

STM Policy Advisory Group meeting, 12 September 2017

Executive Summary

- The STM Validation Project and the new STM projects in pipeline were deemed to progress in the right direction.
- The global nature of shipping and the difference in technical maturity level should be recognized.
- STM as a contributor for safety of navigation should be further stressed.
- Governance at different levels (global, regional and local) is a key factor for success and should aim at involvement, harmonization and standardization.

Introduction

Magnus S. introducing himself and the main theme of the PAG meeting:

How to govern STM for the future to be addressed at this stage of the project?

Tour de table - Participants:

1. Magnus Sundström, Swedish Maritime Administration (chairman of the meeting)
2. Tommy Haugsnes, Norwegian Coastal Administration
3. Per Setterberg, Swedish Maritime Administration
4. Paolo Lotti , Italian Administration
5. Aron Sörensen, BIMCO
6. Brian Simpson, European Coordinator of Motorways of the Sea, DG MOVE
7. Wojtek Sopinski, Policy Officer, DG MOVE
8. José Andrés Giménez, Valencia port foundation (VPF)
9. Pilar Blaya Hernández, VPF
10. Jörgen Lorén, International Federation of Ship Masters
11. Rossid bin Musa, Marine Department, Malaysia
12. Michael Card, IALA
13. Michael Bergmann, CIRM
14. Michael Lind, RISE Viktoria
15. Cilli Sobiech, RISE Viktoria
16. Jin Park, KRISO/SMART Navigation

STM services and solutions

Per introducing the STM Validation Project and gave a short update on the progress.

Per introduced the different services that are now available in the STM testbed:

- MSP 1 VTS (wider context) – ships can easily optimize routes using different service providers based on standards
- MSP 4 Local port service – port collaboration

- MSP 13 Ice navigation service – directions directly transmitted to ships navigation system
- MSP 16 SAR – route exchange, search areas, search patterns or MOB-positions exchanged
- MSP 6 Pilotage services – Nordic pilot route service provides actual pilot route and shares the plan with the ships already at planning stage, can be displayed in ECDIS onboard and merged with Voyage Plans

The Nordic pilotage routes service was discussed in more detail. It was concluded that this service is not only about technical details. There is also a challenge with perception from the side of the pilots and the need for communication to the pilots in order to create an understanding of the fact that new technology and information exchange provides added value to the pilotage service.

See further attached PPT.

Projects in pipeline and new project ideas

Magnus presented some new STM projects and initiatives in pipeline:

- Joining forces by Smart Navigation and STM project
- EfficientFlow project:
 - STM in the ports of Gävle/Sweden and Rauma/Finland
 - STM in ScanMed corridor/Stockholm-Turku corridor for ship-to-ship and ship-to-shore information exchange and flow optimization
- Real time ferries: Public transport information exchanged with STM compliant ferries > how to connect maritime services with public transport and logistics companies

Magnus presented some ideas of initiatives and projects that are in the idea and preparation phase:

- Ideas to apply STM in for inland waterways and integrate with rail-traffic-management and signal systems are under establishment. In order to integrate with hinterland transport system, STM needs to first mature in the maritime transport and then it can be further expanded to other transport modes.
- STM Baltic: In order to take STM into the future, we can not only focus on development and research. We should also consider the following:
 - time to deploy as STM solutions are available for deployment,
 - the maritime service infrastructure for STM should be sustained and further matured
 - facilitators: exchange of voyage plans and port call messages
 - Baltic Sea Region is most mature for starting deployment
 - Institutional support through HELCOM
 - Open window for funding this autumn

- We will in collaboration with existing and new STM partners prepare a project proposal for the INTERREG Baltic Sea Program that will facilitate the further development of STM in the Baltic Sea Region
 - Creating business values for private/public sector
 - Empirical data for research
 - Decision support and inspiration for other parts of the world
 - Not decided on the focus yet, so audience is invited by joining and bringing in ideas for focus areas to address the real needs

Mikael Lind informed about Enhancing Port Efficiency through Digital Standardization (EPEDS) – push towards hinterland connection by using Pronto and EPCIS standards of supply chain in ports, collaboration with GS1 and including e.g. IMO number – international harmonization is done, but this project has not won funding.

Mikael also informed about a Swedish national initiatives to establish a process of stimulation of innovation within STM and maritime informatics. Within this initiative, innovation contests are suggested/hackathons to come out with new products to invite the industry to develop services for STM – as Volvo does for the services as a buy-in by the industry

Mikael also mentioned the positive development coming from commercialization of STM, such as done by e.g. Danish company PortChain

Summary of the discussion:

The HELCOM area is a very effective/easy area, the problem is that we also need to see and include the global dimensions/difficulties here in the project. Any solutions that comes up has to be commercially viable/market based and competitive in the global context as a key success for the project. The fact that the technology maturity level is not present in all parts of the world as it is in the Baltic area has to be taken into account in the exploitation of the projects results.

STM should be international and utilize the regulations that are already in place. eNavigation is becoming important globally, as it becomes a need to be competitive – this is a good sign for the project. It can be expected that soon more commercial services are provided within the STM service infrastructure

Main STM business case for machine-machine communication and exchanging information, harmonization of message format, build upon connectivity to support the objectives of the market

Harmonize is more important than standardization!

Concentrate the efforts on the supply chain visibility and hinterland connection, as main business cases

STM Governance

The main topic of the meeting, STM Governance, was introduced by Michael Bergmann:

- What is governance about? Defined as the process of decision making...

- What is the collective underlying problem that we need to solve together? The world is changing and we need to keep up, it is not only about technical solutions, what is the problems on the procedural side?

Issues to be discussed/aspects that need to be taken into account with regards to governance:

- it needs to be international, but the final implementation is locally focused, based on the local conditions e.g. port of Rotterdam is different from other ports
 - Europe specific solutions, Asian specific solutions, etc. as a regional level of granularity
 - This results in 3 levels: international, regional and local
 - These aspects need to be taken into account when working on governance
- Procedural and technical governance can be distinguished but needs to be seen from a holistic perspective and bound together – how does it work together?
- Make sure that the whole process is addressed.

Summary of the discussion:

Alignment in the different groups of the collective problem. It is important that the different stakeholders come out of their comfort zone and adopt to the changed environment. We should convince the maritime stakeholders that there is a collective problem that we need to solve together in order to reach another level.

Lack of understanding between stakeholders on the business and operational conditions. BIMCO informed about the joint BIMCO-STM working group that is to be established and which aim is to facilitate STM through new charter parties clauses in a global context. Some experiences from PortCDM Council show that the ports know that they need to optimize the clauses. One challenge however is that there are different business models for tankers and cruise ships. Ports need to optimize all of these

The safety aspects of STM should be emphasized more in the project! More contacts should be made with the insurance companies.

Necessary to convert data into information and knowledge. Condensed information will contribute to increased situational awareness.

Reduce administrative burden by automization.

STM should be an important part of the strategy in IALA. Currently one committee is on e-Navigation and another committee on VTS. A discussion is ongoing to create a new committee or merge the two existing. IALA would very much like to include STM in a suitable committee, maybe also create a new one in IALA.

Collect the requirements from the local level up to the international level (BIMCO/IALA level)

The STM Master Plan should be anchored and supported by the stakeholders. A Concept of Operations should also be elaborated. These two documents would also be a task for

the STM Governance structure to maintain and develop as we need important stakeholders to be actively involved. We should not forget the small actors, like shipping companies with only a few ships.

How to organize the governance structure was discussed. One approach is to have it as a collaboration of involved stakeholders with a pyramid-alike structure, with top layer of STM holistic and have sub-groups for the different parts of STM.

The value for the stakeholders of participation in the governance structure should be made clear.

Closing of the meeting

Magnus thanks the speakers and the audience for their contribution today and points out the need of the governance structure at different levels, but that the discussion today showed the way forward of a process, to establish a long-term sustainable progress of STM.