e-Navigation Infrastructure Design Considerations

Fred Pot
Marine Management Consulting
fpot@enavsolutions.org

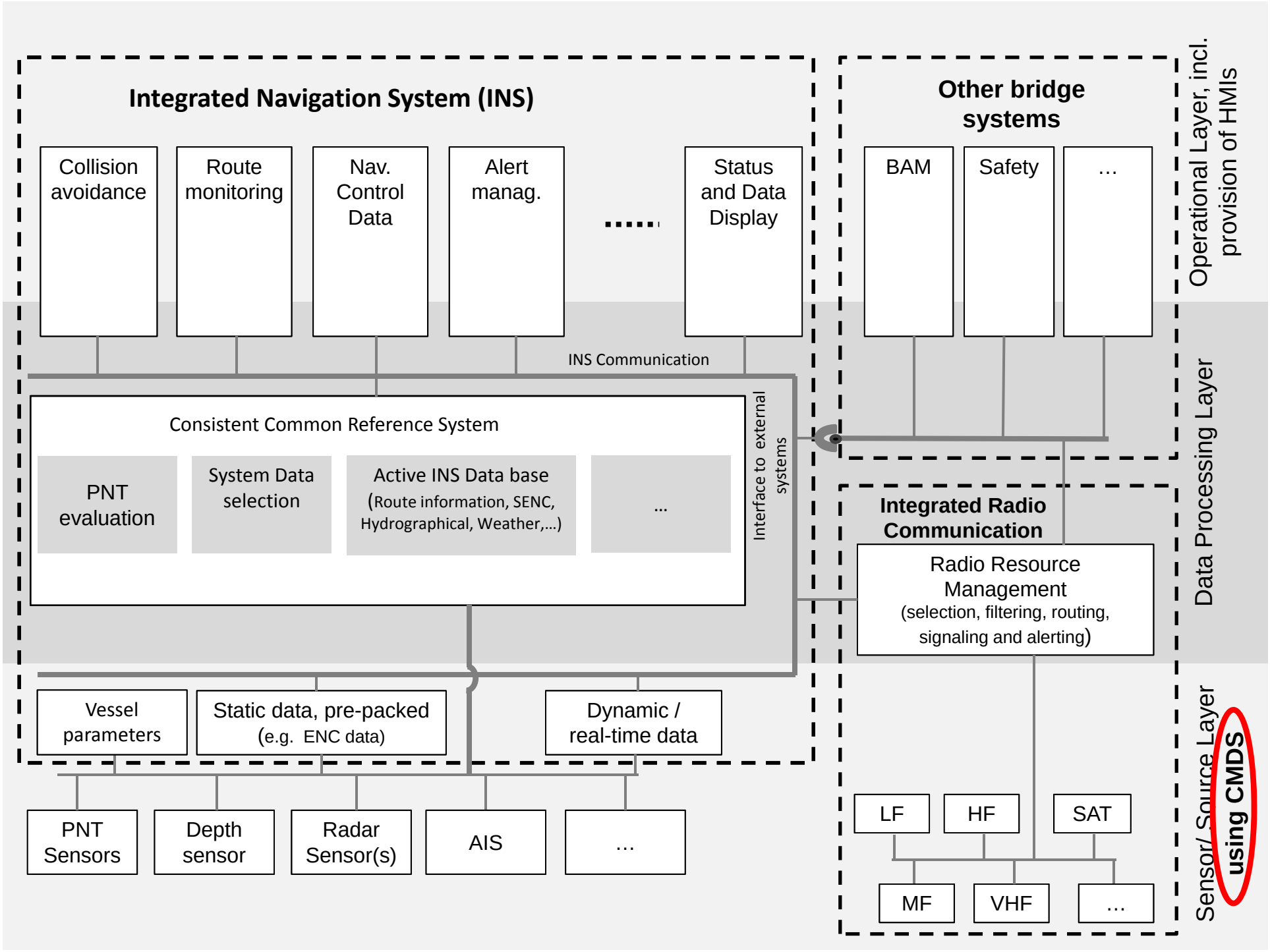
E-Navigation Underway Conference
January 31, 2013

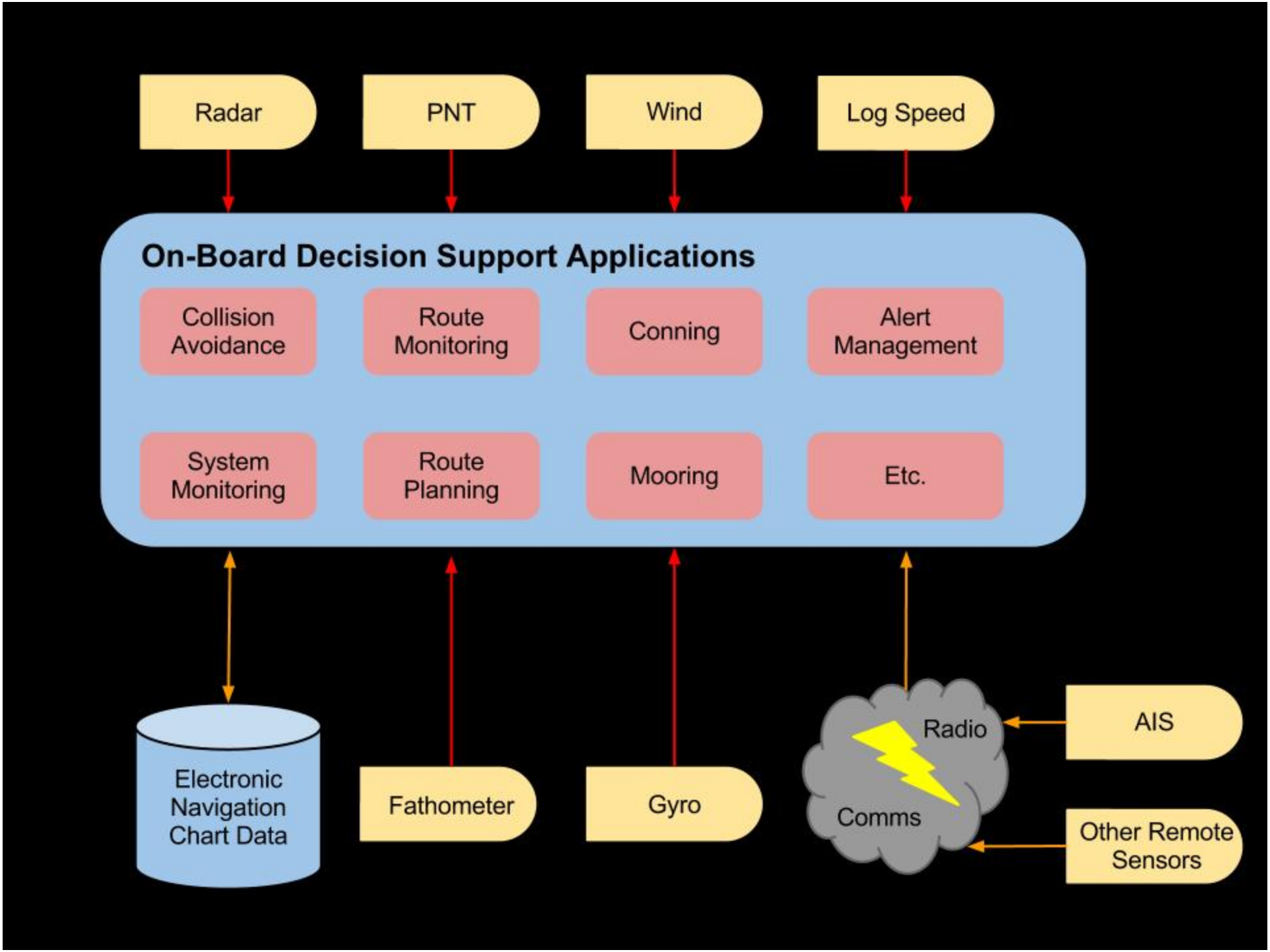
The Case for an Open Source Reference System Architecture

See also the article about this subject in the latest issue of The Digital Ship

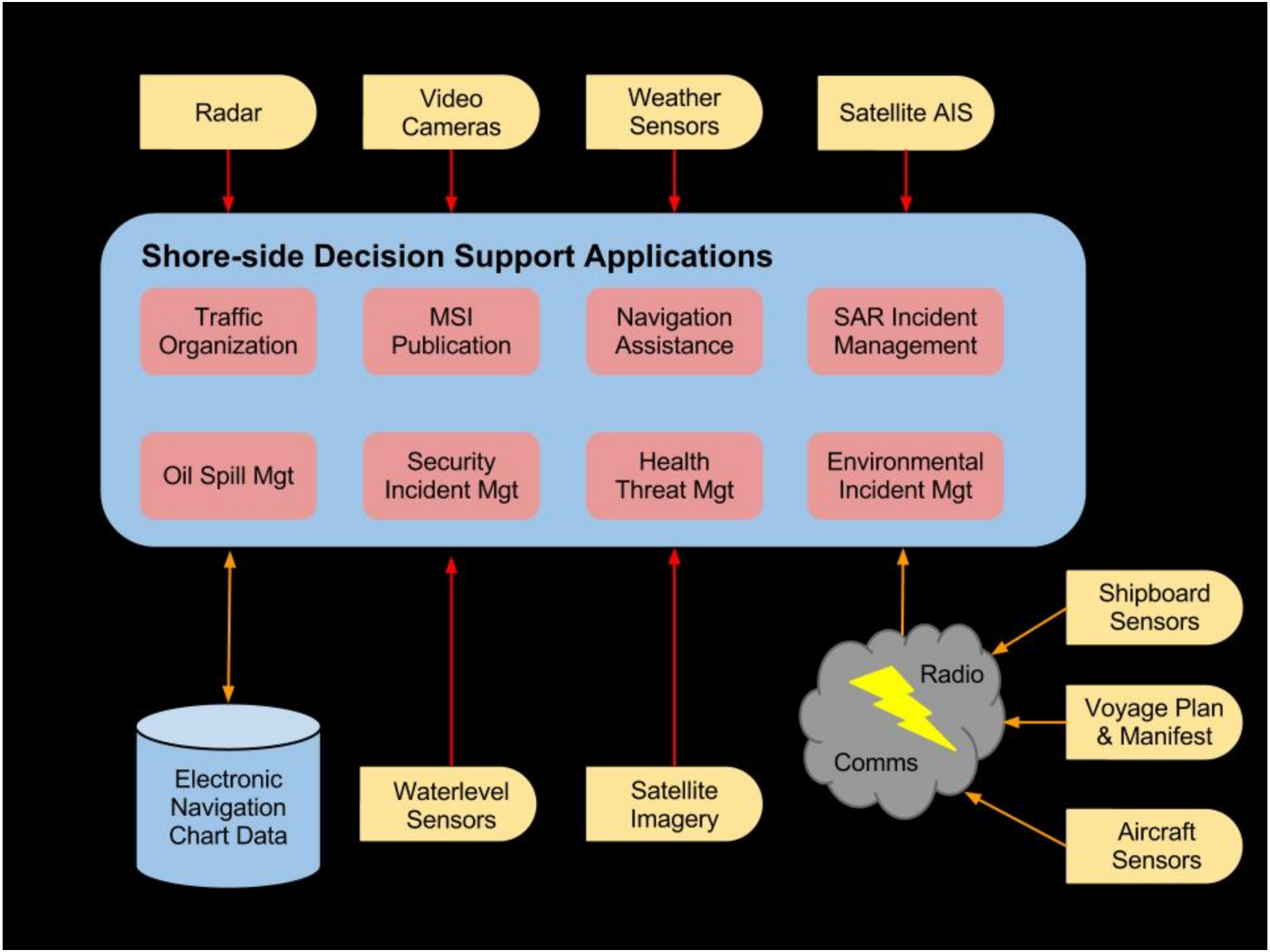
Example of an Integrated Navigation System (INS) on a Cruise Ship

Source: Sperry Marine

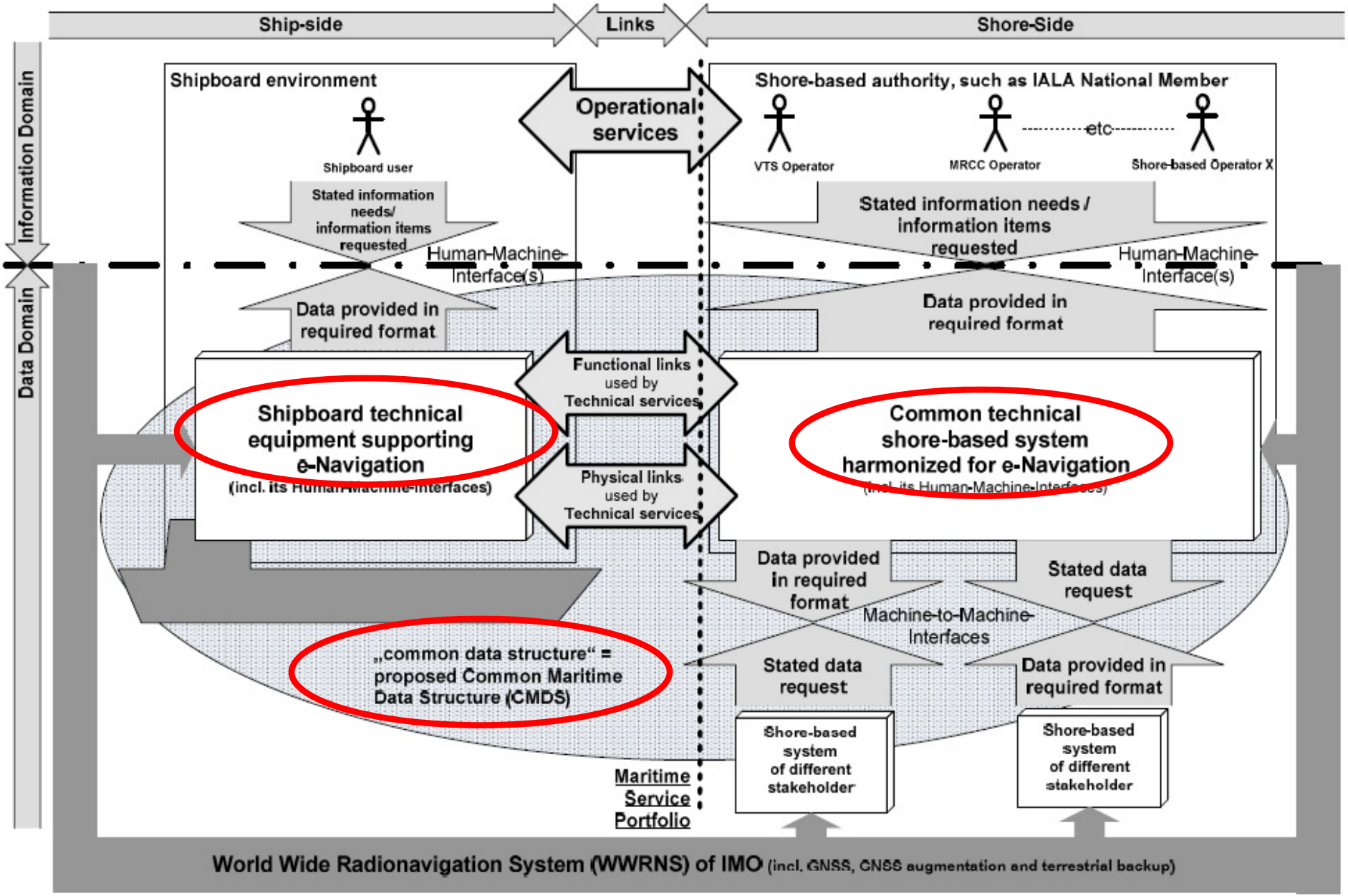

Integrated Navigation System (INS)
Collision avoidance
Route monitoring
Nav. Control Data
Alert manag.
.....
Status and Data Display
INS Communication
Consistent Common Reference System
PNT evaluation
System Data selection
Active INS Data base (Route information, SENC, Hydrographical, Weather,...)
...
Interface to external systems
Vessel parameters
Static data, pre-packed (e.g. ENC data)
Dynamic / real-time data
PNT Sensors
Depth sensor
Radar Sensor(s)
AIS
...
Other bridge systems
BAM
Safety
...
Integrated Radio Communication
Radio Resource Management (selection, filtering, routing, signaling and alerting)
LF
HF
SAT
MF
VHF
...
Operational Layer, incl. provision of HMIs
Data Processing Layer
Sensor/ Source Layer
using CMDS


Radar
PNT
Wind
Log Speed
On-Board Decision Support Applications
Collision Avoidance
Route Monitoring
Conning
Alert Management
System Monitoring
Route Planning
Mooring
Etc.
Electronic Navigation Chart Data
Fathometer
Gyro
Radio
Comms
AIS
Other Remote Sensors

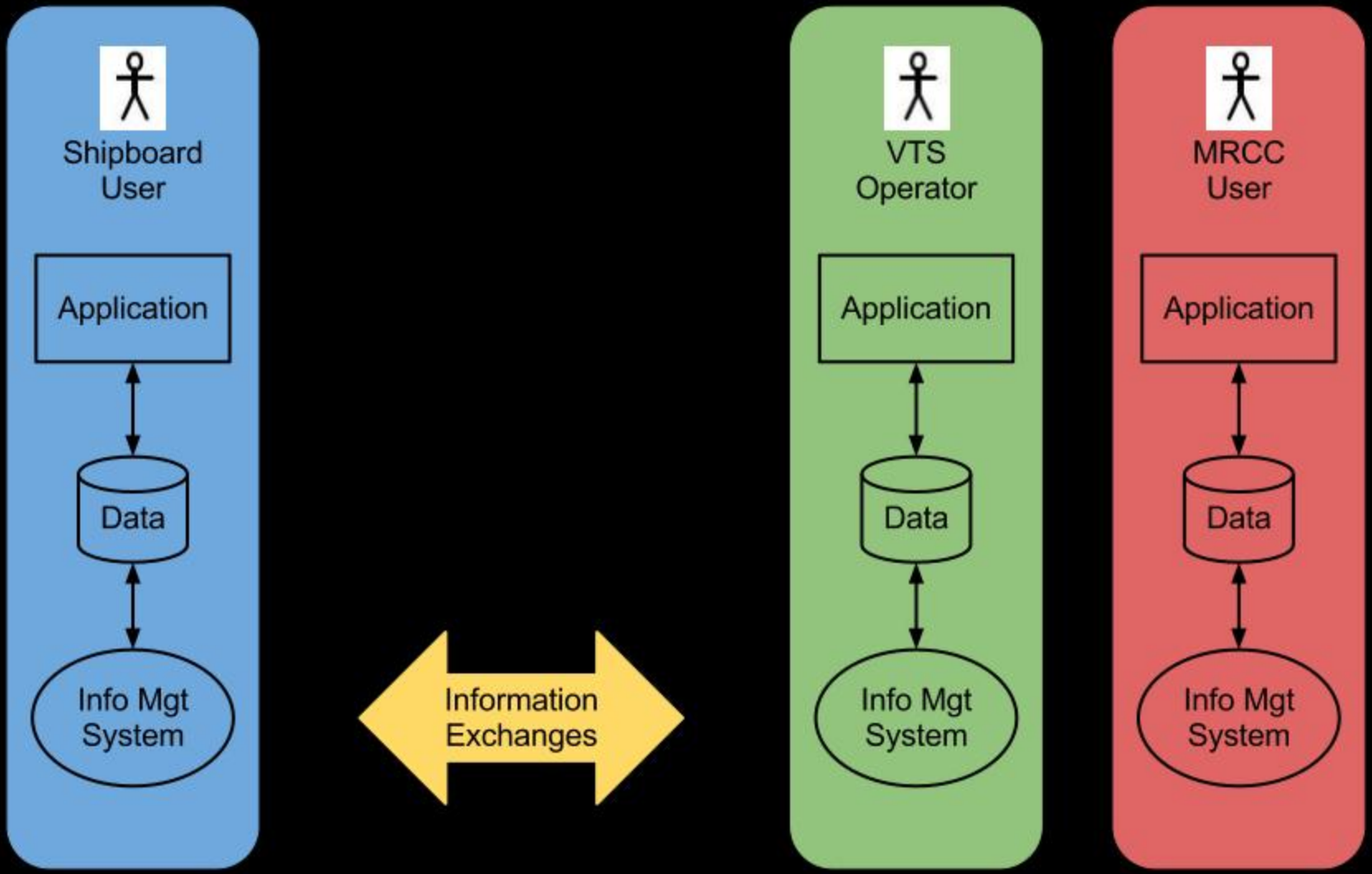

VTS


Radar
Video Cameras
Weather Sensors
Satellite AIS
Shore-side Decision Support Applications
Traffic Organization
MSI Publication
Navigation Assistance
SAR Incident Management
Oil Spill Mgt
Security Incident Mgt
Health Threat Mgt
Environmental Incident Mgt
Shipboard Sensors
Radio
Voyage Plan & Manifest
Comms
Aircraft Sensors
Electronic Navigation Chart Data
Waterlevel Sensors
Satellite Imagery

Overarching e-Navigation Architecture



Simplified Overall e-Navigation Architecture



What will e-Navigation Infrastructure Requirements be?

Solutions selected at NAV 59 will likely include:

- Automated Ship/Shore Information Exchanges (in S-100 format)
- Inter-operability between diverse computing environments (On-Board and Ashore)
- Health & Accuracy “Meta” Data for all Information Sources
- Region/Area Specific Solutions

Other Likely Requirements

- Redundancy with Automatic Fail-Over for all Critical Resources
- Use Existing Infrastructure/Technology where possible (On-Board and Ashore)
- Modular & Scalable
- Allow for Encryption of Information Exchanges (i.e. Transport Layer Security or TLS)
- Allow for Non-TCP/IP Protocols (NAVTEX, SafetyNet, DSC, AIS/IEC 61162)
- Must be Technology Agnostic to make it Future Proof (i.e. 3D Head’s Up Display, etc.)
- Technology Life Cycle Tools (Incl. Remote Trouble Shooting and Upgrading)
- Low Total Cost of Ownership (Acquisition, User Training and Maintenance Costs)
- Mix & Match Applications with sensors and other information sources
- Deploy an application on any computing platform without customization

E-Navigation Infrastructure Design should anticipate New Technology

E-Nav Implementation not until 2015-2025 Period

- Technology will change drastically in the meantime

Some Technology Trends are clear

- Cloud Computing is on the rise
- Open Source Reference System Architecture Standards (RSA) are adopted in many industries (Automobile, Aviation, Telecommunications, etc.)

Their effects have been well established

- Increased availability and quality of solutions while reducing their cost
- Marine Industry stands at the cusp of realizing the same benefits

Examples of Reference System Architectures in other Industries

AUTOSAR

AUTomotive Open System ARchitecture

BMW GROUP

BOSCH

Continental

DAIMLER

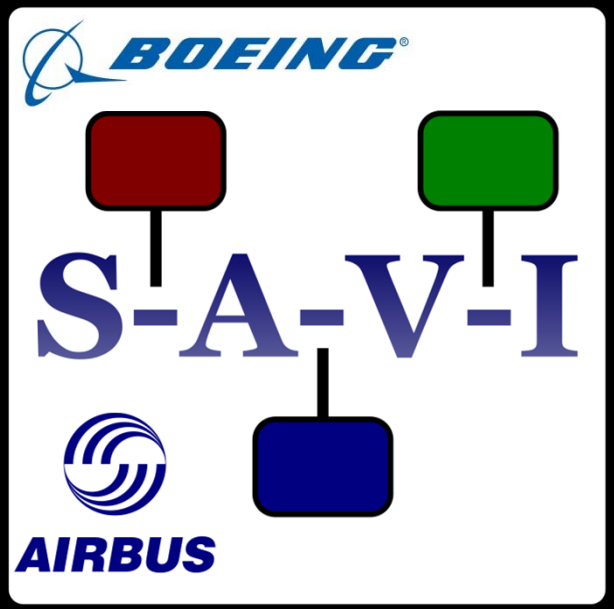
Ford

GM

PSA PEUGEOT CITROËN

TOYOTA

VOLKSWAGEN



System
Architecture
Virtual
Integration

Adoption of a Reference System Architecture Standard will

Enable Information Exchanges

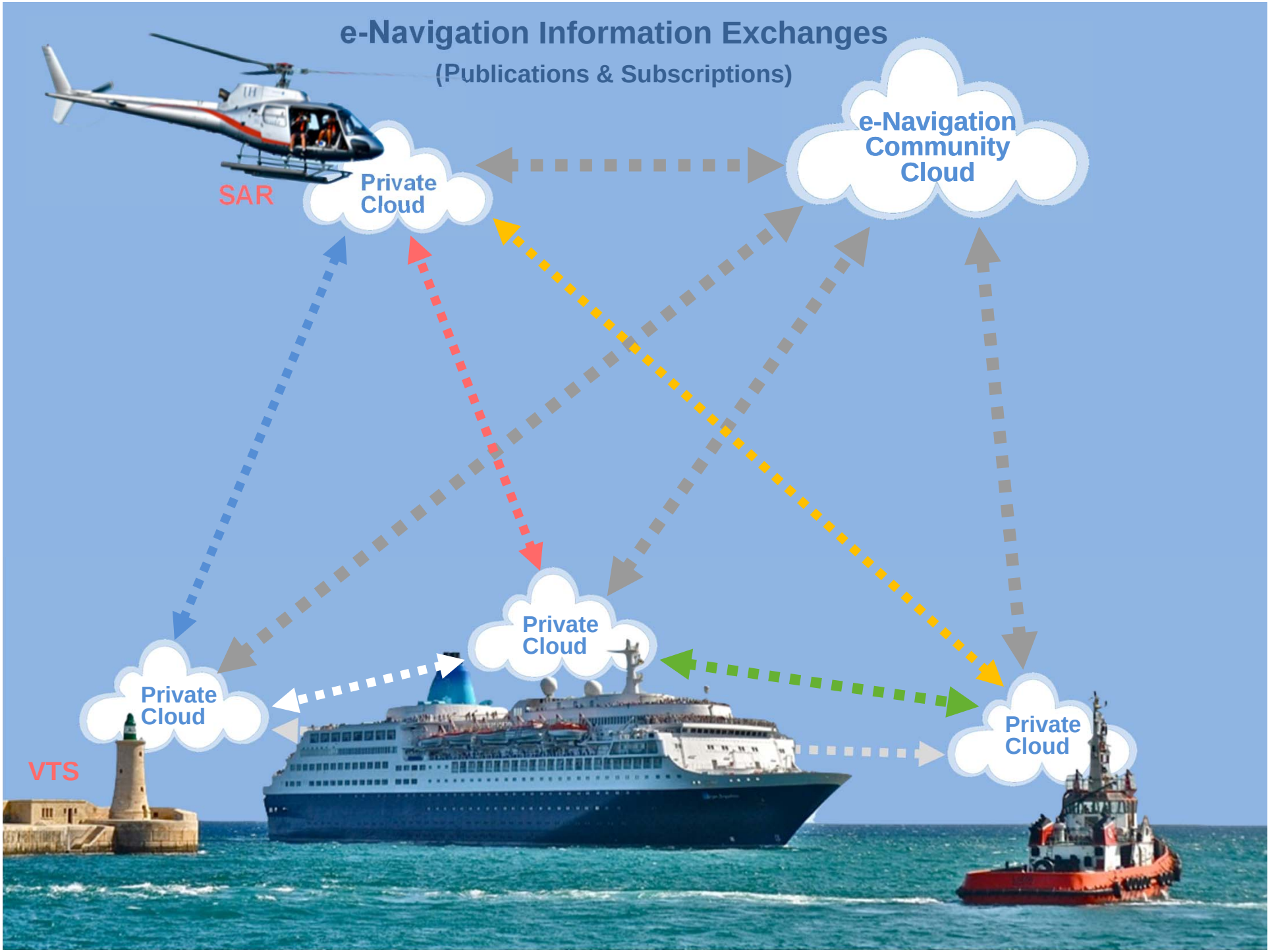
- Assure Interoperability between Shipboard and Shore-side Systems
- Provide the Framework for Automatic, Seamless and Secure e-Navigation Information Exchanges irrespective of the systems that are involved in the exchanges

Adopting Inter-Vendor Operability Standards

- Use well established interfacing standards
  - OpenGIS® Sensor Model Language Encoding (SensorML)
  - Universal Plug-n-Play (IEC 29431-1)
  - JSON (Java Script Object Notation)
  - Etc.

Allow use of existing Computing Environments

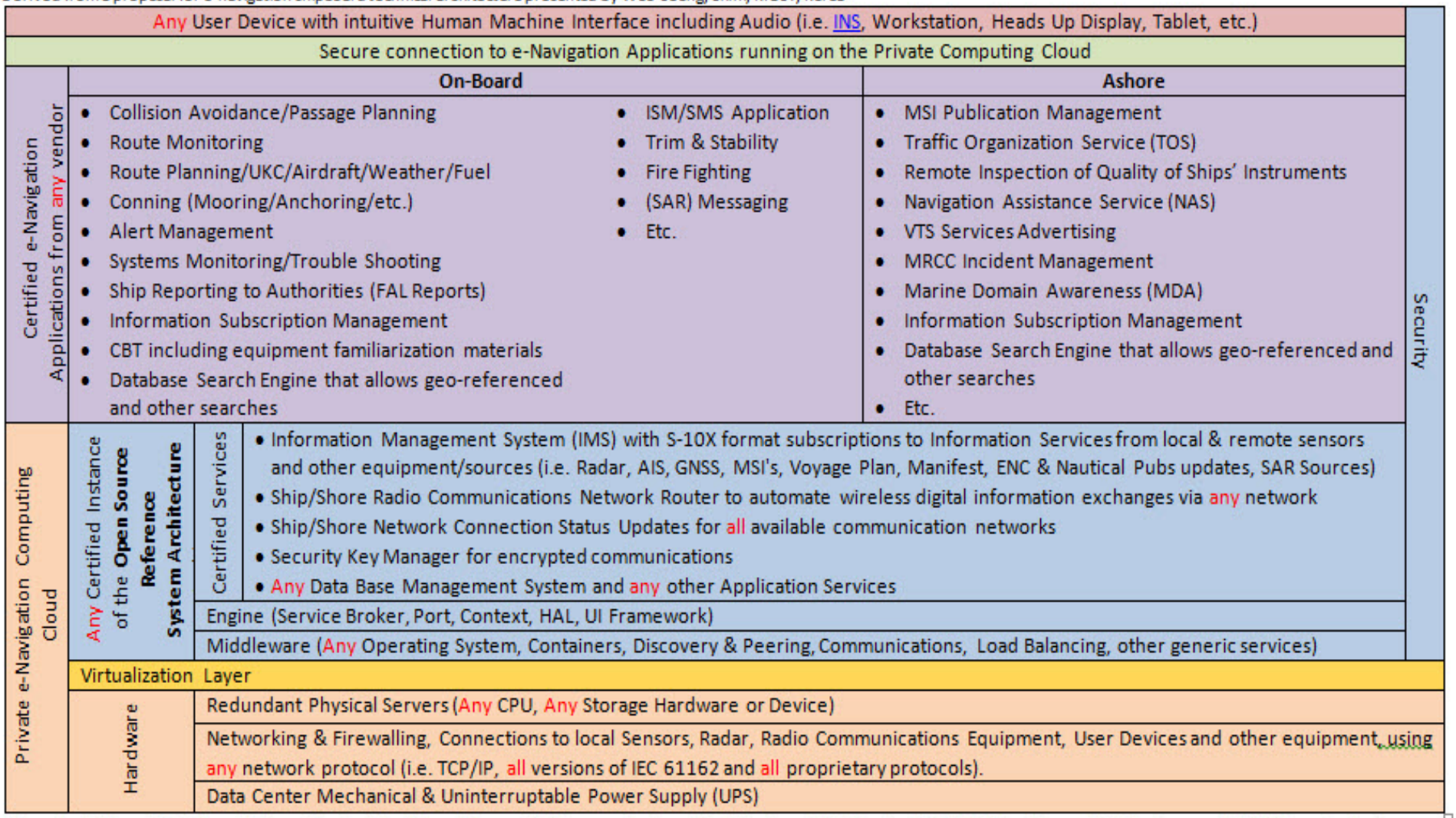
- An RSA can run alongside legacy applications on the same Platform
- An RSA is Platform Technology Agnostic
- An RSA can accommodate any Protocol on any Network


e-Navigation Information Exchanges
(Publications & Subscriptions)
SAR
Private Cloud
e-Navigation Community Cloud
Private Cloud
Private Cloud
Private Cloud
VTS

Proposed e-Navigation System Architecture

FWP Version 1.14, January 21, 2013

Derived from a proposal for e-navigation shipboard technical architecture presented by Woo-Seong, Shim, KIOST, Korea



Required Characteristics of the e-Navigation Open Source Reference System Architecture (similar to AUTOSAR for the auto industry and SAVI for avionics)

1. To make the architecture future proof for industry innovation and to avoid vendor lock-in, it should be technology neutral and thus allow certified e-navigation applications to be deployed on any server hardware, any operating system and any user device without interfering with legacy systems. Also to allow "Mixing and Matching", certified e-navigation applications from different vendors should not interfere with each other.
2. To achieve redundancy, multiple reference architecture instances should be hosted on each physical server with automatic load balancing and failover.
3. To avoid the need to customize e-navigation applications for the local and remote portfolio of sensors and other devices, they should comply with well-established interfacing standards (SensorML, UPnP, etc.) Sensors and devices should be replaceable on-the-fly with automatic discovery & peering.
4. To securely manage complex information exchanges and to allow encryption where necessary, a Pub/Sub messaging pattern should be used.

E-Nav will likely require significant investments

Modify Decision Support Applications

- Process information received from remote sensors and other sources
- Receive and process health and accuracy information for all sources
- Present this information on-demand in an intuitive, task-oriented manner

New Applications

- Automatic message routing via available communications networks
- Information Management System
- Etc.

Modify Sensors, Information Sources and Network

- Built-In Integrity Testing (BIIT) and reporting of health status
- Accuracy Reporting
- IEC 61162 (NMEA) cannot handle these (or S-100 messages)

Ship Owners and Port & Coastal Authorities may be hesitant to embrace e-Navigation

They will likely be required to fund Implementation

- **Solution Carriage Requirements for new tonnage**
- **Solution Implementation Schedule for Port & Coastal Authorities**

Product Bundling and Vendor Lock-In are problems

- **Proprietary Apps with Proprietary Connections to Proprietary Sensors**
- **Inability to select best Application or Sensor (No Mixing and Matching)**
  - Inter-Vendor Operability using IEC 61162 (NMEA) is problematic
  - Impossible for video (Radar, Video Cameras, etc.)
- **Vendor sometimes charges a premium for Service & Upgrades**
- **Complete refit usually postponed until operational calamities occur**

Maintenance and Training Cost are Significant

- **Remote trouble shooting and upgrading software is still rare**
- **Additional, more complex equipment will increase maintenance costs**
- **Additional, more complex equipment will increase training costs**

Adoption of a Standard RSA could turn Ship Owners and Port & Coastal Authorities into e-Navigation Champions

Reduce Total Cost of Ownership

- Use (existing) Commercial Off The Shelf (COTS) computing environment
- Significantly reduce the need for proprietary, single function black boxes
- Allow trouble shooting and upgrading without traveling service engineers

Allow Mixing & Matching of Components

- Use well established interfacing standards (Universal Plug-n-Play, OpenGIS® SensorML, etc.) to eliminate Inter-Vendor Operability Problems and allow replacing Applications & Electronic Equipment On-The-Fly

Turn e-Nav Solution Market into a Buyer's Market

- Unbundle applications from computing platform and from sensors/sources of information
- Expand development of e-Navigation Solutions beyond Vendors of Electronic Equipment
- Increase availability and quality of solutions while reducing their cost

Recommended Next Steps

Specify e-Navigation Infrastructure Requirements

- Develop detailed CONOPS (aka “Use Cases”) for each Potential Solution
- Use FSA Criteria to select from Potential Solutions (NAV 59)
- Derive e-Navigation Infrastructure Requirements from Solutions’ CONOPS

Identify Alternative Infrastructure Options

- Ask a panel of Independent Software Engineering Experts from inside and outside the Maritime Industry to identify candidates
- Test candidates in ACCSEAS, Mona Lisa, MEH and others
- Use e-Navigation Objectives to evaluate candidates

Implement Selected Infrastructure Option

- Develop Minimum Shipboard Solution Portfolio
- Develop Minimum Performance Standards for the e-Navigation Shipboard and Shore-side Infrastructure
- Develop Infrastructure Implementation Plan