MIDTERM CONFERENCE
Sept 13 Session 2

1050 - 1130

Shipping companies – Rossini
Port actors – Verdi
Authorities – Bellini
Service Providers – Vivaldi
Sept 13 Session 2

• Breakout forum
• Forum summaries
• Blockchain - Keynote
• Conclusions
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SERVICE PROVIDERS

LUCIA CALABRIA, FUNDACION VALENCIAPORT
Discussion

• What kind of improvements does STM need, in order to have more services?
  – Continuation beyond the end of the project (end 2018)
  – Wishlist from the operators: what would they like to have? What do they need?
  – How should new developments be?
  – More explanations of services and see them working in simulations

• What should be the involvement of the shipping companies?
  – what comes first? The chiken or the egg? The service providers should throw the ball first to the shipping companies who are the potential buyers of the products

• What kind of actors should be taken into account?
  – ETA predictability will attract more actors to use the service
  – Single window (reporting services)
Suggestions

• New Services Suggestions
  – Reporting burden
  – Route template services
  – Ad-hoc services provided by shore centers
  – Use AIS data to make a ”seamap”: service for another service

• More fundings to make already existing services compatible with STM
  – Standarization
  – Continuation beyond the end of the project (end 2018)

• More ships in order to test the services

• Common understanding of payloads as for navigational warnings. Enhance the payloads.

• Financial incentives to reporting data
PORT ACTORS

CAJSA JERSLER FRANSSON, SMA

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STM PORTS

- Drivers for stakeholders buy in
- Culture
- Best practice
- New time related information
- Sharing between stakeholders
STM PORTS

- Position in a port ecosystem
- 1. Point of enough information
- Key actors
- Minimum of data
STM PORTS

- Liability
- Who is correct?
- A positive spiral
- Enhancing information
- Gaining reliability
AUTHORITIES

HANS-CHRISTOPH BURMEISTER, FRAUNHOFER CML
Summary

• STM Integration challenges

  – Communication and Lobbying
    • w.r.t. cross system integration (NSW, MSP)
    • w.r.t. definition (ETA)
  
  – Proper Analysis
    • w.r.t. STM failure and mitigation must be key interest of each authorities points of view
Discussion

• Standardisation of equipment
  – Interoperability between different systems

• Alarms
  – Must be careful not to add unduly to “Alarm Fatigue” onboard ships

• Sharing of information a big benefit
  – ETAs most important & improved efficiency
Suggestions

• Consideration to costs involved
  – Training, Reduced Fees/Dues etc

• Administrative burden!
  – Ensure this is reduced, especially with Port Authorities

• Legal implications
  – Must be considered
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Molte Grazie!