

# Route Exchange in the SESAME Straits Project



# This talk at a glance



- Technical challenges with the route format,
- Expanding the tasks of shore-based operators,
- An hypothesis on the impact of global implementation, and
- What route exchange means for shared decision support services.

# SESAME Straits





**Norway's first  
e-Navigation testbed**

# Key phrases in SESAME Straits

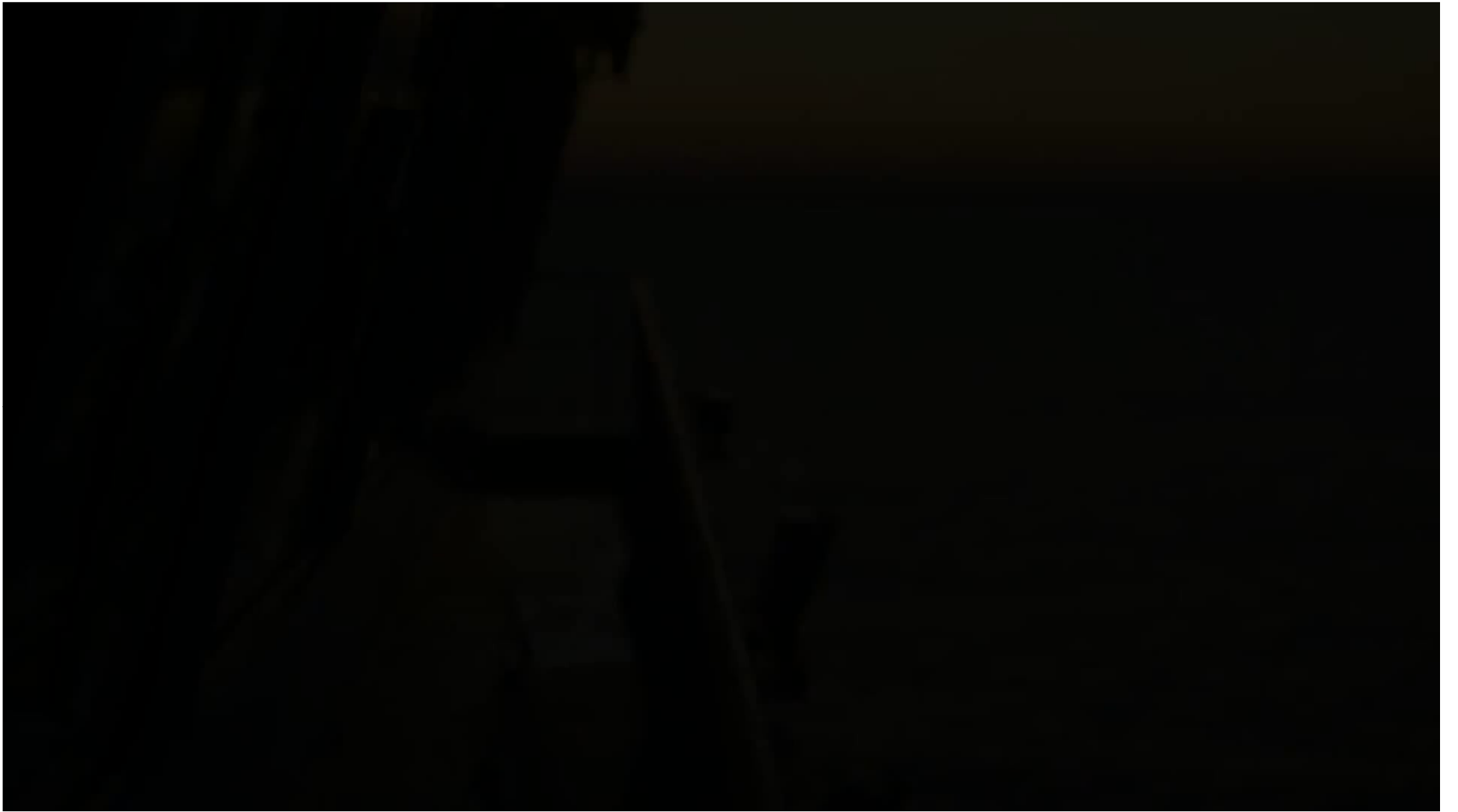
- Shared situational awareness
- Collaborative decision support



# IEC 61174 Route Format



- Must be built for collaboration
- Version control
- Route status needed  
(Sent, Received, Cross-checking, Pending, Agreed/Approved, etc.)



# Workload

- Route exchange increases workload
- Automation required



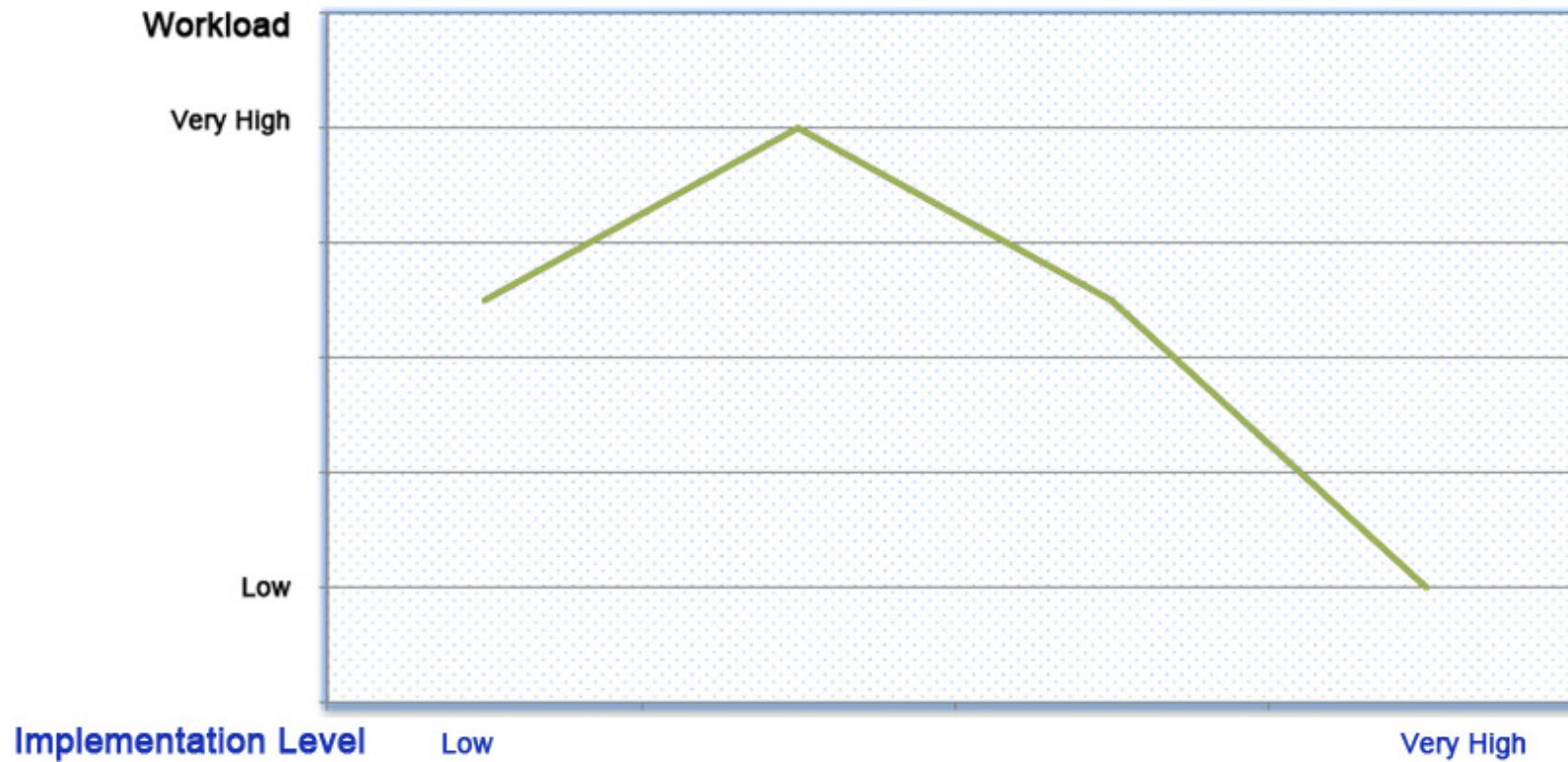


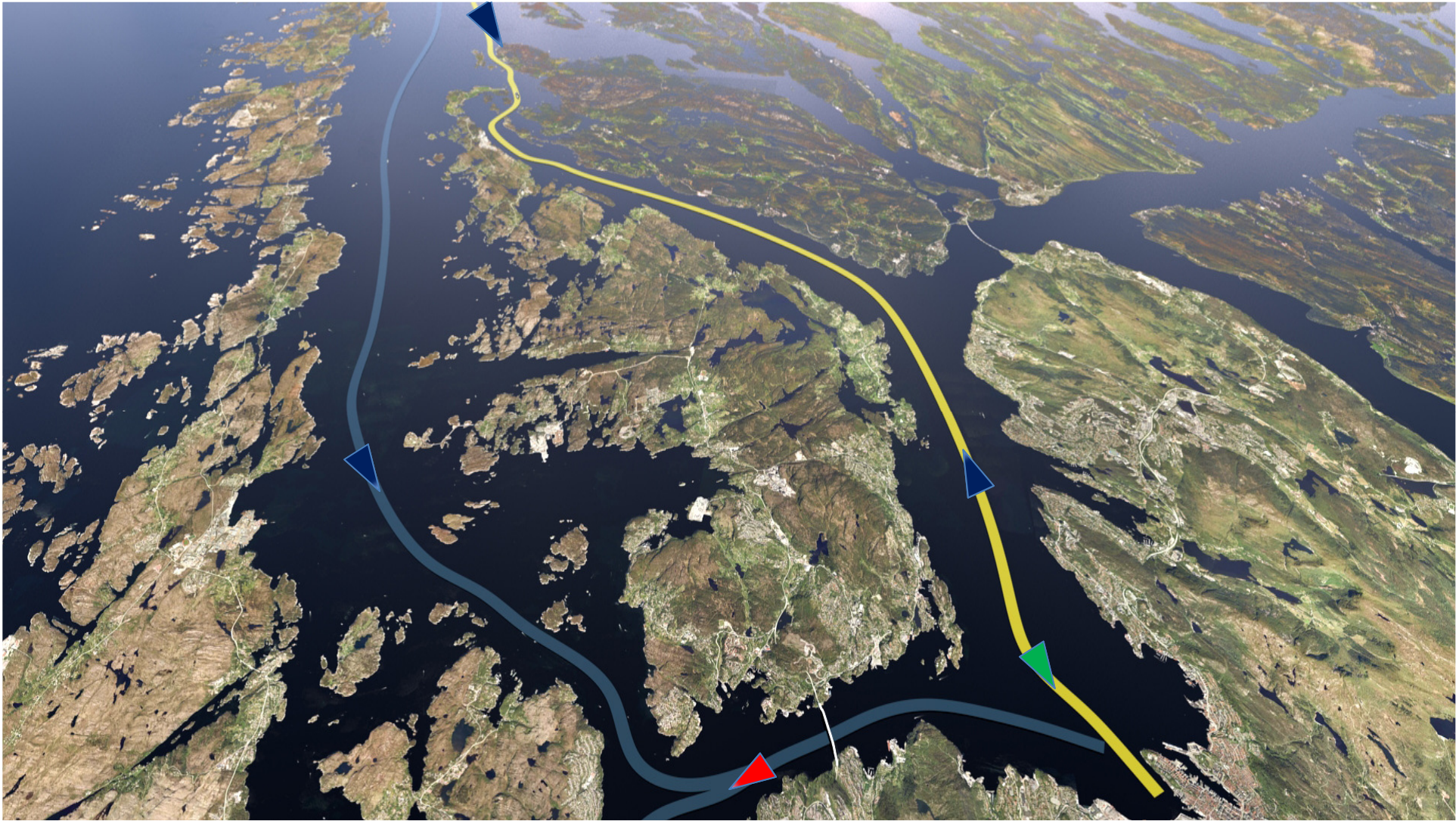
# VTSO Workload and Route Exchange

## An hypothesis



**e-Navigation**  
Intelligent Ship  
Traffic Management

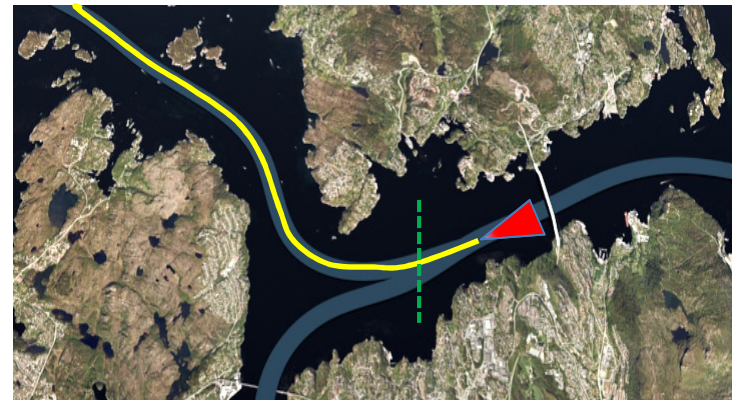




# Next Generation Decision Support



- Not reactive (backward feeding)
- Anticipatory (forward feeding)



# In Conclusion



- Route format must support collaboration (version control & status),
- We suspect that route exchange functionality will only increase VTSO workload until the technology is globally adopted.
- This means operations will need to be as automated as possible with services like a Route Catalog Service, and
- Route exchange is critical for tying together e-Navigation services, as well as improving decision support services



**e-Navigation**  
Intelligent Ship  
Traffic Management

[www.straits-stms.com](http://www.straits-stms.com)