

## Paper for Consideration by SNPWG

### [Use of AVANTI in order to fulfil SOLAS]

<b>Submitted by:</b>	Swedish Maritime Administration
<b>Executive Summary:</b>	To inform SNPWG about IHMA project AVANTI and SMA project Mona Lisa 2.0. Inform about SMA's goal to use the AVANTI platform in order to fulfil SOLAS Chapter V, Reg. 9.2.2.
<b>Related Documents:</b>	Information flyer AVANTI. <a href="#">AVANTI</a> . <a href="#">About AVANTI</a> . <a href="#">Sea Traffic Management</a> .
<b>Related Projects:</b>	AVANTI, Port Connect and Mona Lisa 2.0

### Introduction / Background

IHMA (International Harbour Masters Association) has been in contact with major Oil companies and Container lines and asked them about their present needs for and sources of obtaining accurate and validated Nautical and General Information. The Oil companies themselves have their own departments for collecting information concerning conditions of harbours and terminals. This continual in-house collection of information is of course an expense for the companies that they are keen to reduce. The reason for Oil companies to have departments collecting information is the lack of correct information in the existing nautical publications. If you have two nautical publications from two different publishers concerning the same port, the information would most likely not correspond. Which source is correct? A printed publication is not up to date when it leaves the print shop because the world has changed during the printing process.

The IHMA solution for this problem is AVANTI (Access to Validated Nautical Information). AVANTI is a web-based platform where the owner of the information provides the information. At the moment the AVANTI is available free of charge for the ports and users. The prototype of AVANTI will be developed during 2014 and the intention is to introduce a commercial version by 2015. At the moment four ports is participating in the project, Rotterdam, Marseille, Göteborg and Luleå.

The reason for letting the owner provide information is to secure the quality and immediate update of the information. AVANTI has four levels of permits, administrator, approver, editor and user. The administrator is authorised to give permits to the approver and editor. The information which the editor writes in to the system has to be approved by the Approver in order to get published on the web.

The AVANTI system is owned by UKHO and developed by Envitia.

The Swedish intention is to use AVANTI in order to fulfil SOLAS Ch. V Reg. 9.2.2. as a mean of providing all necessary navigational information for Swedish ports and fairways. At the moment information is provided for the Port of Göteborg.

IHMA also has another project ongoing called "PC" (Port Connect). This project has the goal to develop a platform for handling dynamic information in ports. AVANTI is handling static information.

The SMA Mona Lisa 2.0 project, endorsed by the European Commission, develops a system for Sea Traffic Management. The intention is to create a system similar to Air Traffic Management.

## Analysis/Discussion

The AVANTI, PC and Mona Lisa 2.0 projects will not wait for the completion of the Standard S100. The projects will follow the S100 to the present extent of the standard.

Which impact does it have, for SNPWG, that those products probably will be available before the completion of the S100 standard?

Could the AVANTI system be used as the source of the nautical information, in the future ECDIS systems, which today are published in printed books?

## Conclusions

The above-mentioned projects will not await the completion of S100 standard.

## Recommendations

## Justification and Impacts

## Action Required of SNPWG