

MONALISA 2.0

Securing the maritime chain through intelligence at sea

Everything on the line

MARITIME SAFETY

New tactics developed within the MONALISA 2.0 project put to the test in Valencia. PAGE 3

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MILLION EURO

The European Union has granted funds to the new Sea Traffic Management (STM) Validation Project – Motorways of the Sea.

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INNOVATION

NOMINATED

The MONALISA 2.0 project up for prestigious award.

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NEW TECHNOLOGY

TRACKING SYSTEM

"The ability to locate people on board is fundamental."

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EDUCATION

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Two years of progress to be demonstrated at Gothenburg conference.

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300 vessels, 10 ports of different sizes and 3 shore centres will engage in validating the STM concept.

PHOTO: SHUTTERSTOCK, WWW.MONALISAPROJECT.EU

Full throttle for the STM Validation Project

Sea Traffic Management boosted by 21 million Euro grant.

The European Union has granted € 21 m to the Sea Traffic Management (STM) Validation Project – a “Motorways of the Sea” project. The grant allows two significant test sites to get underway, one in Northern Europe and one in the Mediterranean Sea. 300 vessels, 10 ports of different sizes and 3 shore centres will engage in validating the STM concept.

“Demonstrating the value of STM services will help avoiding setbacks in

deployment and inspire industry and other important stakeholders to engage fully,” says Magnus Sundström, Project Leader of the STM Validation Project.

STM aims to solve many of the challenges of communication and information sharing between stakeholders in the maritime transport industry. It involves enhancements to existing services as well as collaborative services previously unknown to sea transport but long established in other transport sectors. It will create significant added value to ship and cargo owners, as well as ports.

The STM Concept is defined within the MONALISA 2.0 project. Progress so far includes the

development of a technical protocol for route exchange, which is currently being internationally standardised. This significant step forward is a pre-requisite for further development and deployment of Sea Traffic Management.

Europe has a leading position in traffic management solutions and e-Navigation globally. The potential benefits of STM and STM services are great, both for the European and global industries and society.

The STM Validation Project runs from 2015-2018, and encompasses 39 partners (private, public and academic) from 13 countries and a total budget of € 43 m.

BUDGET
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Large scale training exercise a success

Smart coordination and new technology will save lives.

A catastrophe on a large cruise ship or ferry is unfortunately not hard for us to imagine.

Just this summer one happened in Palma, Spain, when a fire broke out and 160 people had to be evacuated. Luckily there were no casualties.

Just a short time after this incident, in the port of Valencia, a large scale exercise for a similar event took place – involving an impressive number of agencies and safety organisations. Everyone from the Spanish Maritime Safety and Rescue Agency (SASEMAR), to the Red Cross and Valencia's Port Authority joined in. All were eager to put the new tactics and technological advancements developed within the MONSALISA 2.0 project to the test.

"Sure, we were a little nervous beforehand. We had so many local and international eyes on us, we didn't want to fail. Now we can safely say it was a success", says José Manuel Díaz Pérez, training manager of the Maritime Safety Training Centre, Jovellanos.

The observers also included the many online viewers who followed the exercise via a live stream.

The purpose of the exercise was to stress test the ability of the different stakeholders to coordinate response actions, including: SAR, the Navy, the Civil Guard, crew members and port workers. The testing went well and more details will be provided in the resulting report to be presented in Gothenburg at MONALISA's final conference.



"I'd say the technology now is sufficiently mature."

José Manuel Díaz Pérez



PHOTO: WWW.SALVAMENTOMARITIMO.ES / A. PECCHI - AIRBUS HELICOPTERS

Días Pérez also considers the use of the new so-called NAVSAR system a big success, and something the rest of the MONALISA 2.0 countries and organisations would benefit from implementing.

"The software helps share information between a vessel and the Search and Rescue (SAR) teams, as well as with other parties involved in a rescue operation, all in real time", he says.

The NAVSAR-system is thought to be a key platform for efficient rescue operations in the future, and some would say, long overdue.

"I'd say the technology now is sufficiently mature", adds a satisfied Díaz Pérez.

Eight hundred people, including volunteers, were involved in the exercise. A total of 14 government agencies and other organisations participated and the entire exercise was followed by a total of ten countries, amongst them Italy, Greece, France and Sweden.

WELCOME TO GOTHENBURG

● The MONALISA 2.0 project strives to make maritime industry safer, efficient and more environmentally friendly. On November 10–11 the results of two years of effort will be demonstrated and shared during a day and a half conference in Gothenburg. Live demos of Sea Traffic Management services, the indoor positioning system, lifeboat launch and retrieval technology and more will bring the ideas and solutions to life. The full programme and more information are available on the website www.monalisaproject.eu. Register at: www.trippus.net/MonaLisa2015.

DON'T MISS
The MONALISA 2.0 conference in Sweden in November.

Saving the environment

A MONALISA 2.0 environmental innovation up for global award.

It's probably the most prestigious award in the industry. And it could be the prize of MONALISA 2.0 for its environmental and money saving innovation.

The new Port Collaborative Decision Making concept, initiated under the MONALISA 2.0 project, has caught the eye of the judges behind the Lloyd's List Global Award.

The concept, also known as Port CDM, is now being piloted in Valencia and Gothenburg. One major benefit is that arriving vessels can avoid unnecessary anchoring and steam slower, thus saving money and the environment.

The new concept enables more contact between port operators and vessels to improve traffic coordination and allow just-in-time turnaround processes. Port CDM also provides an interface between the information systems of the various port stakeholders, improving situational awareness and predictability for all involved.

Winners will be revealed at the awards ceremony in London in October. Competition is fierce again this year with a 22 percent increase in entries across all categories.



PORTCDM
Smarter arrivals will save money and the environment – well worth a prestigious award.



Vessels can steam slower knowing exactly when they can anchor in their designated port.

ITALIAN NAVY AND CARNIVAL CORP. SAY "SÌ" TO PEOPLE TRACKING SYSTEM

● With passenger numbers on cruise ships rising from 1 000 people 30 years ago, to over 6 000 people today, safety issues have obviously changed.

According to Captain Casarini, Marine & Safety Director New Building of Carnival Corporation – the world's largest cruise company – bigger ships imply serious repercussions and effects on security management on board.

"The ability to locate people on board

is fundamental in certain situations", he says.

That is why the Carnival vessel Ruby Princess has been running a trial installation for several months. During a live demo in Milan in June, Ruby Prin-

"The ability to locate people on board is fundamental."

Captain Casarini

cess connected in real-time from Alaska, showcasing a new People Tracking System technology, developed by MONALISA 2.0 partner, Martec.

The People Tracking System ensures a quick response to ship emergencies using rapid automatic detection of crew members in sensitive areas. Representatives from the Naval Armaments Directorate of the Italian Ministry of Defence attended the demo. The Italian Navy has been piloting early versions of the application for a number of years on the aircraft carrier Cavour. The testing has led to improvements that make the system usable in both merchant and military marine industries.

Training programme will enhance maritime safety

Defining training for maritime safety.

The first small steps towards a new global training programme for safety have been taken.

During the 95th session of the Maritime Safety Committee (MSC), MONALISA 2.0 project members laid out the fundamentals on how such a programme could be shaped in the near future.

The Jovellanos Centre, the educational arm of Salvamento Marítimo, the Spanish Maritime Safety Agency, has coordinated the effort.

The centre's head of training, José Manuel Díaz Pérez, explained in detail the steps that have been taken towards such a programme and presented a Training Requirements Report to the many delegates attending the session.

Defining a training programme for maritime safety, that can be adopted by the whole world, is not an easy task. To increase awareness and collect more feedback on the work, Díaz Pérez and his colleagues have also submitted the report to other official bodies, outside of the International Maritime Organisation (IMO), that hosts the MSC. They include the European Maritime Safety Administration (EMSA) and the European Commission's DG-MOVE.

The future Master's programme may be developed at the participating universities in the MONALISA 2.0 project – NTUA in Athens, Chalmers in Sweden, UPM in Madrid, UPC in Barcelona, and of course, the Jovellanos Centre.

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Simulation training at The Jovellanos Centre.

The report addresses up six training activities (the five in Spain have already been performed as preparation for the Valencia exercise presented on page 2).

- 1 Training on SAR and Mass Rescue Operations. "Jovellanos" Integral Maritime Safety Centre.
- 2 Training on Safety and Mass Evacuation in Ports. Valenciaport Foundation.

- 3 Training on Emergency Management on board Passenger Ships. Universitat Politècnica de Catalunya, BarcelonaTech.
- 4 Training on Leadership and Human Factor in Crisis Scenarios. Universitat Politècnica de Catalunya, BarcelonaTech.
- 5 Training on IMO/ICAO/IAMSAR Application. National Technical University of Athens.
- 6 Training on Firefighting and LNG (Liquefied Natural Gas). "Jovellanos" Integral Maritime Safety Centre.

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