marie-helene grillet

De:	Michael Card
Envoyé:	mardi 24 juillet 2018 10:10
À:	Simon Millyard; Sundklev Monica
Cc:	phild@nlb.org.uk; Lewald, Robert D CIV; Minsu Jeon; Magnus.Sundstrom@Sjofartsverket.se; Fredrik.Karlsson@Sjofartsverket.se; ulf.siwe@sjofartsverket.se; Ove.Eriksson@Sjofartsverket.se; francis zachariae; marie-helene grillet; omar eriksson; hideki noguchi; Jorge Arroyo (jorge.arroyo.uscg@gmail.com); Michel Cousquer; Dirk.Eckhoff@wsv.bund.de; Chris Procter (Chris.Procter@sealite.com)
Objet:	RE: SV: Sea Traffic Management and IALA

Dear Monica, All

Again thanks for your thoughts – this augers well for a good discussion at PAP36 …

STM etc
- we will discuss at PAP36. Good that VTS will be able to work on the route exchange
- There may also be tasks related to STM principles for ARM (operational) and ENAV (data modelling) to take up also, in coordination with VTS

(My personal view is that the principles of STM will lead to safer and more efficient sea transport, and so IALA should prepare guidance for shore authorities, so that those authorities will be well-equipped if/when they decide to implement STM ideas.)

Reminder of my request in my email below.

Monica, Phil,
Would you be willing, please, to work on an input paper to PAP 36 setting out your ideas on the guidance that might be needed and where the work should be done? I am sure that Magnus, Ulf, and Frederick will be ready to provide input should you require. We will need your paper by Friday August 17 in order for it be available for others to study.

Task registers
- The 2018-2022 work programme was deliberately created by PAP over the past 18 months to focus on deliverables – IALA guidance documents, or documents created by other organisations (ITU, IMO, IEC, etc.)
  - This will allow
    - Results-focused Committee management
    - Results-focused, higher-level reporting to Council
    - Committee Chairs to manage the tasks and alter them as each Chair sees fit
- Is was agreed by PAP that each Committee Chair would create and use a task register as he/she saw necessary, so if you need one in VTS then please create one, aimed of course at the work programme objectives

(Not so easy to come in as a new Chair without the hindsight of previous PAP meetings!)

Best regards
Mike

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International Association of Marine Aids to Navigation and Lighthouse Authorities
Association Internationale de Signalisation Maritime

From: Simon Millyard [mailto:Simon.Millyard@thls.org]
Sent: 20 July 2018 16:24
To: Sundklev Monica
Cc: Michael Card; phild@nlb.org.uk; Lewald, Robert D CIV; Minsu Jeon; Magnus.Sundstrom@Sjofartsverket.se; Fredrik.Karlsson@Sjofartsverket.se; ulf.siwe@sjofartsverket.se; Ove.Eriksson@Sjofartsverket.se; francis zachariae; marie-helene grillet; omar eriksson; hideki noguchi; Jorge Arroyo (jorge.arroyo.uscg@gmail.com); Michel Cousquer; Dirk.Eckhoff@wsv.bund.de
Subject: Re: SV: Sea Traffic Management and IALA

Dear Monica and all. At ENG we found the task register a useful reference for the reasons you state and plan to use it for the forthcoming work plan. Happy to discuss at PAP. Regards. Simon

Sent from my iPhone

On 20 Jul 2018, at 14:19, Sundklev Monica <Monica.Sundklev@transportstyrelsen.se> wrote:

> Dear all,
> I am happy to discuss IALAs contribution on guidance documents relating to STM at PAP36 although I am not sure what was discussed in Korea as regards guidance for shore authorities since I couldn't participate at the Conference.
>
> But I had a meeting yesterday with Magnus and Fredrik (STM Validation Project/Swedish Maritime Administration) on this issue and we looked at the work programme that was approved at C67. There we could find that there already were guidelines to be developed in the VTS Committee containing route exchange that would be a perfect start of including issues from the STM-project. One thing is that route exchange is also included (explained) in MSP 1-3 and therefore we would prefer if the MSP-guideline is developed first so that the same working group participants (which will have the experience and knowledge about this issue) can continue developing other guidance documents on the same issue (including technical documentation). By doing so we ensure consistency.
> The guidance to be developed are:
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> <image004.png>
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> <image006.png>
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> <image007.png>
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>
> Also bearing in mind that the work programme for the VTS Committee is already very heavy including a lot of revising of the documents to match the new IALA Standards, we may need to do some prioritizations on the tasks to be performed during next working period. I am therefore not very excited to add any additional tasks at this moment although anything may be changed depending on how the progress is being done within the Committee.
>
> I would also like to high-light an issue that was at least discussed within the VTS Committee and that is how new tasks should be added to the work programme. We have worked with a task register containing a description of every task and its scope, limitations etc. This was a big help when a new

task was due to start - at least at the end of the work programme when few participants remembered what and why a specific task was going to be developed. You may remember that we had to delete some tasks because no one knew what to do and no one wanted to develop them! This is not good and not very efficient. Therefore I would like to discuss the use of task register too (or similar) at the next PAP-meeting in order to define the tasks clearly before approving them which would help the Committees in developing the requested guidance.

With warmest regards from sunny Sweden,
Monica

_____

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Från: Michael Card <michael.card@iala-aism.org>
Skickat: den 5 juli 2018 14:42
Till: 'phild@nlb.org.uk' <phild@nlb.org.uk>; Lewald, Robert D CIV <Robert.D.Lewald@uscg.mil>; Minsu Jeon <minsu.jeon@iala-aism.org>; Sundklev Monica <Monica.Sundklev@transportstyrelsen.se>
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Ämne: RE: Sea Traffic Management and IALA

Dear Phil, David, Monica,

(Monica, I don't have an email address for Dirk, Could you copy him please?)

We had discussions on the STM project and its objectives during the IALA Conference in Incheon a few weeks ago.

Phil and I agreed that the development of IALA guidance documents relating to STM should be added to the work programme for the coming work period. The idea is that IALA should develop guidance for shore authorities within our areas of work, for use by those shore authorities that wish to adopt STM principles. These could include AtoN and VTS, and connectivity, maybe other areas. We will not get into Port CDM and similar. Our role would cease at the berth for an incoming vessel.

I have added STM to the draft agenda for our Policy Advisory Meeting in September, and at that time I would like us all to discuss the possible guidance documentation needed, and which Committees would do what. At a first thought, it seems likely that ARM, VTS, and ENAV would be involved.

==Monica, Phil==,

<mark>Would you be willing, please, to work on an input paper to PAP 36 setting out your ideas on the guidance that might be needed and where the work should be done? I am sure that Magnus, Ulf, and Frederick will be ready to provide input should you require. We will need your paper by Friday August 17 in order for it be available for others to study.</mark>

Magnus,

Thank you for summarising things and expanding on your work in STM. Do you have a simple description of your use of VDES (and other channels) in the STM project? It would be very useful.

Kind regards to all
Mike

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<image001.jpg>

From: Magnus.Sundstrom@Sjofartsverket.se [mailto:Magnus.Sundstrom@Sjofartsverket.se]
Sent: 26 June 2018 19:59
To: Michael Card <michael.card@iala-aism.org>
Cc: Fredrik.Karlsson@Sjofartsverket.se; ulf.siwe@sjofartsverket.se; Ove.Eriksson@Sjofartsverket.se
Subject: Sea Traffic Management and IALA

Dear Michael,

Thanks for a very nice and fruitful meeting we had in Korea and sorry for this late reply. I thought I had already replied to you, but apparently not done so. Sorry for that and I hope the information below reach you in due time.

We are very happy that you supports STM and want to contribute to bring the STM concept to reality and integrate it into IALA´s work programme. We have noted that the VTS and ARM committees are the most relevant committees for STM, but also that the e-Nav committee will also be important to attend and contribute to.

IALA support to the standardization work of STM

We agree with you that the work on standardization of RTZ as a S-421 standard and standardization of Voyage Information Service are done as soon as possible. We would really appreciate your support in speeding up this process. Below you find a status report on the standardization work.

The route Exchange Format (rtz) is as you know standardized by IEC and were mainly developed for intra-ship communication e.g. between bridge equipment from different manufacturers. In the STM validation project we have made quite some efforts in taking this format from being a standard to actual implementation in systems from leading manufacturers of navigational equipment. I would say this kind of project is essential to overcome the step of system integration if full compability and interoperability is to be achieved.

With this in mind the STM consortium is very interested also in the development of S-421 which is actually intended for ship-shore communication and therefore fully aligned with STM intentions. Except from the industry partners already being part of the IEC WG 17, responsible for the standard proposal work, two representatives from SMA and STM has also joined the working group and attends their first meeting in Seattle during week 23.

The S-421 is still very much a draft and before being ready for final standard there are some work ahead and if typical IEC process is followed this will likely take up to two more years of work. As a large share of the industry has already invested a lot of resources and commitment into taking rtz into use there is a fear that some of this effort will be of no use if the new standard is diverging too much or not taking the lessons learned into account. Although too early for us to say as we have not been involved in the WG that long it also seems like most of the industry representatives are not very active. This could mean a major risk in acceptance and implementation of the standard as the WG convenor is not actually representing the industry as such but is from the academic world.

When it comes to the Voyage Information Service (VIS) that is the standardized API and handles exchange of voyage plans this is a product of the STM Validation Project that have been developed, tested and also implemented in live systems. If we want to reach full interoperability and machine-machine communication this kind of information service/API is a must. Therefore our ambition is to make also this service a standard. This could be a support not only for exchange of Voyage Plans but also as a more generic service to support also other data formats, e.g. other products from the S-100 framework. To our knowledge no API:s/information services has yet been standardized so this is virgin land and it should also fit very well with the HGDM work in progress.

After discussions with CIRM and others, it seems like IEC is the natural body also for this standardization work and according to Hannu Peipponen it is likely that also this is a task for WG 17 as they deal with all HGDM related matters in IEC.
Current status of VIS standardization is that we have gathered input on several workshops within the STM partnership and with this as a input we are just about (likely this week) to finalise a document for internal review.

After this we will send this as a work item proposal to IEC. If we could have IALAs support in this future standards work it would be more than welcome.

STM in IALA Work Programme

We will study the IALA Work Programme carefully to look if we can propose any amendment that can support STM and we will come back to you with our proposal.

STM in IALA:s VTS Guidelines

We agree that it is of utmost importance that STM will be integrated in IALA´s VTS guidelines. We also share your proposal that the VTS Committee starts up a working group for this. We have also understood that the decision of starting up a working group is within the competence and capacity of the Chairman of the Committee, in this case Monica Sundklev. We will have a meeting with Monica in mid-July to discuss this. It would be appreciated if you also could talk to her about this, so that she feels the support from you of starting up such a working group.

STM Developers Forum

As we mentioned, it is of great importance to gather the stakeholders; both the industry and the users. Within the STM projects, we do that within the framework of the Developrs´ Forum. We discussed how to inform IALA on the results of the Developers´ Forum. One way is to have report from the Developer´ Forum on the Agenda of the ARM and VTS Committees. The "formal recognition" of Developers´ Forum would be beneficial. Information from Developers´ Forum is publicly available on the STM website. We will also try to put together a short paper on this and send it to you. We will contact ARM and VTS Committee Chairmen to discuss the issue on report to the Committees.

STM presentation at next IALA Council meeting in December

We are of course very positive to your proposal to make a presentation on STM at the next Council meeting. Let´s discuss after the summer the details of the presentation and if it could be a 15 min

presentation in plenum or a presentation with discussion during the lunch (the latter would allow longer time slot)

Please return if I have misinterpreted something from our discussion, or if you have any further proposals for supporting STM within IALA.

Again, thanks for your support and understanding.

Best regards,

Magnus

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