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List of stakeholders and possible participants in test bed tasks

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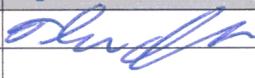
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Introduction

In this report we will list the stakeholders and possible participants in the test bed tasks and describe in what way they can benefit our e-Navigation project. Furthermore we will describe a possible connection between the participants in the test bed tasks.

Stakeholders

We define stakeholders as organisations which we somehow should relate to during the project in order to optimise our achievements. This could either be obtaining information from the organisations, feeding them information or establishing collaboration.

Our stakeholders can be categorised as either international organisations, national administrations, projects, forums or the industry. We have selected the specific stakeholders because they can support us with information on e-Navigation and the process worldwide, so we will be kept up to date always. Furthermore, we will seek to influence the stakeholders in the direction, which we believe to be the right direction for e-Navigation, and this will be done by attending meetings and submitting papers or even proposals. Having many stakeholders gives us possibility for synergy through cooperation and comparison. It will inevitably be same topics and issues that the different stakeholders meet so by monitoring and even influencing the stakeholders we will have a broad perspective in our work.

We do not seek a close relation to the national administrations, which are not within our project, so therefore they are not identified in this report. However, we do wish to inform these organisations about EfficienSea and in particular e-Navigation and this will mainly be done through our e-navigation web-page and by inviting them to the e-Navigation conference.

In the following we will shortly summarise on the most important stakeholders. For a full description, please consult the three reports 'W_WP4_1-4 International organisations', 'W_WP4_1_5 National organisations, forums and projects' and 'W_WP4_1_6 Industry'.

IMO

In our report on International Organisations we have described the various International Organisations and their relation to e-Navigation. IMO is the overall lead in the e-Navigation process and is the "owner" of the

term e-Navigation. They have distributed the tasks to the MSC committee, which is taking the lead role in the work with e-Navigation. The MSC committee has coordinated the work between the NAV, COMSAR and STW sub-committees, who all refer to MSC. Together they have worked out the e-Navigation Strategy Plan which forms the basis for the future work with e-Navigation. They have a created a timeline and planned outputs where all the tasks are described and when it must be delivered by who. For further information please contact the report on International organisations.

In order to have the possibility to influence decisions and future tasks, we will try to submit papers and notes for the meetings held in MSC, NAV, COMSAR and STW concerning e-Navigation.

IALA

IALA – International Association of Maritime Aids to Navigation and lighthouse Authorities – is leading the architecture work for e-Navigation shore systems and ship/shore-ship services by publishing manuals, guidelines and recommendations. The recommendations provide the framework for e-navigation from the shore side.

IALA has also set an e-Navigation committee consisting of 5 working groups with each their specific topics.

For further information about IALA's work on e-Navigation, please consult the report on International Organisations.

Participants in test bed tasks

In the following we will describe the participants in testing our e-Navigation system in test bed tasks. The participants represent a broad representation of the users in order to specify the outcome as much as possible. We know that there is great difference between the needs of the various users. A passenger vessel in trafficked areas will have other requirements that a tanker on a river and a VTS operator's interest would be a lot different from the navigator's needs on board. The participants are described and their particular needs and requirements will be shortly noted. For further information concerning the results of our Mock-Up presentation, please consult the report W_WP4_2a_3.

We have focused on a testbed zone in the Sound but we might expand the testing to include other areas, e.g.in the waters off Gdansk.

Herning Shipping A/S

Herning Shipping is a Danish Tanker Shipping Company and has specialized in transportation of liquid products worldwide. They have a considerable fleet and hire crewmembers from many countries. This makes them interesting to our e-Navigation project and test bed tasks, because the results will most likely differ in accordance with the nationality of the navigators. Even though the requirement for education and certification is IMO standardized, there will be cultural differences and precipitance. Furthermore Herning Shipping is interesting to us due to their cargo and the waters they operate in. It is of high importance, that security and safety is top prioritized and e-Navigation could optimize these aspects as safe navigation is one of the core objects. Herning Shipping also operates in highly trafficked and narrow waters where e-Navigation would be very helpful for the navigator.

Scandlines A/S

Scandlines is a Ferry Company with routes between Denmark, Germany and Sweden. Their route between Denmark and Sweden, the Helsingoer-Helsingborg route, is very interesting to our project, because it is in the Sound and this is the area where we would like to test our Mock-Up. It is also the area of VTS-Sound, who also is one of our participants. VTS-Sound is described below. Having these two participants in the same area gives us good possibilities to make a joint test session and a possibility for comparison the outcome. It is interesting, because we have both ship and shore represented in the same area, and that helps us getting the whole holistic picture of e-Navigation. Furthermore, there is a lot of traffic in the sound and it would be interesting to see, if e-Navigation can improve safety and effectiveness during the crossover. Scandlines is very interested in testing our Mock-Up and the initial meetings have already taken place, where we have agreed to test our Mock-up as soon as it is ready for testing. The testing on board their vessels will be performed alongside with navigation by the means of the vessels instruments and therefore it will not give a clear picture of how the e-Navigation will function solely. However, this is not an obstruction for the test results, since we also plan to test the Mock-up in a simulator later in the process.

EMS-Ship Management

EMS and EMS Ship Management provides reliable and cost effective services to ship owners. EMS also includes EMS Ship Supply and EMS Insurance Brokers to bring together a broad spectrum of maritime

knowledge and expertise in the fields of ship management, ship supply and insurance broking. EMS manages ships from tankers, containers, heavy lift and passenger vessels. We have visited EMS and demonstrated our Mock-up, where we received good feed-back. Please consult report on feed-back on Mock-Up.

EMS would be interesting for our project in the test bed tasks because they manage different types of vessels worldwide and they employ crewmembers from many countries. They are very interested in participating in our test and the further development of e-Navigation.

DaMSA

It is obvious to use DaMSA's own bouytenders Poul Löwenørn and Jens Sørensen in test beds because we have great possibility for experimenting and testing specific methods, which might not be possible to test on ships in operation or on route. We have already presented our Mock-Up and in general they are very positive and will like to participate in our tests. Feed back on the Mock-up is written in a separate document.

SVITZER

SVITZER provides interrelated services in the fields of harbour, coastal, terminal/LNG, offshore and ocean towage as well as salvage operations, crew boat and standby-rescue services

SVITZER has developed a number of specialist and interrelated services within harbour, terminal, and ocean towage, salvage and emergency response as well as fast transportation of crew and supplies to offshore installations.

With a diverse fleet of more than 550 vessels operating in more than 35 countries, SVITZER is today a leading provider of marine services and can be counted upon to provide tailored solutions to clients all over the World.

We have contacted SVITSER and they would like to participate in our test beds tasks with their specialized vessels. Having these specialized vessels in our test bed tasks gives us a good testing perspective with options for a broad outcome.

Pilots

It is very interesting to the project to have the pilots view in our test beds tasks, because they would evidently be one of the major users when e-Navigation is completed. Representatives from the pilots will soon visit DaMSA to see our Mock-Up and hear about our project. Furthermore it is very interesting to hear the pilots' point of view and learn about their systems, which they already are using. We hope to cooperate with the pilots in our test-bed period.

Sound VTS

We have visited the Sound VTS and presented our Mock-up to them. They gave good feedback and asked many good questions, which can help us in the future work with the Mock-Up. The e-Navigation concept applies not only for onboard services but indeed also for shore based stations, and e-navigation will be very helpful to the VTS operators when it is functioning in the future. Therefore the VTS station is very interested in the continue work on e-Navigation and they would like to participate in future testing. This is very good for the project seen with a holistic view, because in that way we will have all possible users embraced in our further development.

DFDS

We would like to include the DFDS line in our testing and demonstration of the Mock-Up, because as a inland ferry company in Denmark the serve the same routes continuously and have a lot of experience and knowhow in their waters. Two of DFDS's passenger vessels pass the sound each day, and this gives us a great opportunity to test our system in the planned testbed area. We have visited DFDS and they will like to participate in the testing in the Sound.

The Danish Marine

We have contacted the Danish Marine, because we would like to test our systems on their polar vessels. They are operating on the North Pole, and this is very interesting to our project, since communication to and from the polar circle has been difficult in the past. Furthermore, the traffic in the polar area will be increased in the future due to meltdown of the polar ice. Together with iridium we will test their equipment on board the marine vessels and also test the e-Navigation systems. We have a good contact to the Danish Marine and we look forward to carry out the testing.