



Via TEAMS – 13.00 to 17.00 (UK)

14.00 to 18.00 (EU)

08.00 to 12.00 (US EST)

Relevant to Professional – Commercial – Military

End-Users • Operators • Boat Builders • Refit Yards
Manufacturers • Engineers • Naval Architects • Designers
Health & Safety • Classification • Legislators • Ports & Harbours

Marine Safety and Viable Technology for:

Military • Pilot Boats • Patrol Craft • Search & Rescue
Work Boats • Wind Farm Support • Offshore • Survey Vessels
Police & Security • Training & Charter Vessels • Superyacht & Tenders

Supported By



Workshop: Standard Rate £120

Military / Government / Academia / SAR / Ports: Discount Rate £95
UKHMA / British Marine / YBDSA / RINA / IMarEST: Discount Rate £95

For further information:

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claire@shockmitigation.com

www.nextgen-marine.com

| THEME: How Real World Lessons Can Prevent Incidents At Sea | |
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| 13:00 to 14:20 | Session 1: Avoiding Single Points of Failure on Complex Vessels |
| | John Haynes – Workshop Lead, NEXT GEN Marine What are the Emerging Risks at Sea - Real Versus Perceived |
| | John McCorquodale – Inspector, Marine Accident Investigation Branch (MAIB) Accident Catalysts - Where Does the Problem Start? |
| | Captain Don Cockrill – Former Chairman, UK Maritime Pilots Association Managing Safety in the Gap Between Boats, Ships and Structures |
| | Commodore Ian Groom RN (Retd) – Principal Safety Engineer, Safeguard Engineering Operations, Maintenance and Training – Safety is Still a People Business |
| | Panel Discussion - Q & A Session What are the benefits of a safety system versus standards for individual technologies? How can experience from hazardous materials on warships improve future vessel design? |
| 14:20 to 14:30 | Break |
| 14:30 to 15:40 | Session 2: Technology to Prevent Incidents and Improve Safety At Sea |
| | International Experts How can lessons from land and air transport be applied to marine? |
| | Dave Williams – Group Director, Vessel Arrest Systems Rapid Deployment of Stopping Solutions for Vessels Underway |
| | James Fowler – Design Engineer, PinPoint Technologies / Evica Search Light Targeting and Innovative Solutions to Improve Safety at Sea |
| | Technology Developers & Solution Providers TBC |
| | Panel Discussion – Q & A Session How can marine technology overcome the innovation regulation paradox? Is taking people off the vessel for autonomous operations improving maritime safety? |
| 15:40 to 15:50 | Break |
| 15:50 to 17:00 | Session 3: WBV Strategies are Evolving with the Rise of Data & Autonomy |
| | James Glover – Managing Director, Maritime Systems Overview of RAG Traffic Light System and Vibration Data Dashboard for Decision Making |
| | Renee St Lawrence – Manager Boat Products, SKYDEX Technologies Impact Mitigation and Cushioning Solutions to Improve Crew and Passenger Safety |
| | Julian Morgan – Managing Director, KPM Marine / Scot Seat Developing a Seat Classification Guide using Real World Data and Input from Operators |
| | International Experts Learning from Practical Experience at Sea – New Tools in the Shock Mitigation Toolbox |
| | Q&A Session What can we retrofit to current vessels? What is working now and what is coming next? |
| END: | 17:00 (UK) |

Please Note: Programme and presenters may be subject to change.

NEXT GEN Workshop Lead – John Haynes

From working with maritime organisations it is clear that safety is still a primary concern, especially with emerging technologies. We now need to consider the new risks at sea, both real and perceived.

The new technologies that shape our future will arise through collaborations between scientists, engineers and industry. But it is essential to include operators and end-users in the design loop.

Practical safety needs to be front and centre as innovative system designers are pushing the boundaries and creating a realm of new possibilities onboard.

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