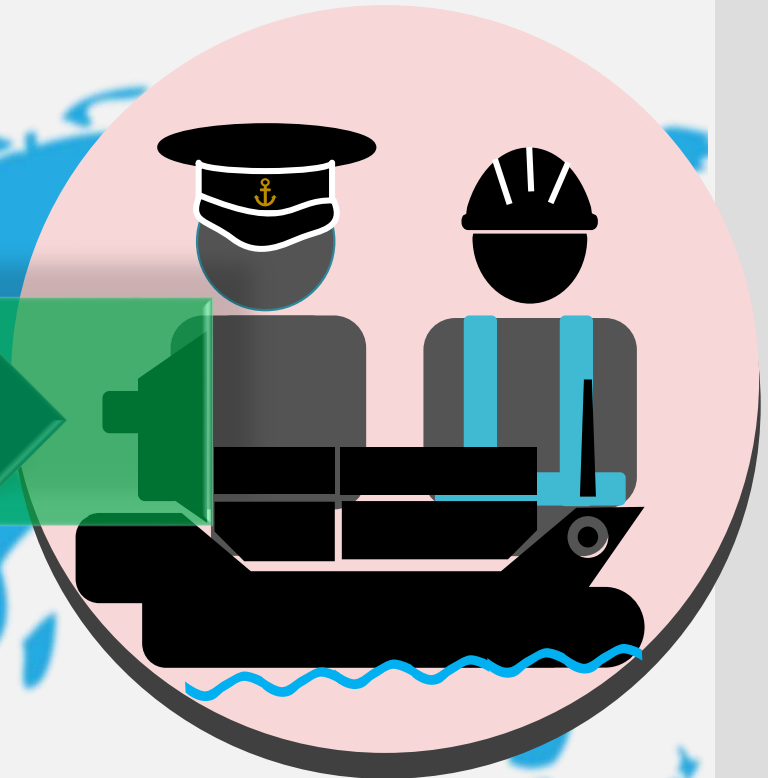
**Technological developments**



**Geopolitical Circumstances**



**Market Demand & Supply**











# Thank you

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