The purpose of this activity is to provide the maritime world with a new modus operandi that will increase safety and efficiency. It all boils down to an entirely new way of sharing and transferring information; allowing the maritime world to make better decisions. Having access to the right information makes it possible for the vessels to optimise their routes and for the ports to make a just in time delivery.

"Our job is to conceptualise and establish a foundation that makes the development of new services possible", /Per Setterberg, Innovation Coordinator at the Swedish Maritime Administration
Gothenburg Transas bridge simulator looking at overtaking another vessel, which is sailed by the Kongsberg bridge simulator in Gijon.

**Shore Based Assistance and Maritime Spatial Planning**

“We are developing a shore based assistance service. It will add to traditional sea pilot services in areas that are difficult to navigate, such as the inlet to the Baltic Sea. This system for information exchange can also be applied to protect the flora and fauna by generating dynamic restrictions depending on current conditions or the time of the year”, says Per Setterberg.

“Another very concrete example is that the concept will allow the icebreakers and ships in the Baltic Sea to share a common information environment. Facilitating communication will increase efficiency and in the end lead to both speedier transports and optimised fuel efficiency. This will clearly benefit the ports, shipping companies and their customers, but increased fuel efficiency trickles down to benefit all of us via reduced emissions”, says Per.

**Simulator Network on the Edge of Innovation**

STM Operations and Tools have developed a technological platform that allows simulators of different brands to transfer information between them. Its working name is EMSN – the European Maritime Simulator Network.

“This new platform is truly groundbreaking as it allows simulators of all brands to be connected in a virtual environment across large distances. Here organisations can choose to collaborate with those with similar interests rather than being limited to those with the same system. The simulator network makes it possible to simulate complex traffic situations and to evaluate the capacity of handling search and rescue operations and oil spills. We hope to see the simulator network taking flight beyond MONALISA and would be happy to call it GMSN instead – with G as in Global”, says Per.

**Route Exchange Protocol**

IEC-61174 edition 4

Several MONALISA project partners have contributed substantially during the development process of the new route exchange protocol, IEC-61174 edition 4, which soon will be the new international standard.

“Sharing information between different navigational systems requires all to adhere to the same route exchange protocol. During the development of the protocol we were able to make sure that it would meet our specific needs, much thanks to the fortunate circumstance that the system manufacturers at this point had come to the conclusion that it was time to start working together. This is the beginning of a new era for information exchange at sea”, says Per.

23 partners in 10 countries

- Carmenta
- Carnival Corp
- Chalmers University of Technology
- CIMNE
- Danish Maritime Authority
- Danish Meteorological Institute
- Fraunhofer CML
- GateHouse
- Jeppesen
- MARSEC-XL
- National Technical University of Athens
- Navicon
- Novia University of Applied Sciences
- Rheinmetall (RDE)
- SASEMAR
- SMHI
- SSPA
- Swedish Maritime Administration
- Technical University of Catalonia
- Transas
- University of Genua
- VEMARS (Implementing body of the Italian Ministry of Infrastructure and Transport)
- World Maritime University