

Report of the Efficiensea2 Maritime Connectivity Platform (MCP) Workshop

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A workshop on How to Run the MCP (Maritime Connectivity Platform) was hosted by IALA on behalf of the EfficienSea 2 Project on 21 / 22 November 2017. The workshop was attended by 52 delegates, representing 19 countries.

Noting that the EfficienSea2 project funding from the EU ends in April 2018, the objective of the workshop was to address the implementation of the MCP with a focus on identifying preferred governance and business models and preparing a related exploitation plan for global information exchange.

Legal and Liability issues were also explored.

It was anticipated that the workshop would provide participants with a good understanding of the MCP concept and develop a forward plan for its globalisation.

Work carried out

Following a series of presentations participants worked in four working groups to consider the governance model, the business model, the implementation plan and the legal and liability issues of the MCP.

Key outcomes from the Workshop included:

The workshop produced a report, including 35 conclusions, with the following highlights.

- The MCP and its technical components are in general seen as a good contribution in the maritime domain;
- The MCP is expected to take down barriers of language and communication, it will be a platform for new business opportunities. The strengths are the introduction of standards, inter-operability and the support of international associations;
- Barriers working against the MCP are future funding, competition from other proprietary systems, immaturity of the system, maritime community support and making good sales argument for switching to MCP;

- There is a need to investigate the most appropriate way to promote the MCP in international bodies;
- A form of partnership arrangement comprised of public and private sector involvement is preferred to a purely commercial or state model;
- Governance of the MCP might best be arranged at more than one level to address the various issues involved;
- The MCDF (Maritime Connectivity Platform Development Forum) is an essential stepping stone toward establishing governance arrangements by ensuring technical consistency through related projects (EfficienSea2, STM, SMART-Navigation);
- Regulated systems need to be managed through international standardisation bodies while non-regulated systems can be handled by competent authorities / companies;
- The selling points of the MCP are the provision of infrastructure and free services offered as well as (easily implemented) paid services. It should focus on end-users and the provision of services;
- Funding should be in place to proceed first with EU/governmental support, then later with a sustainable business model in the market;
- Getting attractive services and “apps” on the platform is critical in the short term. In the long term the MCP must be included in key frameworks by, for example the IMO and ITU;
- The intellectual property rights (IPR) supporting the MCP are open source, so there are no apparent IPR issues for the envisaged development and operation of the MCP;
- The terms of use should contain a choice of law clause, as this will ensure legal certainty with respect to liability, and thereby enable the MCP to function across jurisdictions without the risk of being subjected to unexpected liability;
- There is a significant body of international regulation applicable to maritime matters, including safety and communication regulation. The compliance with such regulation, will have to be explored further.

The MCP Workshop full report is to be found here:
<http://efficiensea2.org/wp-content/uploads/2017/12/MCP-Workshop-2017-final-20171127.pdf>

**The General Lighthouse Authorities of the United Kingdom and Ireland: Trinity House, London, the Northern Lighthouse Board based in Edinburgh and the Commissioners of Irish Lights with HQ in Dun Laoghaire, Co. Dublin.*

Picture caption

Delegates at the Efficiensea2 Maritime Connectivity Platform (MCP) Workshop held at IALA HQ St Germain-en-Laye, 78100, France.