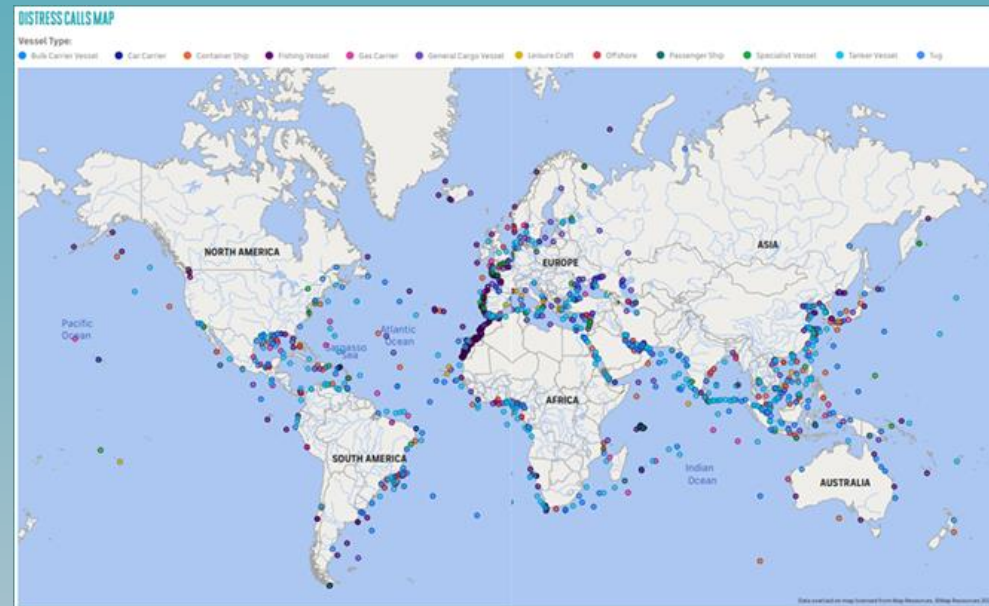


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# PROACTIVE USE OF DATA FOR MARITIME SAFETY

AUGUST 2022

# THE FUTURE OF MARITIME SAFETY



THE IMO IS SEEKING A MINIMUM  
REDUCTION IN MARINE GHG EMISSIONS OF  
**50% BY 2050**, AND A **70% REDUCTION** IN THE  
CARBON INTENSITY OF EMISSIONS BY THE  
SAME YEAR, THE INDUSTRY MUST ACT  
QUICKLY AND DECISIVELY TO IMPROVE THE  
**SUSTAINABILITY OF ITS OPERATIONS**

STOP, THINK...  
THE IMO IS SEEKING A MINIMUM REDUCTION  
IN MARINE FATALITIES OF **50% BY 2050**, AND  
A **70% REDUCTION** IN THE NUMBER OF  
ACCIDENTS BY THE SAME YEAR, THE  
INDUSTRY MUST ACT QUICKLY AND  
DECISIVELY TO IMPROVE THE  
SUSTAINABILITY OF ITS OPERATIONS

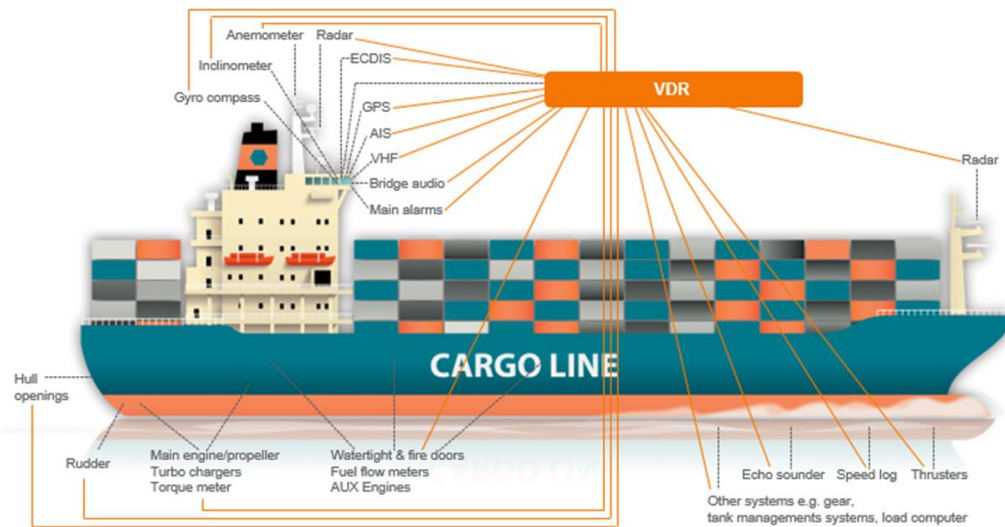
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# REACTIVE OR PROACTIVE - LEAD OR LAG

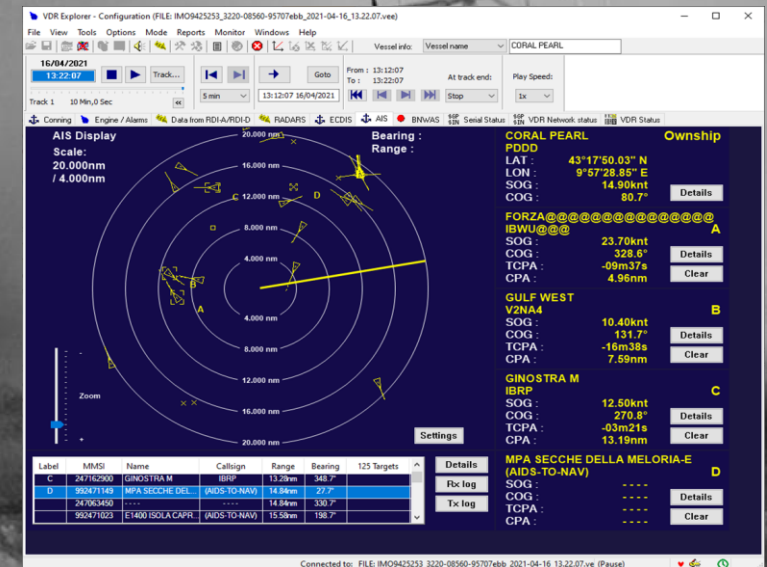
The Maritime SAR Convention defines the distress phase as **“a situation wherein there is reasonable certainty that a person, a vessel or other craft is threatened by grave and imminent danger and requires immediate assistance”**

Alert phase **“A situation wherein apprehension exists as to the safety of a vessel and of the persons on board”**

# AUTOMATED SAFETY



# MASS



A satellite with two large solar panel arrays is shown in orbit above the Earth. The satellite is white with gold-colored components and has two large, rectangular solar panels extending outwards. The Earth's surface is visible below, showing blue oceans and white clouds. The background is a dark space with a crescent moon in the upper left corner. The Inmarsat logo is positioned in the upper right area of the image.

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**THANK YOU**