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with maritime safety,
the most important is
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SOLAS, which covers a
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designed to improve the
safety of shipping. The
Convention is also one
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relation with appearance of new and unconventional types of ships; assessment of stability of these ships cannot rely on the existing experience and has to be based on the first principles. As the complexity of the physical processes responsible for stability failure have increasingly made time-domain

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numerical simulation
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(CETENA) and the
Italian National

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led to the renaming of

the conference as NAV,

extending the topics

covered to the technical

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conferences. The NAV conference is now held every 3 years, and attracts specialists from all over the world. This book presents the proceedings of NAV 2018, held in Trieste, Italy, in June 2018. The book contains 70 scientific papers, 35 technical papers and 16 reviews, and subjects covered include:

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comfort on board;
conceptual and practical
ship design; deep sea
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robotics; protection of
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energy; design and
engineering of offshore
vessels; digitalization,
unmanned vehicles and
cyber security; yacht
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waterway vessels. With its comprehensive coverage of scientific and technical maritime issues, the book will be of interest to all those involved in this important industry.

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this book is ideally designed for logistics authorities, trading companies, logistics operators, transportation specialists, government officials, managers, policymakers, researchers, academicians, and students.

This first book on
Maritime Informatics

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describes the potential for Maritime Informatics to enhance the shipping industry. It examines how decision making in the industry can be improved by digital technology, and introduces the technology required to make Maritime Informatics a distinct and valuable discipline. Based on participating

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in EU funded research over the last six years to improve the shipping industry, the editors stipulate that there is a need for the new discipline of Maritime Informatics, which studies the application of information systems to increasing the efficiency, safety, and ecological sustainability of the world's shipping

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industry. This book examines competition and collaboration between shipping companies, and also companies who serve shipping needs, such as ports and terminals. Practical examples from leading experts give the reader real world examples for better understanding.

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Interest in autonomous ships has grown exponentially over the past few years. Whereas a few years ago, the prospect of unmanned and autonomous vessels sailing on the seas was considered unrealistic, the debate now centers on when and in what format and pace the development will take place. Law has a key

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role to play in this development and legal obstacles are often singled out as principal barriers to the rapid introduction of new technologies in shipping. Within a few years, autonomous ships have turned from a non-issue to one of the main regulatory topics being addressed by the International Maritime

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Organization. However, the regulatory discussion is still in its infancy, and while many new questions have been raised, few answers have been provided to them to date. Increased automation of tasks that have traditionally been undertaken by ships' crews raises interesting legal questions across

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the whole spectrum of maritime law. The first of its kind, this book explores the issue of autonomous ships from a wide range of legal perspectives, including both private law and public law at international and national level, making available cutting-edge research which will be of significant interest to

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