We cannot solve our problems with the same thinking we used when we created them.
The questions are the same...

...but the answers have changed.
We are going to talk about:

1. COLREGS and ordinary practice of seamen
2. Objective/subjective approach
3. New challenges of collision avoidance

In this crossing situation, the HSC is required to maintain course and speed, which does not make sense.
02

WHAT SHOULD BE THE PROPER BEHAVIOUR OF THE GAS CARRIER?

03

THE MOST IMPORTANT RULE OF COLREGS.
THE USE OF VHF IN COLLISION AVOIDANCE.
And in this intricate scenario MASS shows up.

Part B and her three sections.
PERCEPTION WITH HUMAN SENSES IS QUITE DIFFERENT FROM DETECTION BY RADIOELECTRIC MEANS.
12

HOW CAN WE GUARANTEE THAT THE REMOTE OPERATOR ACHIEVES A PROPER SITUATIONAL AWARENESS?

The Vienna Convention determines in its Article 31 that the terms established in an international convention must be interpreted in accordance to the ordinary meaning of the words and in the light of its object and purpose.

13

SOME CONCEPTS WE SHOULD REVISIT.

MASTER / RESPONSIBLE OF NAVIGATION / ORDINARY PRACTICE OF SEAMEN / PROPER LOOK-OUT
The time has gone but in fact it has just begun.

Thanks for your attention