

## STM makes e-Navigation Underway at “e-Navigation Underway”



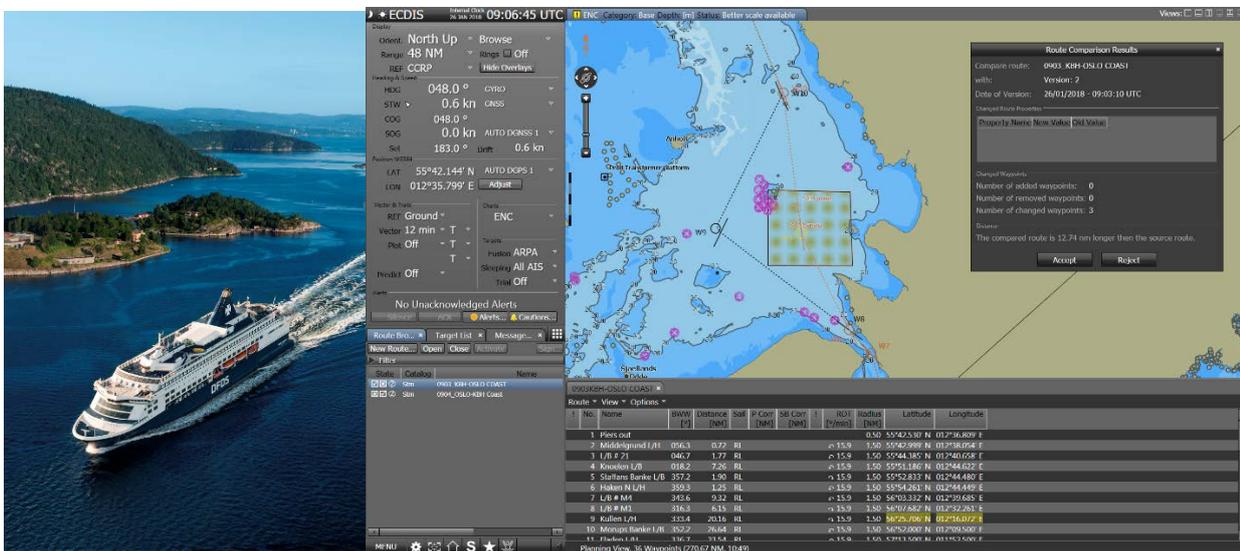
***The International e-Navigation Underway conference took place on-board the DFDS cruise ship “Pearl Seaways” voyaging between Copenhagen and Oslo January 24-26. This year the conference ship is part of the Sea Traffic Management (STM) Validation project using e-Navigation solutions. Conference delegates visited the bridge to see the Wärtsilä NACOS Platinum ECDISPILOT send the ship’s Voyage Plan to the VTS in Norway, having a Kongsberg system, and to a shore centre in Sweden, using a Saab system, and receive current safety information back.***

“It is a great step forward for e-Navigation. To see it happen with our own eyes and on a large scale is proof that it is really happening. The STM solutions and services demonstrated on-board the conference ship ‘Pearl Seaways’ use the Maritime Connectivity Platform (MCP), and follow IALA guidance. Interaction between ship and shore using globally harmonised digital services will improve the efficiency and safety of future sea traffic.” says Michael Card, Deputy Secretary-General, IALA.

“Wärtsilä is pushing the maritime industry towards the digital future. STM has developed standards to ensure interoperability between system and service providers, as the demonstration validates. The co-operation between public organisations and us industry partners has proven to be a fast way to reach working standards that are easily adopted.” adds Karl-Christian Ehrke, Product Manager for Integrated Navigation Systems, Wärtsilä Marine Solutions.

“As DFDS see it, with EU’s single window being an example, we see a growing demand for digital solutions for shipping and for aligning digital communication. But we are not there yet. In order to take full advantage of real-time exchange of data between authorities, service providers, ships and shipping companies we need a close cooperation between all those stakeholders. We see that STM simplifies communication with shore side actors with value adding services making the maritime business more efficient, helping to reduce costs and at the same time adding to the safety of our ships. This is the beginning of a long and exciting journey towards more efficient and safer ship operations, reduced administration and, in the longer run, more automated operations,” says Niels Smedegaard, CEO and President, DFDS.

The ‘Pearl Seaways’ shares her Voyage Plan with shore actors in a seamless machine-to-machine communication supported standardized information services (APIs) , developed as a part of the STM Validation project. The shore actors send relevant information regarding the voyage, e.g. recommended arrival times, navigational warnings and route suggestions, to the ship. The information is displayed graphically in the navigational systems.



The Wärtsilä system graphically receives a no-go area from the Baltic Navigational Warning service, and the ‘Pearl Seaways’ adjusting the Voyage Plan accordingly. Pictures: DFDS and Wärtsilä

The ‘Pearl Seaways’ also share part of its current voyage plan with all other nearby ships over AIS. If the ships are STM-enabled they can see up to seven route segments of ‘Pearl Seaways’ voyage plan. That will help the crew to predict planned intentions of other ships



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and calculation of meeting points, determine the closest point of approach (CPA), the time it will happen and at an early stage identify and avoid close situations.

The STM test beds will include 300 ships, 13 ports and 5 shore centres.

**Seeing is believing!**

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*STM connects and updates the maritime world in real time with efficient information exchange. In the 60s the standardised container revolutionised shipping. The next revolution is the containerisation of information – creating a safer, more efficient and environmentally friendly maritime sector.*



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