New Challenges in International Trade – smart shipping

ITS in Logistics in the Northern Dimension, Barents and Arctic Area, 2014-06-18

Mr Anders Brödje
Swedish Maritime Administration

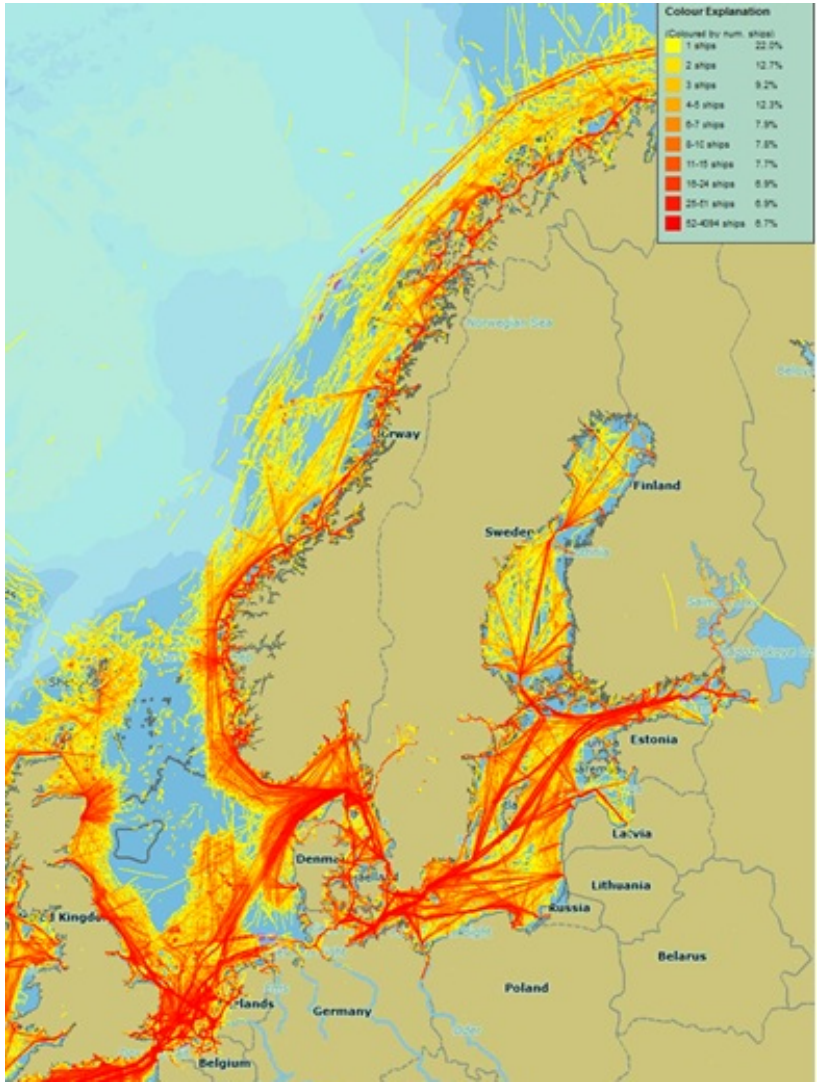

OVERLAND
SXF 739
迎春饭店


IKEA
宜家家居
入口
entrance

Just in Time

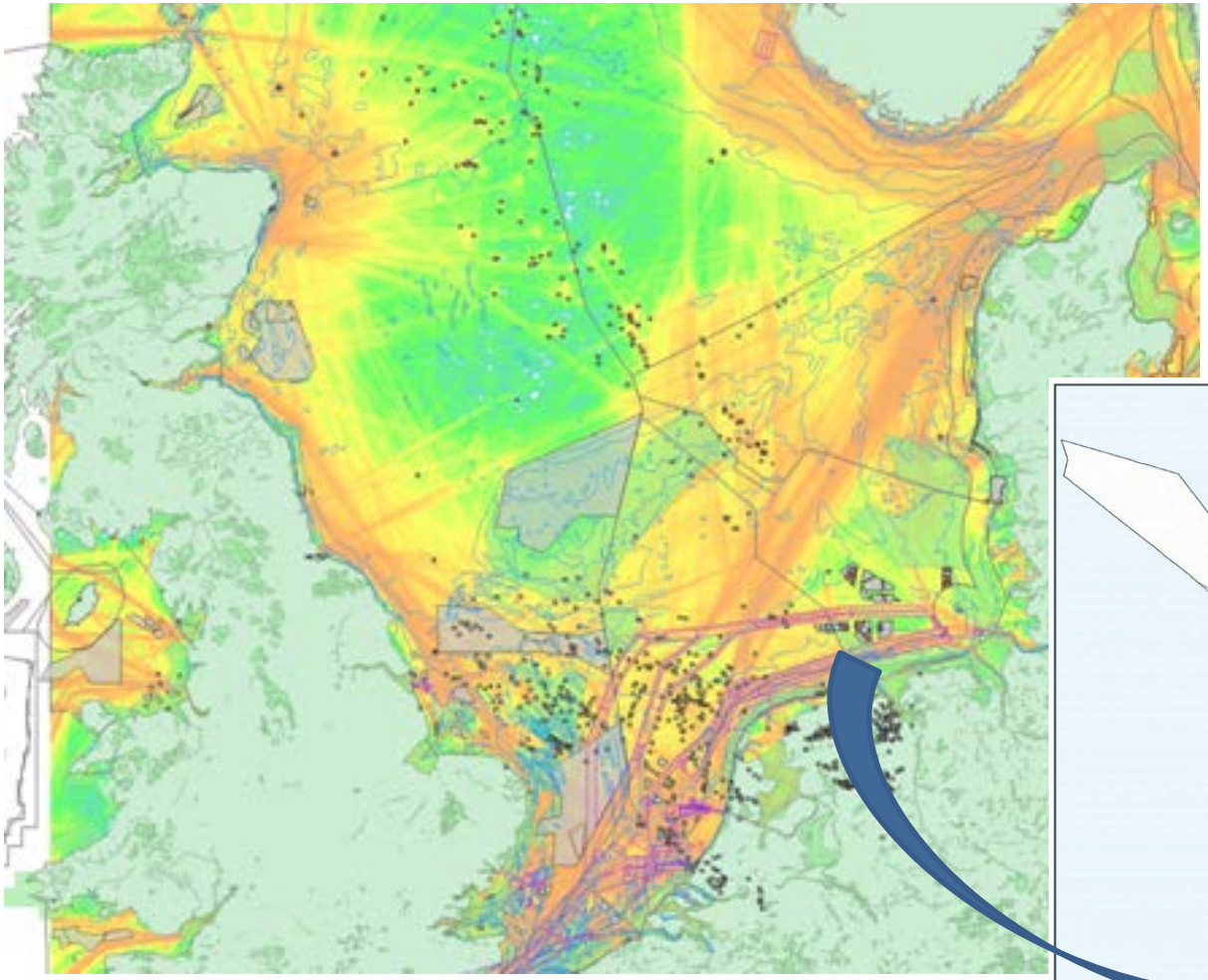
Just Enough

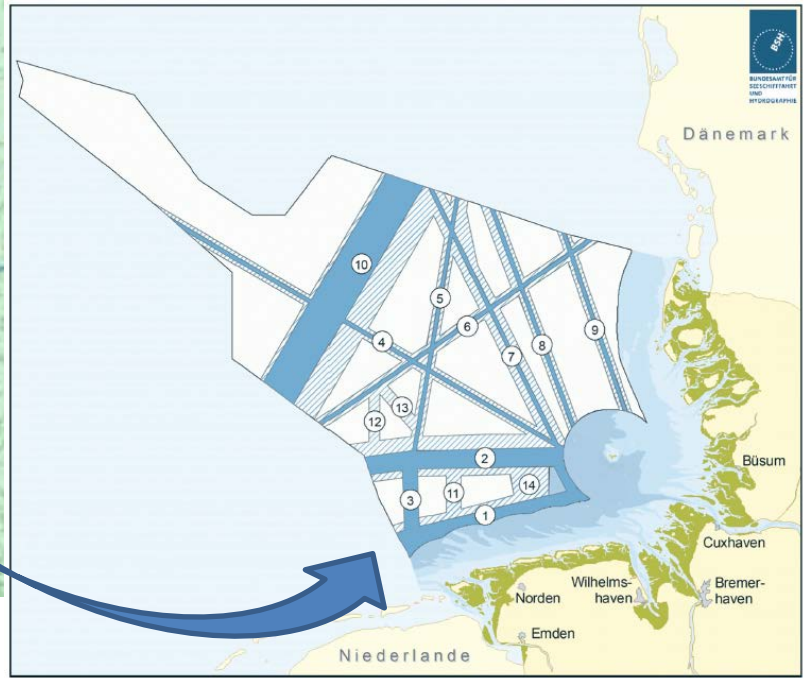
Co-financed by the European Union
Trans-European Transport Network (TEN-T)



Sea Traffic during Dec 2011, Picture courtesy of GateHouse

The NSR 2020, with the traffic density map green, yellow and orange-red colours, the small dark spots are oil and gas platforms and the transparent blue polygons depicting the planned and/or built windfarm areas. *c/o Accseas*





MONA LISA SECURING THE CHAIN BY INTELLIGENCE AT SEA 2.0

MONALISA 2.0 - Some Basic Facts

- Budget: 24.3 M€
- 50% co-financing from EU; TEN-T
- Project period: Sept 2013 – Dec 2015
- Lead Partner: Swedish Maritime Administration

MONA LISA SECURING THE CHAIN BY INTELLIGENCE AT SEA 2.0

[Link to MONALISA 2.0 Film]

Please click on the text above to
go to the MONALISA website

MONA LISA SECURING THE CHAIN BY INTELLIGENCE AT SEA 2.0

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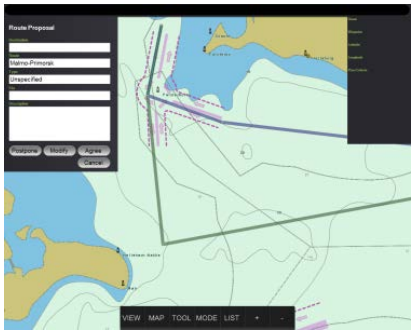
Safety – Efficiency – Environment

MONALISA – Some Results

- Demonstrated a system for Dynamic and Proactive Route Planning – ”Green Routes”
  - Integrated Route Optimisation Tool reducing bunker consumption of $\bar{x}$ 10%
- International standard for route exchange
- Simulator Network – 40-50 bridges from across Europe
- Demonstrated a system for extending regional sharing of maritime information to a global scale
- Reports on Legal Impacts and Charter Parties Impacts and Cost-Benefit aspects of Sea Traffic Management



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Sea Traffic Management

STM is a concept **encompassing all actors, actions, and systems** (infrastructure) assisting maritime transport from port to port. STM is a part of **the multimodal logistics chain**, encompassing sea as well as shore based operations. STM is a **network-based approach** for optimal Intermodal Sea Transport. STM is performed on multiple actor levels, where **each engaged actor co-produces traffic management**. These actors contribute to the integrated performance of the realization of the performance targets of intermodal Sea Transport as the shared common object of interest of the ecosystem constituting Sea Transport. STM puts an emphasis on **interoperable and harmonized systems** allowing a ship to operate in a **safe** and **efficient** manner from port to port with a minimal impact on the **environment**. **STM secures sea traffic flow and capacity optimization**.

Cost-Benefit Analysis Report - Result

	main alternative			low alternative			high alternative		
1 % shorter route	+102.4			+71.2			+160.8		
Adjusted arrival times[a]	+1.3	+5.3	+16.0	+1.3	+5.3	+16.0	+1.3	+5.3	+16.0
Project costs	-20			-20			-20		
Net gain to society	**+83.7**	**+87.7**	**+98.4**	**+52.5**	**+56.5**	**+67.2**	**+142.1**	**+146.1**	**+156.8**

www.monalisaproject.eu

Mid-term Conference:
November 4-5, 2014
Barcelona

MONALISA ICE

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