Validating concepts at:
- 300 ships
- 13 ports
- 5 service centres

STM nearing the finish

At the end of this year the STM Validation project will come to an end. But the standards developed during the years will continue to evolve.

STM (Sea Traffic Management) Validation Project has been going on since 2015 and is a successor of the previous projects Monalisa and Monalisa 2.0. It is partly financed by European Union and the goal of the project is to validate and standardize a format of data when exchanging information from ship to both other ships and shore based actors.

"It will improve both safety, efficiency and the environmental footprint from the whole international shipping industry", says Ulf Siwe, Communications Officer at the project.

Exchange of information
The idea behind STM Validation, as well as the Monalisa-projects, is to promote information exchange between actors in shipping. For example ships can share their planned routes with anyone they choose and get feedback from i.e. VTS-operators on how to improve the route.

"They can also get information from the port if the quay is ready when they plan to arrive, or if they should slow down and arrive later and then save some bunker as a bonus", says Ulf Siwe.

"The largest commercial gain with STM will be the ability to better plan and streamline port calls. And the industry is very clear in its demand of a general standard."

Since 2010
Ulf Siwe has been working with the projects since the beginning in 2010 and has always tried to promote information exchange.

"We've been working hard all these years to promote STM. Until now the interest and adoption has increased slowly, but steady. But now I think we may have reached a tipping point where we see great increase of interest and more and more projects are introduced. We see an exponential growth right now and more and more actors see the benefits of STM.

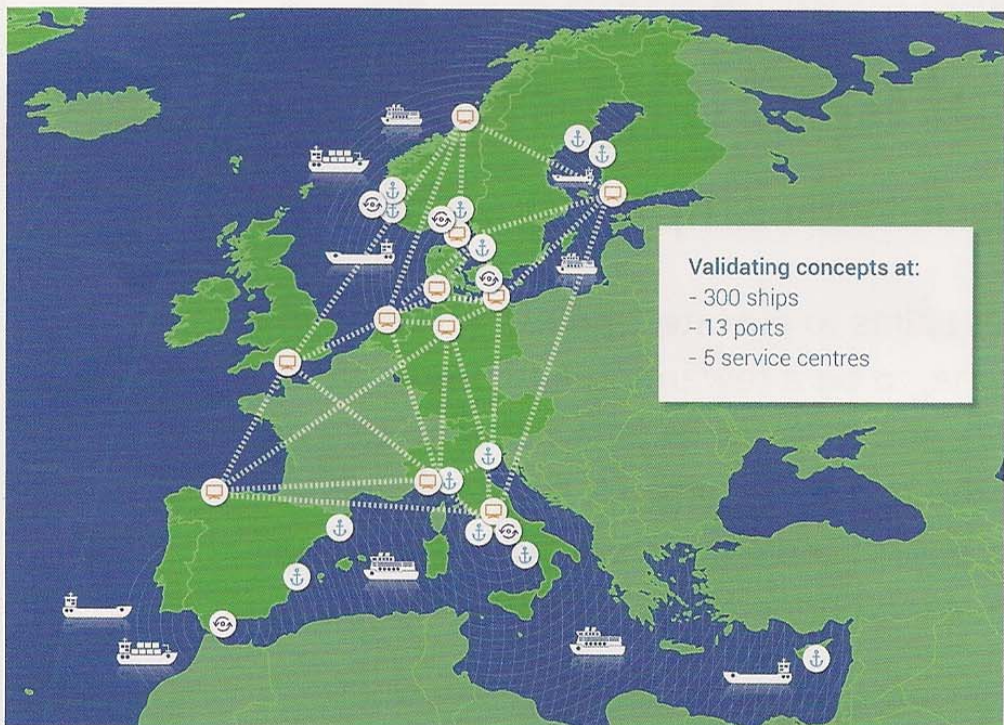## "We see an exponential growth"

Ulf Siwe, Communications Officer, STM Validation project

The standards developed by STM Validation Project are now used in several other projects. An example is the Efficient flow-project where the goal is to improve the flow of goods and passengers through the two corridors of Gävle-Rauma and Stockholm-Turku.

Also Port of Rotterdam has developed a system where ships share their routes with the port to make the planning of port calls more efficient. The data exchanged is based on the standards developed by STM Validation Project.

Growing interest
Ulf Siwe also says that the general interest in STM has increased substantially.

"We know that China has been working a lot with e-navigation and they have shown interest in our projects."

And recently China signed a memorandum of understanding, together with Sweden among others, in which the participants will try out each others e-navigation solutions.

"It is really great for STM when such a large country like China sees the benefits of information exchange in the industry", says Ulf Siwe.

"The technical committee in IMO has also shown interest and said that STM is something they would like to promote. That would give STM-projects easier access to larger funding and other benefits, which is great."

2030
When the STM-project started Ulf Siwe and his colleagues set a goal that Sea Traffic Management would be internationally implemented by 2030.

"I don't think that it will advance any faster because the industry moves slowly, which might not be bad. But we didn't

Ulf Siwe explaining STM at the World Maritime University.

tems. Solutions that wont cost companies extra."

Another thing that will benefit the adoption of sea traffic management systems is the development of autonomous shipping, says Ulf Siwe.

"Rolls Royce, which is investing heavily in autonomous shipping, says that STM is crucial for autonomous ships to be able to navigate alongside conventional ships."

Until end of 2018

STM Validation Project will go on until the end of this year, and in November a final summit will be held at IMO in London where the results will be presented.

"We see the project as successful and we have made great impact. And when this project is over other projects will follow. STM has already become a part of other projects like autonomous shipping."

"It will be very exciting to see what will happen in the future", Ulf Siwe says.

Adam Bergman

expect this great increase in interest to come before 2020."

According to Ulf Siwe the greatest threat for a larger implementation of STM in international shipping would be if stakeholders started to implement their own solutions with their own standards.

"That would create a situation with conflicting systems and the shipping companies won't accept that."

"Luckily we already see that companies delivering things like ECDIS and AIS are already building STM-solutions according to standards into their sys-