

DATA SOURCING & INTEGRATION

Giving the large and ever growing amount of available data, information integration would be desirable to allow information cross referencing and easy access in support to users' decision making. The goal of this breakout session is to provide guidance on desirable outcome and provide guidance on prioritization of the resulting efforts.

3 main topics

Weather network

Web platform

Providing HD bathymetric information

DATA

Charts	Meteorology	Traffic	Other Information
Bathymetry	Wind speed	AIS	Current
AtoN	Wind direction	Transit rules	Air draft
DUKC systems	Air temperature		Av Nav
	Water temperature		
	Visibility		
	Alerts		

SOURCING (input)

EC	CHS	CCG	Ports
Current model	Charts	Publications and relevant rules	Cameras
Siltation	Publications	Transit rules	Public Web system
	SPINE	VTS	Bathymetry

INTEGRATION (output)ac

Marine Portal	Web Platforms	ECDIS & PPU	MDA
Central information access point	SLGO	Bathymetry overlay	Mariners

<p>.Lisa asked question about social license of sharing data with non-commercial users i.e. recreational users</p> <p>.having adaptable displays that suit multiple users</p> <p>. Derek Peyton said very important for data to be structured properly.</p> <p>. Crowdsourcing – there is potential but also risk. CCG Lisa said Canada is too large a country to ignore crowdsourcing but how to accept the 2% of good sources from 98% crap; and manage liability. Benoit commented that crowdsourcing be limited to sourcing mission critical information so right away that cuts down on the amount of crap you need to sort through.</p> <p>. Lisa “How do we setup a national system that is a single source for years to come without stifling local initiatives.” Konrad Mech: look at it from a project management approach.</p>	<p>Weather Network</p> <p>.JF needs to go to EC and get specs for equipment. I think within 2 years we should have an integrated weather network. I think CCG Marine Portal is ideal access.</p> <p>. How do we ensure sustainability of the data.</p>	<p>.two formats can capture data and display on AIS:</p> <p>. Fraser River: Public Works produces 2 products for pilots: DFW format AUTOCAD file n- provides an overview of grades colour coded relative to design guide; and S-57 chart overlay – in a format to import and display on PPU or ENC. Both DWF and S-57 are received by email from Public Works. Using; Navsim systems.</p> <p>. IHO S-102 which has added benefit of high resolution dynamic soundings. Data transfer standard.</p> <p>. S-57 is Vector transfers standard for charts.</p>	<p>Port Authorities port of Mtl has 40+ sensors that could potentially be of benefit to marine users.</p> <p>. Pilots: Alain said most efficient way of transmitting met hydro data is via AIS . David said info in AIS message also needs to be available on web. Pilots also need an app because AIS crowded also cell coverage not always available.</p> <p>. Joel Box says there is a great potential if data is provided to third parties to transform data into useful tools/interfaces.</p> <p>. ships are not broadcasting their wind speed and direction</p>
			<p>Vessel operators</p> <p>. Users have to decide “is this a good tool for me to use”</p>

<ul style="list-style-type: none"> . How to ensure network of data sharers have longevity. . what is longevity is in this age of rapid technological change. 			<p>Government agencies</p> <ul style="list-style-type: none"> . Mission critical users have separate access on port or CCG portal.
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Participants:

J.F Belzile - facilitator

Konrad Mech, Kongsberg

Cheryl Bidgood, CMPA

David Lloyd, SAAB

Capt. Chris Hall, Port Saint John

Derrick Peyton, IIC Technologies

Benoit Nolet, St Lawrence Seaway Mgt

Joel Box, Gate House

Capt. Alain Arsenault, S-L Central Pilots Corp

Lisa Vandehei CCG

Capt David Majoribanks, Fraser River pilot

Francois Giuguerre, CCG