Meeting notes

Baltic Sea e-Nav project partner meeting
April 17th - 18th, 2024
Helsinki, Finland

The purpose of the meeting is to wrap up all the preparatory work and get ready for the next phase, which in WP2 is more of exploring and developing our products. We hope you take the opportunity to raise relevant topics that benefits to be discussed jointly.

Agenda:

Day 1:

9.00-9:15: Welcome and agenda (Traficom/SMA)

Agenda presented as well as overall project status
Partnership agreement – Final version will be sent for signatures upcoming week.
First project report deadline 17th may for project partners. Separate meeting for reporting on 26th april.

9:15-10.30 Get to know each other and coffee break (SMA)
10.30-12.00: A1.1 (SMA, BSH, FMI)

Oskar Müller provided presentation about the status of the A1.1: S-101 and S-102

- Results from reading the test data sent by HO's, both in S-101 and S-102

S-101 (activity lead: SMA)

Plans for future

- more specific focus, raise specific technical issues to deliver 2.0.0 in Q1 2025

Obstacles to solve to help the work move forward:

- BSH: Some communication challenges as they (RISE, SAMK, Furuno) did not provide any feedback why the test data did not work (communication problem)
- Furuno: Results are in the Excel file in the Projectplace platforms
- SAMK: Maybe updates/results should be highlighted by sending an email to improve internal project communication
- Danish HO: What is the next step now for the HOs?
- Caroline: During this meeting, we should synchronize the project timeline and the HO's timelines. In Jan 2025, every HO should deliver the S-101 2.0.0.
- Caroline: Other important achievement is to get better ownership from the activity leaders

Questions:
What individual issues or achievements have you identified in your respective S-101 implementation projects?

- There were no comments for this question.

Do you see that there are issues which should be discussed jointly; issues which are dependent on other activities in the project?

HOs are using different versions or want to wait the correct versions to be ready and standardized

In the beginning of next year (Q1 2025) each HO will deliver:

- S-101, version 2.0
- S-102, version 3.0.0

NO clear decision at this point whether it is possible for all HOs to deliver on time.

General discussion:

- The navigation data distributors, PRIMAR and IC-ENC, partnership as associated partners are valuable (to ensure that the implemented products meet customer demands and distribution requirements)

- There are going to be many versions between the final products and for project point of view

- It was also discussed that do we need to have plan B or C? What is the current status of each HO? Different plans were discussed but no decisions yet as we await other presentations to decide how to carry on.
- FI HO: We are dependent what Caris (software producer) and their production catalogue and schedule.
- FI HO: 2.0 testdata will most probably ready after summer → prototype in Q2 2025

S-102 (new activity lead: BSH)

General discussion:

- Can we provide full datasets or just partial and what are navigationally necessary test areas?

- Is the data detailed enough for the user cases?

- Defence can be an issue for some countries, like Sweden and Finland. Ongoing discussions regarding this.

- IC-ENC: stakeholders test the data and provide valuable feedback. How can the project be used outside of the Baltic region? How we select the trial areas? What benefit the end user, vessel navigators? How to prove that S-102 is important for the end users? How is the project going to demonstrate this? Something to have in mind when addressing end users.

- Caroline/SMA: Main target group of the project is the HOs

- We need to think how the mariners are using and viewing the product

- The purpose of the simulation is the harmonization of the products. Get the input from the users and how valuable/usable they think the products are?

S-104 and S-111 status (Activity lead: FMI)

General notes and comments:

- FMI will produce 104 (water level) and 111 (surface current)
- For Finnish waters but they have data for whole Baltic Sea region and model can be run for the whole Baltic (but require more work/effort)

- New in ECDIS: There has not been weather data like water level and sea currents in ECDIS before. Thus, there might be new challenges when we forecast for a longer period.
- For instance, mariner check that sea level is x after one week but does not take into account that it was juts forecast and it should be checked and validated in the actual day.

S-104

General notes or discussion:

- Incorporating information about water level is essential for ECDIS, as it enables the integration of water level data with bathymetry. This integration allows for accurate calculation of the actual water depth beneath the vessel's keel.
- S-104 products for tests ready from May. 2.0.0 ready until 18 august 2024 to be accepted by HSSC.

- Challenges:
  - Water level is observed from 14 points → challenge to get mareograph observation between the observation points
  - And should we now provide a point data product if they will change later to grid data product?

S-111 Sea currents

General notes and discussion:

- IC-ENC: Is S-104/111 only for Finnish waters?
- FMI: The model runs for the whole Baltic (but in the application FMI promised to do it only for Finnish waters)
- PRIMAR: S-104 point estimates. Is it just simplification to use point data instead of grid data?
- S-111 October more mature prototypes ready.

12.00-13.00: Lunch

13.00-13.45: A1.1 continuing (SMA, BSH, FMI)

13.45-15.00 Workshop Communication (SAMK)

- Information where you can find communication materials (Project place)
- Important that you document in your office where you have A3 poster or digital sign that we are supporting interreg and the project.
- If you make any presentation, article or so on, please use the form that is uploaded under documents on project place as this is important for the midterm report.
- Mona held a workshop with different questions on how to involve stakeholders and end users. This will be put in the communication strategy that is soon finalized and will be uploaded under documents in Projectplace.

14.30-15.00: Coffee break 30 min

15.00-16.00: RENCS presentations: Baltic Sea E-nav project services

IC-ENC presentation

Gave an introduction on what they can assist. See uploaded presentation.

PRIMAR

Showed their system and distribution chain.

Possible to upload data to the RENCS. Then you get verification on your data. This is not included in the piloting activity, so this is a good addition for the HO's to get more input regarding their data and what seems to be asked for from project members.

Day 2:

9.00-9.15 Summarize and agenda for the day (Marlene/SMA)

9.00-10:00: A1.2, 2.1, 2.2 (RiSE, SAMK, Furuno)

RISE and Furuno's presentation

General notes and discussion:

- RISE: HOs have provided datasets, and then Furuno runs those in their system. Then the datasets either work or not. But Furuno do not have validation software so they cannot say why the datasets do not work.
- RiSE addresses the uncertainty of what version is ready and when. Not clear when the HO's can deliver the right version of data that is brining meaning for testing.
- Primar: Industry says it doesn't matter what version is delivered. What version is mattering for end user is what matters in the end. Will be packaged in the right way in the distribution chain if project decide to go with the RENCS.
- Furuno: Interoperability one of the biggest challenges to build for 101,102,104 in software system.
- Furuno: Can deliver support from Q4 for software for 2.0 and 3.0 depending on standard.

- DK HO asked if they could have screenshots that Furuno presented from the ECDIS. Furuno agrees that they will be able to send screenshots.

Activity 1.2
- 1st step is to develop S-100 enabled navigational system prototype
- 2nd step is to define scenarios for piloting the e-Nav packages
- Manual on how to conduct piloting activities by 17th May (reporting dl in Bamos)

DECISION: The HOs aim to deliver S101 v2.0 and S102 v3.0 in early Q1 2025.
- FI (probably) yes (Caris for S-101 and S-102)
- SE (probably) yes (Caris for S-101 and S-102)
- Latvia (Caris for S-101 and S-102)
- DE 1.1 Q1 and 1.2 Q2 in 2025 (Caris only for S-101)
- EE cannot provide answer yet (licenses issues, evaluating new software (maybe Caris) Needs to get back after meeting with answer.
- DK probably yes S-101 and S-102 is still open (use also Caris for S-102)

- The software producer Caris have been contacted (regularly) and informed about the project schedule and that the HOs need to deliver the datasets according to the project deliverables and keep up with the overall timeline for IHO, v2.0 and S102 v3.0 in early 2025.

- Important that we deliver according to the timeline of the project and what have signed up for Interreg for financial support.

- If one HO's is not ready according to the timeframe, we need to start testing with others in first round. This is plan B.

The role of the RENCS

DECISION: All the HOs upload their S-101 and S-102 products to the RENCS
- FI HO: Validation checks by RENCS. If FI HO have data ready by end of the October 2024, FI HO send the data to RENCS for validation check.

10.00-10.30: Coffee break

10.30-12.00: Workshop piloting scenarios (RiSE, SAMK)

SAMK presented the piloting areas and possible issues.

SE-FI: Umeå – Vaasa: S-102 not available for the whole root.
Irbe Strait: Not any data available yet (New measurements are planned to take place)
DK-SE: Falsterbo: Small gap(only place where data available for S-102 at cross boarder)
Umeå port: Ok, Can step out if needed.
DE-DK: Huge gap
Vaasa: Port area. Constructions are being done in the near future. Something to have in mind.
LV – Pavilosta: Topography is not complicated here. Any other options?
LT – Klaipeda: Changes has been done. Need to send new maps to SAMK.
DE – Rostock: Long route, lots of data
DK – Copenhagen: Randomly picked. Options?

EE – Missing any information as there was nothing uploaded.

RiSE Hosted a workshop between partners and their local piloting scenarios. Everyone uploaded the input in a Mural that Luis sent. It is possible to add things later. This will be summarized. And presented later?

12.00-13.00: Lunch
13.00-14.00 A2.3, 2.4 (Traficom, SAMK)

Activity 2.3 Harmonization lead: Traficom

S101 Harmonization

General notes and discussion:

- Baseline analysis discussion: The basis of the work will be the current S-57 ENC harmonization recommendations
- Since the S-101 product has not yet been released, we are well ahead of the harmonization recommendations
- The plan is to get the approval from the Hydrographic commission 09/2025

S-102 Harmonization

- Germany will take the lead of the activity A1.1 S-102. Thus, Traficom will have meeting with BSH about the next steps and the plan of leading the activity 2.3 S-102 Harmonization work.

13.30-14.00 Presentation: PA SAFE, PA SHIP (Teppo & Milla)

Introduction about what is PA SAFE and PA SHIP. How they can help spreading the word about BS E-NAV. Presentation uploaded in project place.

14.00-14.30 Survey link and summary (Marlene, SMA)

Next meeting planned in Estonia in September adjacent to BSH meeting in Tallinn.

14.30-15.00 Coffee break

Meeting ends.