



Public-Private-Cooperation Models

Improving Safety and Efficiency in the Maritime Market

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Agenda

- 01 “Public-Private-Cooperation”
- 02 Changes in Maritime World
- 03 PPC as a method to master the dilemma
- 04 Cooperation models HO-Industry
Focus: The Data Distribution Arena
- 05 Examples of successful partnerships



PPP and PPC



Public-private partnership (PPP) describes a government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies. These schemes are sometimes referred to as PPP or P3

(Wikipedia – 2008)

The term “Private-Public Cooperation” (PPC) I am introducing builds on the P3 definition and expands it to any type of cooperation, including those, which do not need funding.



Partnership for success

- **Conditions for a successful partnership**
 - **Knowing Clearly define each other's role and responsibility**
 - **Accepting strengths and limitations and allowing the partner to fill the gap for greater success of the defined outcome**
 - **Communicate regularly to building and maintaining full trust on the agreed topic**
 - **Communicate any information regarding the partnership subject without limitations**

Changes in Maritime World

- **The Paradigm shift**
 - The “Analog” paradigm requires a product to issue data.
 - The “Digital” paradigm enables the separation of data and product
- **Need for high precision data**
 - “Analog” data does not support easy comparison and overlap
 - “Digital” data requires higher level of harmonization
 - High precision on-screen positioning (DGPS) highlights deficiencies in cartographic data
- **Need for additional data**
 - Increasing density of traffic and increasing risk (e.g. ship size) requires additional data to gather necessary information
 - New methods are enabling new data streams to ship masters (sensors, real-time weather, AIS, LRIT...)
 - Additional data enables higher precision of situational awareness and prediction
- **Need for data aggregation**
 - New data streams can easily overload ship masters
 - Data aggregation is needed to convert data into information using situational analysis
- **Adapt to speed of technology innovation**
 - Technological innovation is doubling speed every five years
 - Innovative new products will increase safety and efficiency
 - Hydrographic data presentation and products using hydrographic data cannot “sit back”

PPC as a method to master the dilemma

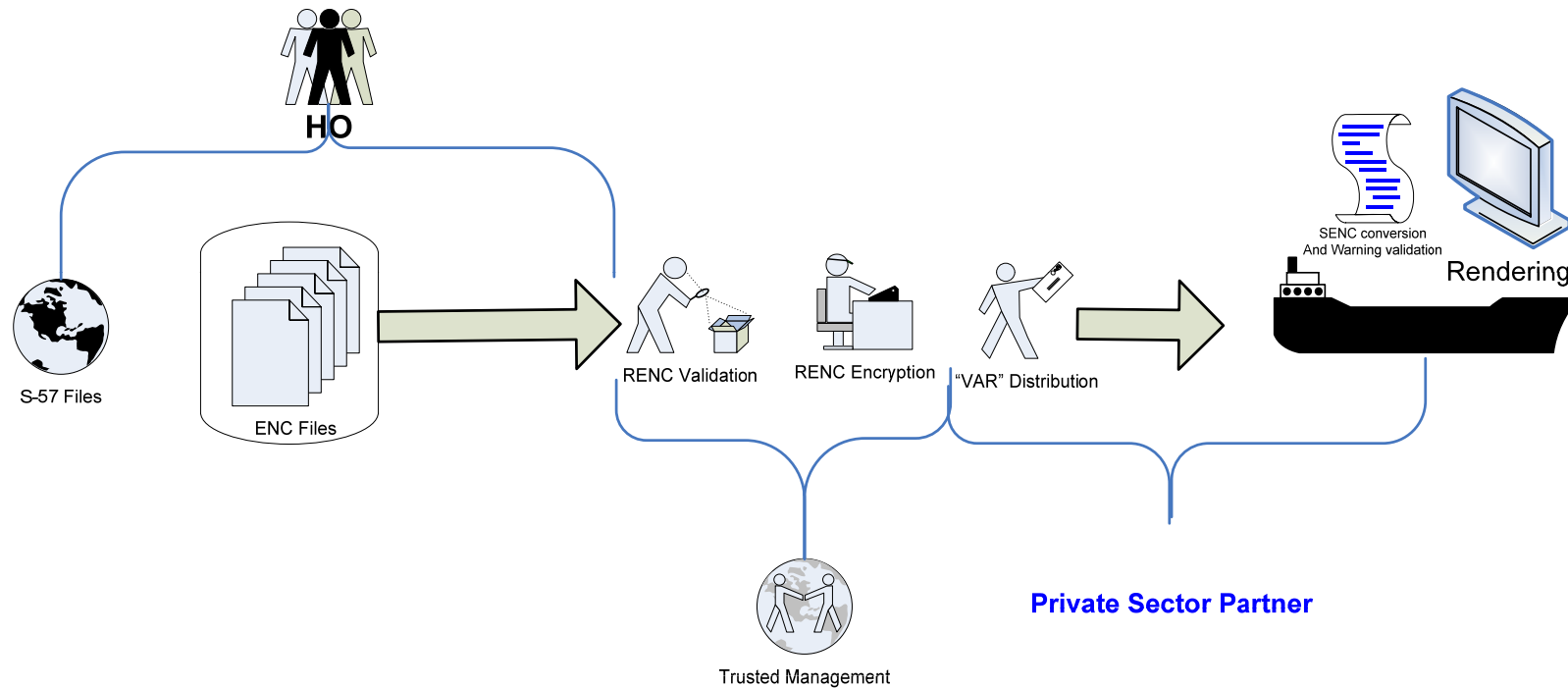
- **Public Sector Organizations – key competence is creating and issuing data**
- **Private Sector Organizations are well equipped to develop innovative product and manage product lifecycle**
- **PPC allows both partners to focus on core competence and perfect the delivery in those areas**
- **Clear definition on roles and responsibilities, acknowledging the competence of the partner, allows full concentration on success of the common goal**
- **PPC can utilize innovations, created by PPC or public sector, to drive adaption of existing standards or creation of new ones**

Cooperation models HO-Industry

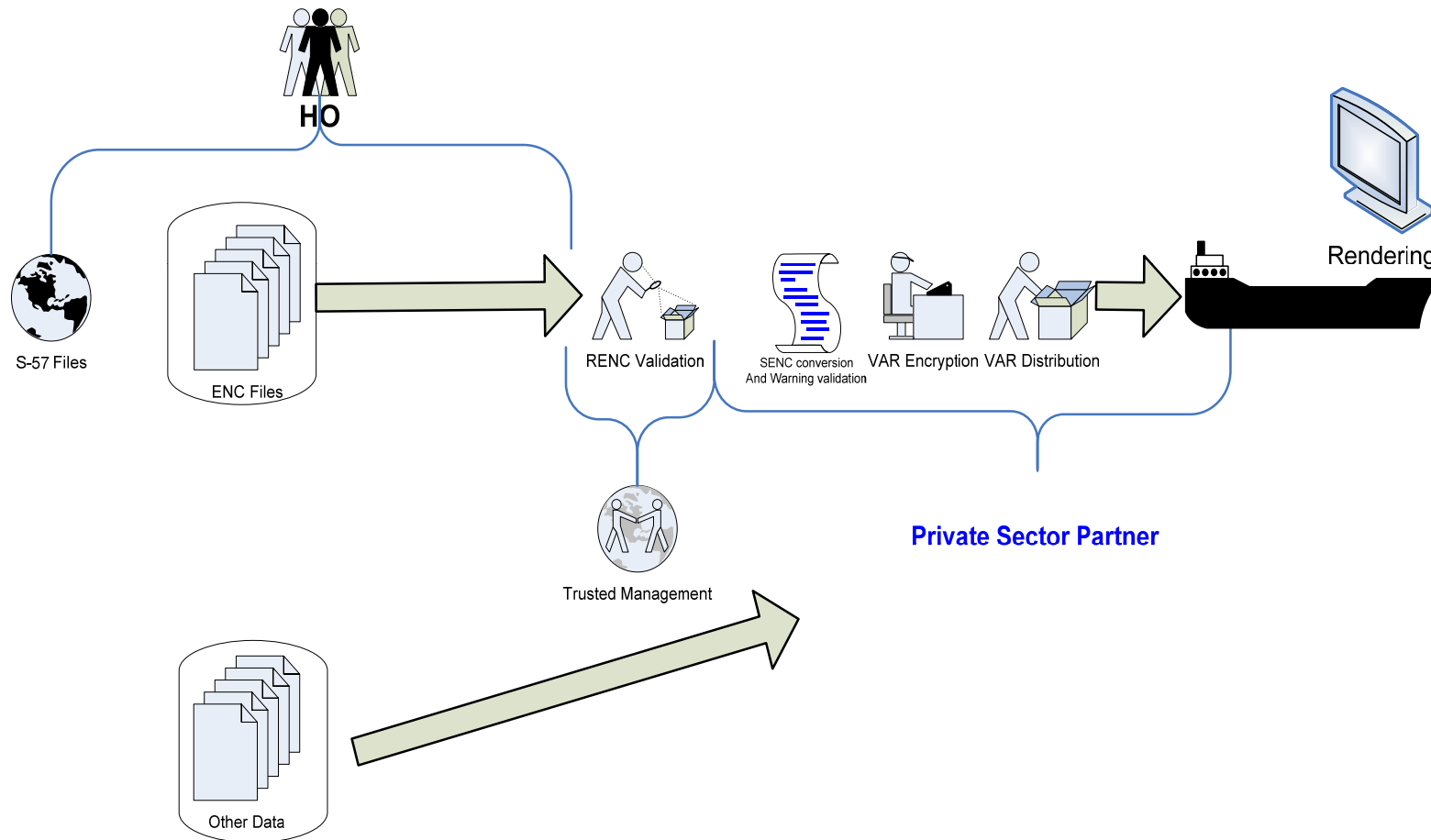
Cooperation models should be adjustable based on the capabilities of the involved partners:

- Lower potential VARs requires HOs to apply strong rules to ensure data quality reaches end users
- High potential industry partners allow the HOs to focus own involvement on data creation and validation and limit restrictions

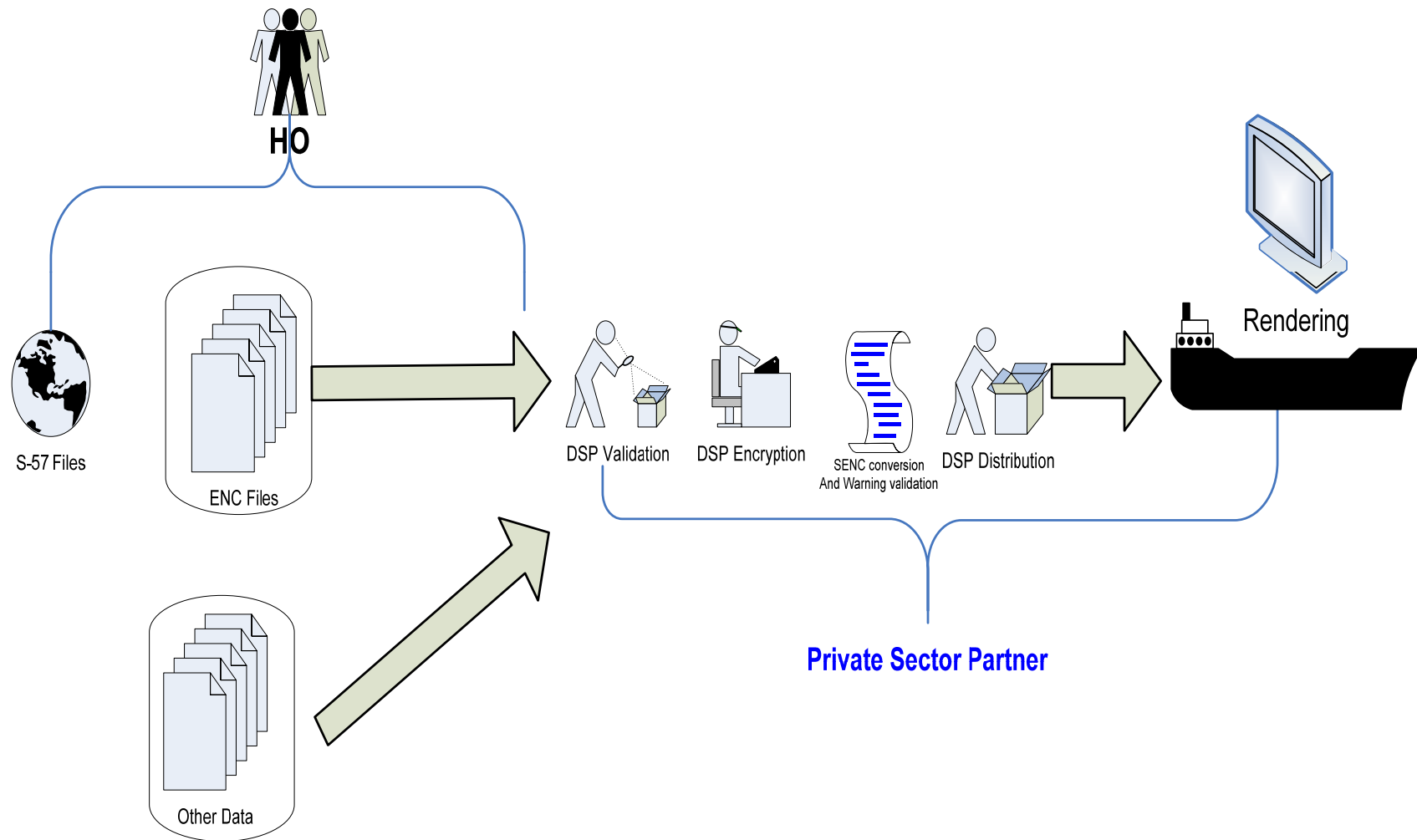
Non-Partnership Model



Basic Partnership Model



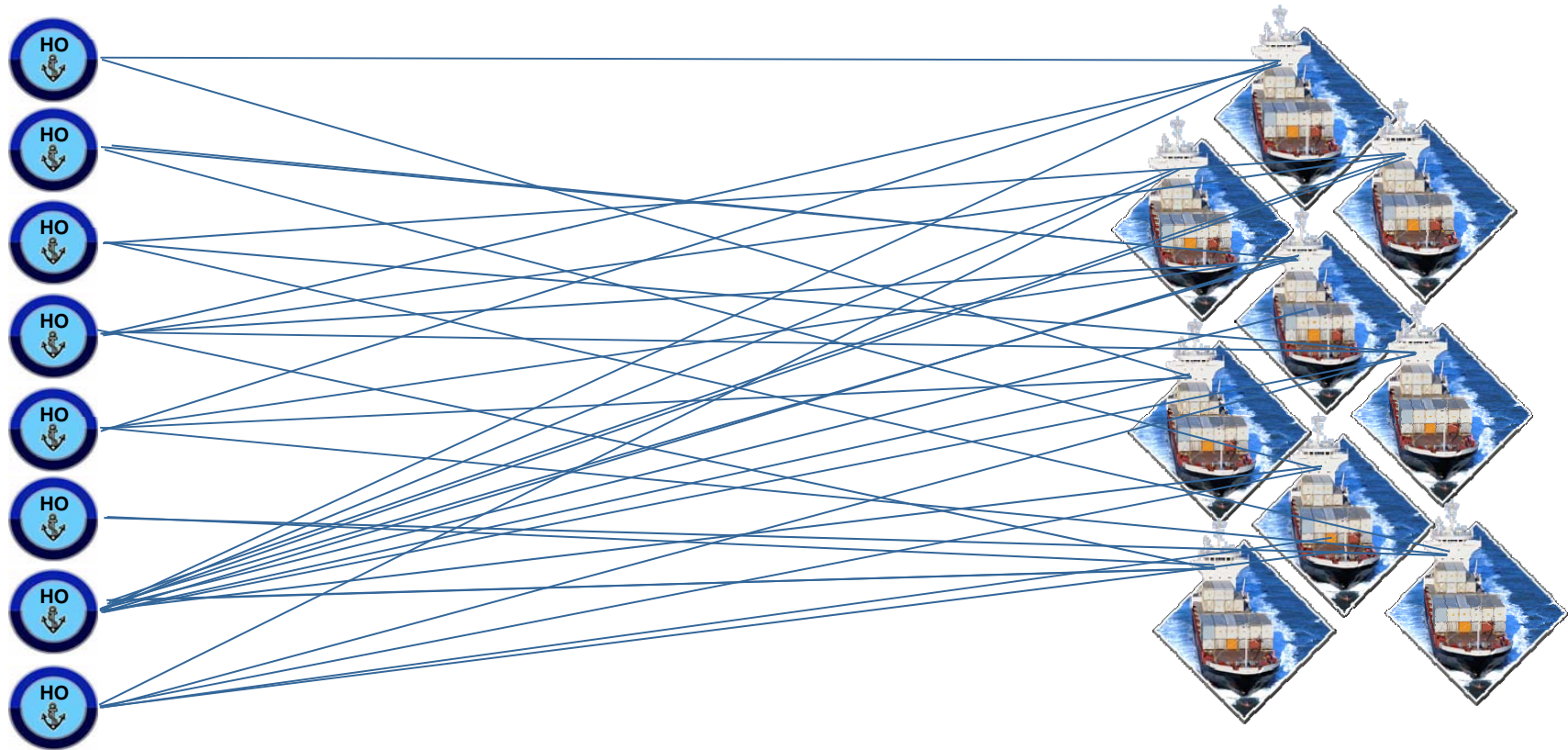
Advanced Partnership Model



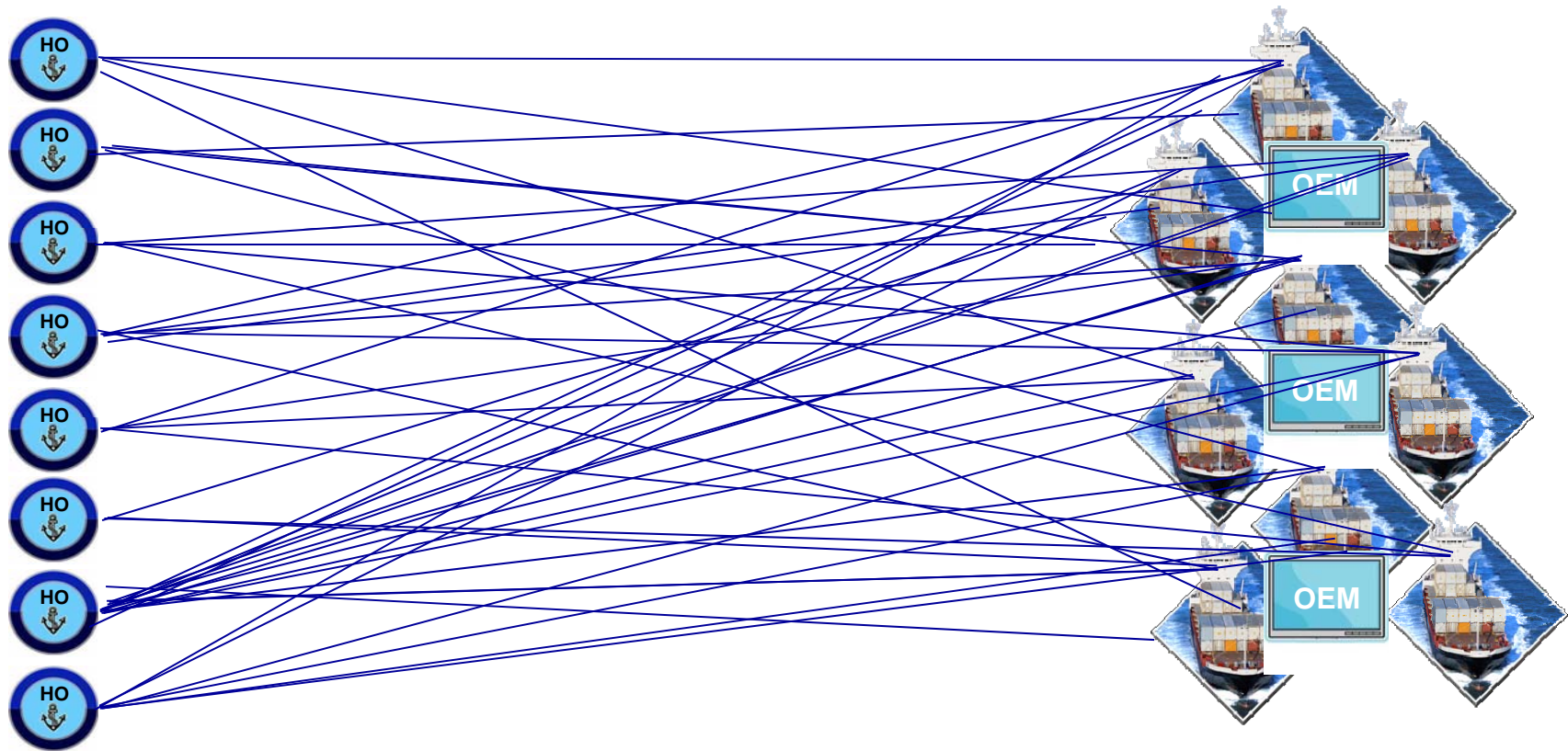
The complexity of the Data Supply Chain



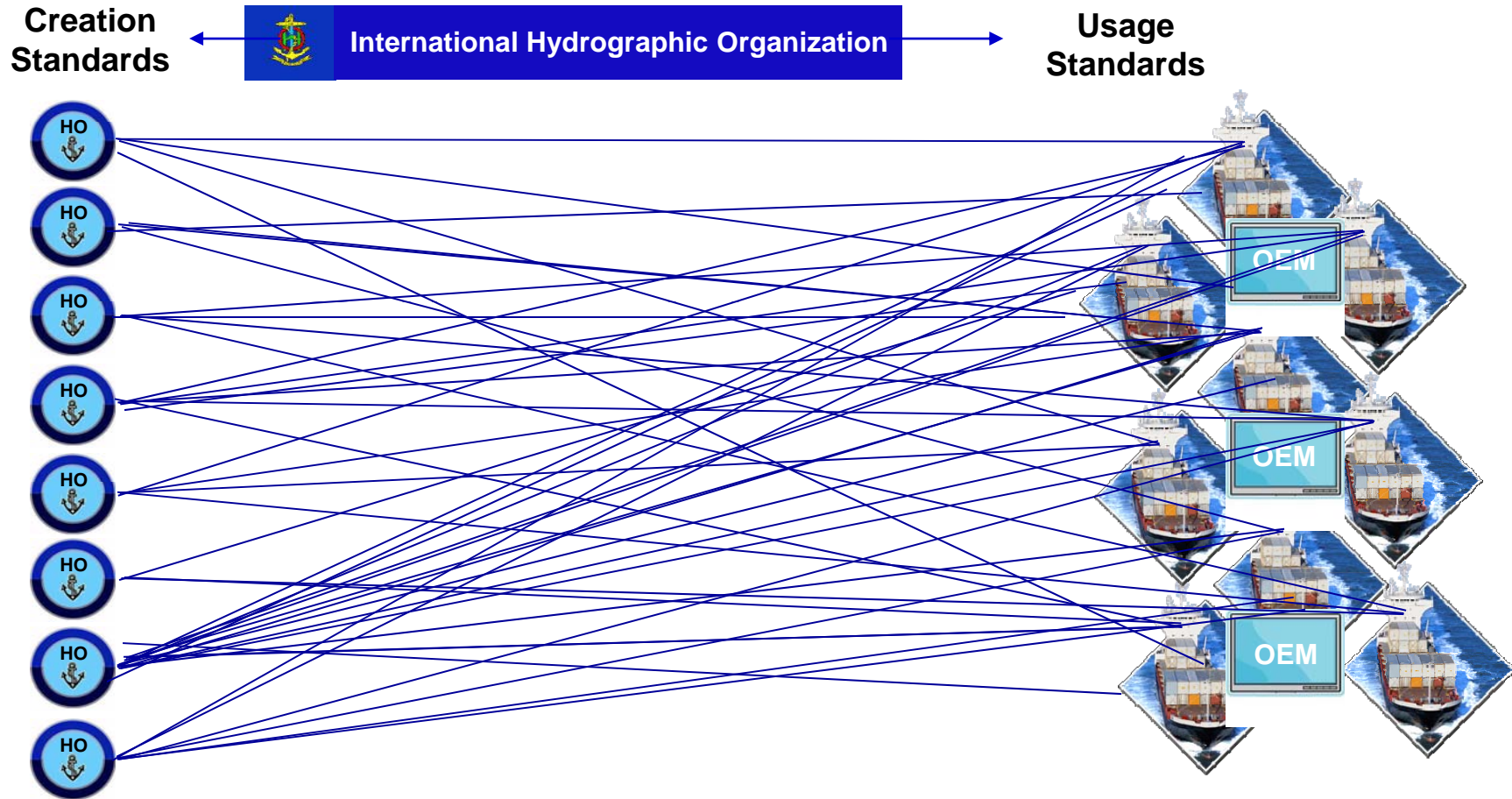
A “many to many” relationship



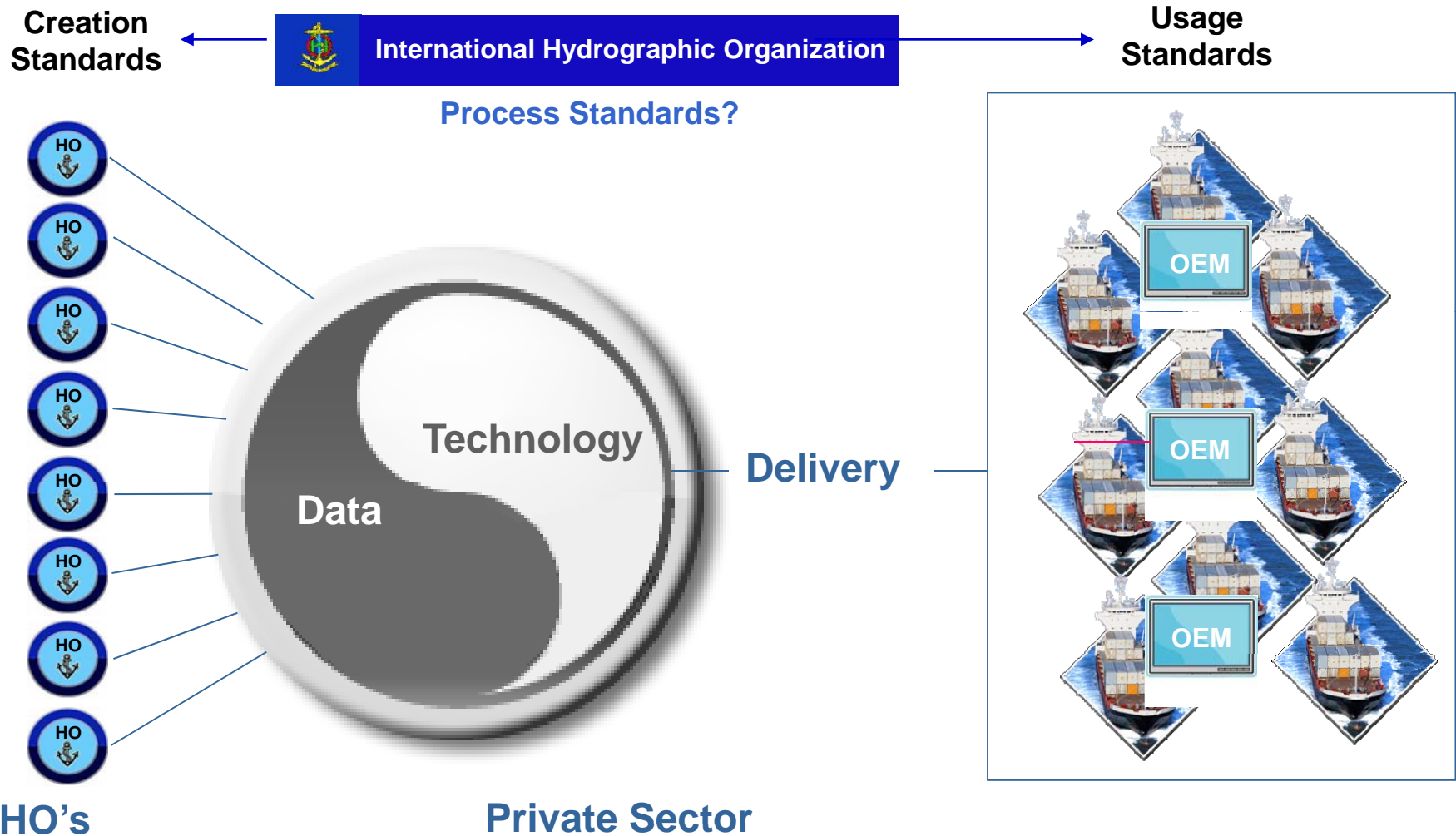
Add “digital”



Add standards:



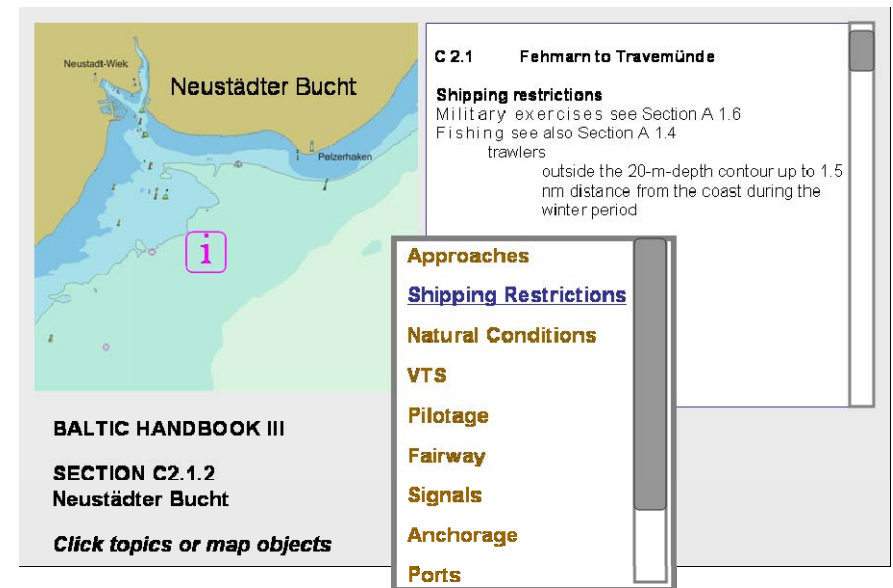
Fusion of Content and Technology





Examples of Successful Cooperation

- ✓ BSH – Jeppesen cooperation to support SNPWG
- ✓ NHS – Jeppesen cooperation on Digital Publications Editor
- ✓ MACHC – created ENC for Mexico at no charge.
- ✓ Contribute to ENCs production for HOs: NHS, Malaysia, Columbia, South Africa, Greece, and Italy.



The screenshot shows a digital nautical chart interface. On the left is a map of Neustädter Bucht with a pink information icon 'i' over a specific area. On the right is a text panel for 'C 2.1 Fehmarn to Travemünde'. Below the map, the text reads 'BALTIC HANDBOOK III', 'SECTION C2.1.2 Neustädter Bucht', and 'Click topics or map objects'. A vertical menu on the right lists various topics: Approaches, Shipping Restrictions, Natural Conditions, VTS, Pilotage, Fairway, Signals, Anchorage, and Ports.

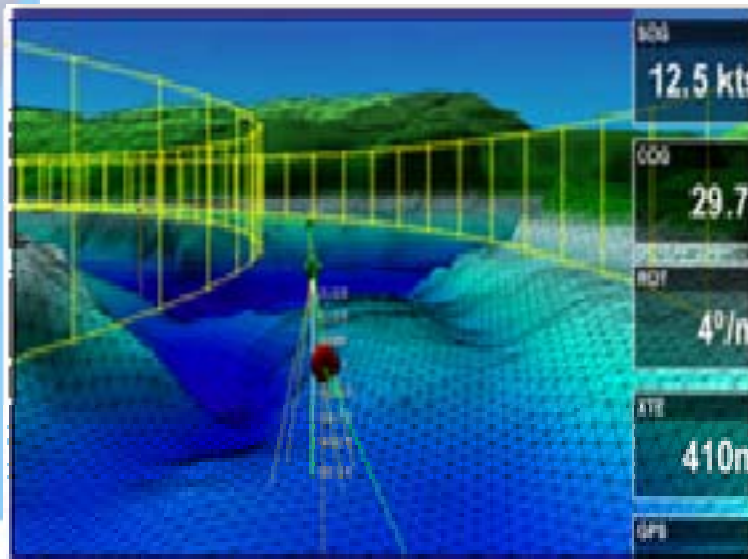
C 2.1 Fehmarn to Travemünde

Shipping restrictions
Military exercises see Section A 1.6
Fishing see also Section A 1.4 trawlers
outside the 20-m-depth contour up to 1.5 nm distance from the coast during the winter period

Approaches
Shipping Restrictions
Natural Conditions
VTS
Pilotage
Fairway
Signals
Anchorage
Ports

BALTIC HANDBOOK III
SECTION C2.1.2
Neustädter Bucht
Click topics or map objects

Advanced Research – Advanced Partnership





THANK YOU !