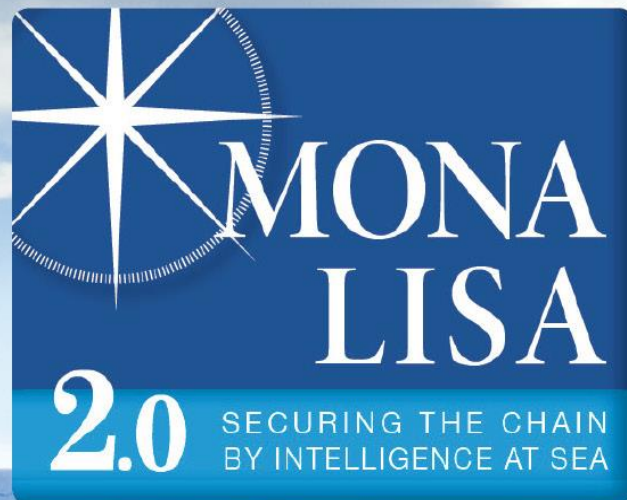


Baltic Maritime Spatial Planning Forum PartISEApate Conference

17-18 June 2014, Riga, Latvia



2.0



Co-financed by the European Union
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Facts and Figures

Total budget:	24.3 million euro
EC contribution:	50%
Time frame:	2012-2015
No. of partners:	39 from 10 countries
Lead partner:	Swedish Maritime Administration

Project Partnership

Starting points: 07° 51,082' (W) 33°
68° 15,295' (N) 72° 25,2
Ending point: 10° 31,044' (W) 28°
34° 34,198' (N) 32° 13,8



MONALISA 2.0 involves the following EU Member States:

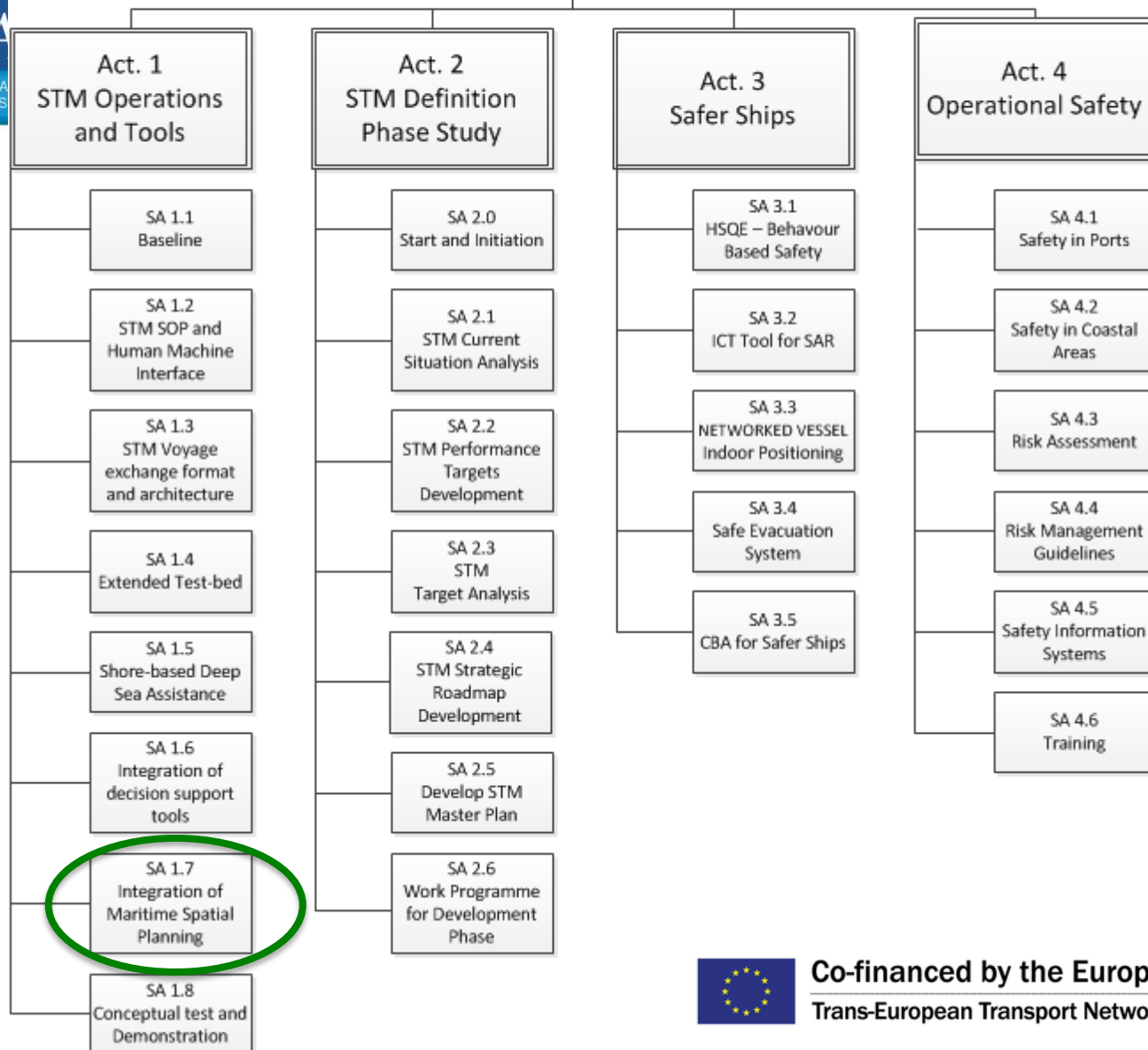
- Sweden
- Finland
- Denmark
- Germany
- United Kingdom
- Spain
- Italy
- Malta
- Greece

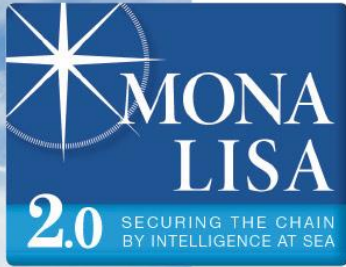
The consortium consists of Public, Private and Academic partners. See further Section 6 – Quality of the Action.

The Norwegian Coastal Administration is full partner in the consortium. Being a public body in a non-EU country, the Norwegian budget is not eligible. The financing of the Norwegian participation is fully covered by own sources.



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Maritime Spatial Planning and “Green routes”

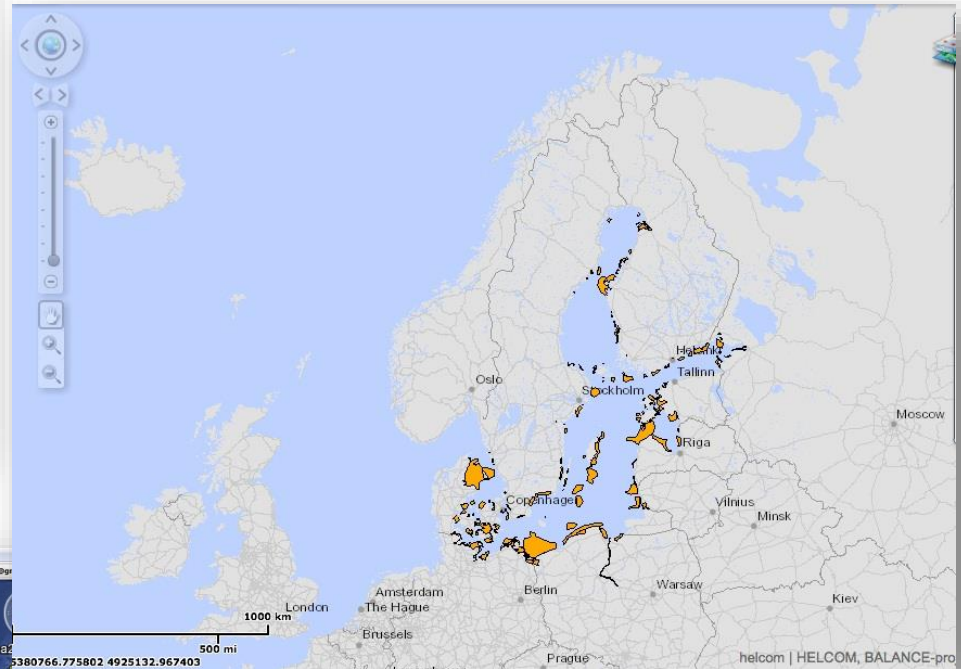
This sub-activity aims to make the environment a mainstream concern in ***Dynamic Route Planning*** within two focus basin areas: the Baltic and Mediterranean Seas. Extensive datasets on a range of environmental factors will be used in the Maritime Spatial Planning process.

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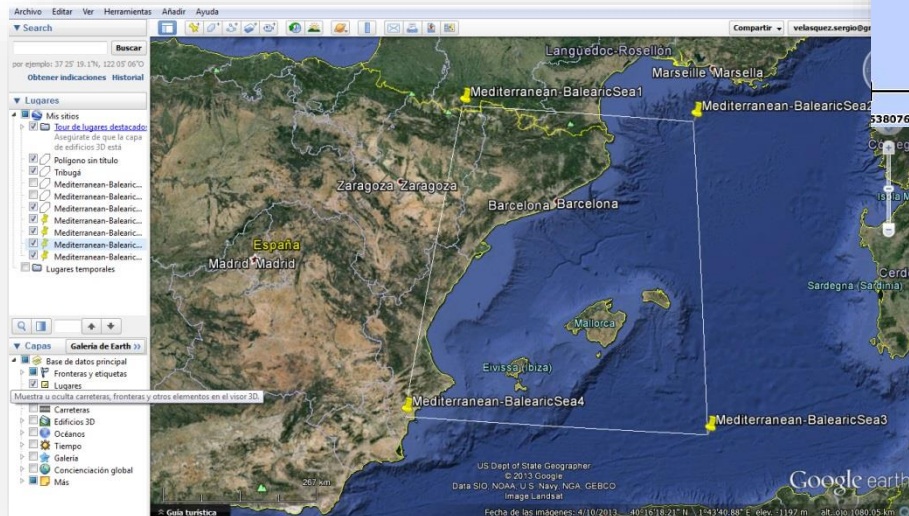
SANTUARIO PELAGOS – MEDITERRANEAN AREA



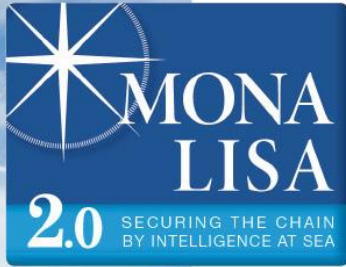
BALTIC AREA



BALEARIC SEA – MEDITERRANEAN AREA



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Sub-activity 1.7 – Integration of environmental data and green routes in Maritime Spatial Planning (MSP)

Maritime Spatial Planning and “Green route”

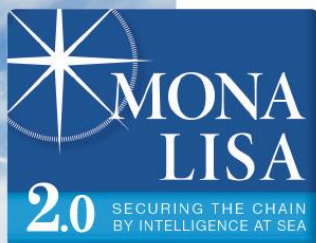
- Maritime Spatial Planning (MSP) is a tool for planning and managing human activities at sea, while protecting the marine ecosystem
- Monalisa 2.0, and Activity 1 in particular, aims to develop and test a new model in route planning based on existing Electronic Nautical Charts and Automatic Identification.
- Dynamic Route Planning (DRP) provides information for optimal ship routes at sea, offering increased safety, fuel savings and emission reduction.
- ***By integrating Dynamic Route Planning with the environmental aspects of Maritime Spatial Planning, it will be possible to include environmental sensitivity in the route planning of maritime transport.***

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Maritime Spatial Planning and “Green routes”

UTC
2013-10-13 20:31:42
SOG COG
10.0 kn 83.5 deg
Lat
55°58.8605' N
Lon
14°47.4638' E
Officer
Transmission
VSAT
STCC Area
STCC Sweden
STM Status
● Waiting for vessel
Track
LISA
Callign
MCLA
Lat
56°01.4462' N
Lon
14°53.9019' E
Distance Bearing
4.4 mi 54.3 deg
SOG COG
10.0 kn 202.5 deg
MMSI
265445566
IMO
0
Ship Type
Not Available
Destination
PRIMORSK

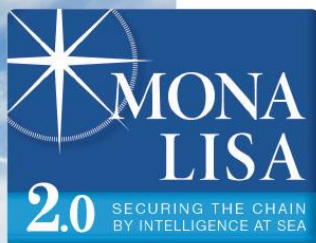




Benefits from optimized route planning

- ***Reduction of fuel consumption and its related emissions:*** Complete implementation of *Green-Routes* could decrease consumption 5-10 % for a normal voyage in the Baltic Sea.
- ***Nature preservation:*** Spatial planning (MSP) by MonaLisa supports and promotes fish growth and reproduction, areas with good conditions for wind or wave-farms, areas with healthy biodiversity, areas where pipes and cables can be placed securely and protected etc.
- ***Safety upgrade:*** Monitoring centers instantly check if a vessel is deviating from a pre-planned route and proceed with anti-collision actions.

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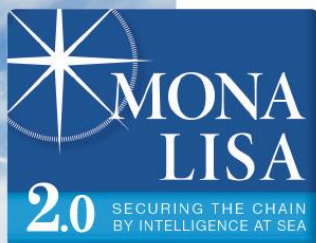


Mona Lisa 2.0: Goal

COMMANDER

- ⦿ Constantly updated route
- ⦿ The best route choice
- ⦿ Increased service, improved information and assistance from land
- ⦿ Improved decision support in close situations

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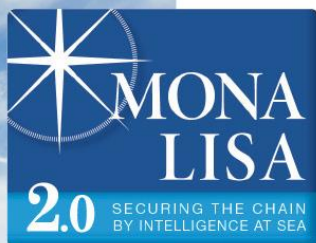


Mona Lisa 2.0: Goal

SEA TRAFFIC COORDINATION CENTERS

- 📍 Survey and coordination with real time data
- 📍 Early warnings about dense traffic areas
- 📍 Basic data for advice
- 📍 Information on the competence, qualifications and duty status

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Mona Lisa 2.0: Goal

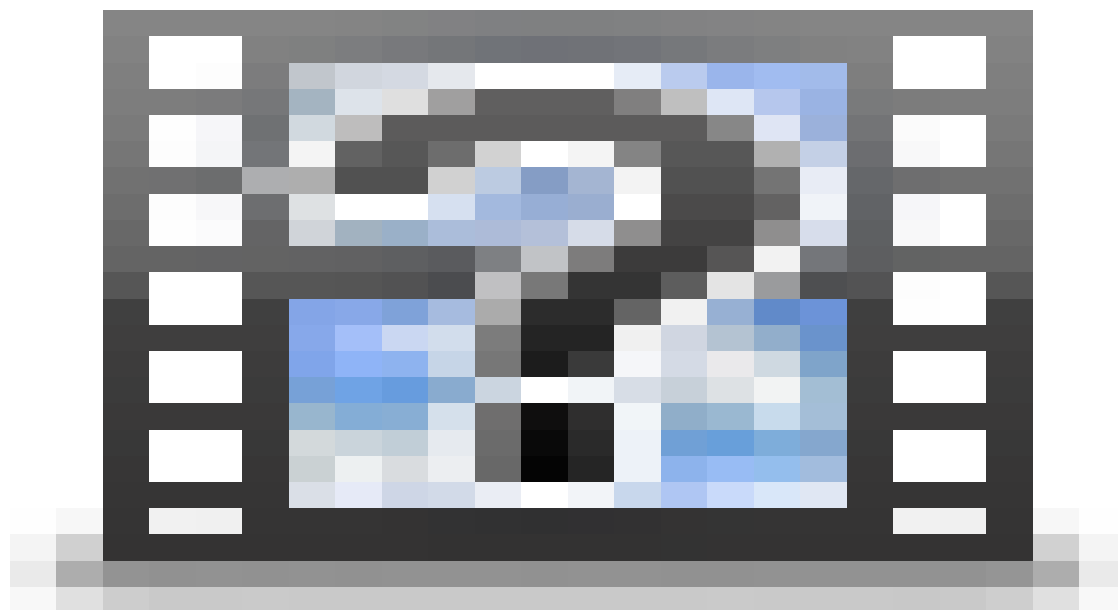
SHIPOWNER

- Reduced costs
- Improved environmental performance
- Quality assured and validated route performance

2.0



Mona Lisa 2.0: Video



2.0

Thank you

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