

Report of MonaLisa 2.0 project

Two MonaLisa 2.0 project meetings to consider Policy and Operational matters were attended in Brussels.

The project website is at <http://monalisaproject.eu/>

See also <http://www.sjofartsverket.se/en/MonaLisa/MONALISA-20/>

- A meeting of the MonaLisa 2.0 Policy Advisory Group (PAG) was held on 2014-09-16 and another for the Operational Advisory Group (OAG) was conducted on 2014-09-17.
 - The programme for the PAG meeting was:-
 - 9.00 Coffee and “check-in”
 - 9.30 Welcome, Agenda & Meeting goals
 - Round table presentation (depending on number of attendees)
 - 9.45 Introduction to Sea Traffic Management (STM)
 - 10.00 Summaries of Impact on Affreightment, Legal Impacts and Cost Benefit Analysis
 - 10.30 Coffee break
 - 10.50 Reflections and discussion
 - 11.10 STM technical development – where are we now?
 - 11.30 Reflections and discussion
 - 11.45 STM – the definition phase
 - 12.00 Lunch
 - 13.00 Reflections and advice
 - 13.15 Presentation of the 5 concepts of STM
 - Discussion after each
 - 14.15 Coffee break
 - 14.35 Continued presentation of the 5 concepts of STM
 - 15.00 Final discussion
 - Top three things to CONTINUE developing and STOP working with
 - 15.30 End of meeting
 - The programme for the OAG was similar
- Meetings were led by the Swedish Maritime Administration
 - Magnus Sundström
 - Ulf Siwe
 - Anders Brödje
- PAG attendees were 15 including the above three
 - I represented Gary for this meeting
 - Alan Blume, Marshall Islands flew over from USA for the meeting
 - Peter Hinchliffe of ICS attended
- OAG attendees were 9 including the second two from SMA
 - Philip Belcher of INTERTANKO attended
 - As did David Patraiko of the Nautical Institute
- The purpose of the meetings was to secure comments and ideas from the participants so I will not report in detail
 - Economic benefits computed by the University of Linköping and already described at e-Nav Underway were described
 - If adopted, ICS wanted to see a commonality of system worldwide, not just EU
 - Much discussion both days of legal aspects, Charter Party contracts, but ICS did not see legal aspects as an impediment to STM
 - Single Window topic popped up (again)

Impact for IALA

- If STM goes ahead in some form, it was expected that IALA would be involved as the owner of (some)standards/guidance
- Positive views from OAG, especially Malin Dreijer of Norway (Kystverket) on the need for IALA standard VTS communications phrases and a similar or extended set of these for STM
- Need for IALA VTS Committee to be aware of the MonaLisa 2.0 project and to start thinking of the impact of STM, the junction/overlap of VTS and STM areas, etc.
 - Anders Brödje would be willing to make a presentation on MonaLisa 2.0 at a VTS Committee meeting