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D8.5 Scenario for a permanent fleets coordination platform



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1. Introduction

This deliverable takes place after three years of collective work within the WP8 *Foresight: Legacy and Roadmap* of Eurofleets+, which has led to a proposal for an AISBL (Association internationale sans but lucratif)-type association (International Non-profit Association) allowing the creation of a distributed European Marine Research Infrastructure (RI); EUROFLEETS RI. This proposal contains a roadmap for the implementation of such an RI, taking into account the work carried out in the Eurofleets+ project, in particular in Deliverable 8.3 *Report on feasibility study for implementation of a transnational access system including business plan*, and the current low level of formal integration and cooperation between the European marine research infrastructure owners and operators.

2. Expression of interest survey conducted in 2023

On 10 January 2023, an expression of interest was widely circulated to the community of Eurofleets+ beneficiaries and non-Eurofleets+ partner fleet operators, in addition to ERVO and OFEG members.

By March 10 2023, 19 responses had been received. The analysis of these responses (see appendix 1) shows a great diversity among the organizations or entities that responded. Few non-Eurofleets+ partner fleet operators participated.

We note that the organizations that responded are willing to contribute in kind to the management of the AISBL, to establish working groups, to operate the IT infrastructure, to communication or even dissemination of results. This is important for the structuring of the future AISBL, because it means that the contributions in kind will probably be able to cover the basic functions of running the EUROFLEETS RI, even if certain budgets (travel, regulatory costs for managing an association...) must be covered by a minimum financial contribution. The provision of personnel which seems acceptable for these organizations is however limited since most organizations accept the idea of annual time quotas of the order of a quarter of a man-year. This preaches for a light organizational structure.

The expression of interest offered a choice of funding levels between 5,000 and 10,000 euros per member per year. Very few of the organizations that responded said they were prepared to fund the AISBL for more than €5,000 a year, and most of them did not wish to make a multi-year commitment. This should encourage the promoters of the AISBL to imagine, initially at first, an inexpensive operation.

The appetite for training activities is significant, and the organizations consulted favour floating universities. This is a point to remember, which leads to imagining a strong link with universities, training organizations or with initiatives already in place at European level.

The questionnaire was only a first survey of the community of operators and beneficiaries of European marine research vessel fleets and Large Exchangeable Instruments (LEXIs). This survey must therefore be treated with a little perspective as to the fear of a possible weak motivation of the European community in marine research for

the emergence of an EUROFLEETS RI. Finally, this survey calls for a step-by-step approach to the implementation of the EUROFLEETS RI, aimed at gradually mobilizing and raising awareness among Eurofleets+ partners, but also other major European research vessel and/or LEXI operators, of the advantages of implementing EUROFLEETS RI under an AISBL-type legal structure.

3. Implementation plan for EUROFLEETS RI

The missions and business plan proposed in deliverable 8.3, from which the implementation proposal in this deliverable is derived, are clearly in line with two cornerstones identified over the last four years in order to lead to better coordination of the European research vessel fleets and LEXIs.

The **first cornerstone** is the collective recommendations made in the European Marine Board's report "Next generation European Research vessels - Current Status and Foreseeable Evolution", published at the end of 2019, which very clearly set out the following recommendations (executive summary, page 7):

- Information and data on the capabilities and equipment of the European research vessel fleet should be kept up to date and continue to be made available through the EurOcean Research Infrastructure Database. This data should be periodically reviewed by the infrastructure owners with support from the European Research Vessel Operators (ERVO) group) in order to remain able to support science needs, and to keep users, decision makers and funding agencies informed about status and trends;
- For the European research vessel fleet to remain capable and fit-for-purpose, both the fleet and its scientific equipment and instruments should be renewed and developed as a matter of urgency. Given the timeframes involved, this will require ongoing strategic planning through communication with all relevant stakeholders;
- The research vessel community should continue on its path towards greater collaboration in order to aim for equal access to research vessel time based on excellent science not (constrained by) the country of origin of the scientist, for more effective use of resources, for appropriate training for all parties, and for strategic planning of the research;
- Funding agencies should engage in discussions with the research vessel and marine science communities as well as other relevant stakeholders to identify key funding needs. This could for example be achieved through formal invitation of relevant agencies to future International Research Ship Operators (IRSO) and ERVO meetings. These needs will cover fleet renewal and development, training, transnational access for ship-time, and joint research programs;
- The research vessel operators' community should continue to look forward to the emerging science and technological developments (e.g. towards real-time data delivery, new autonomous systems, new science frontiers) and work together with relevant parties to ensure that the fleet is ready to support these.

The **second cornerstone** is Eurofleets+ deliverable 8.2, published in 2021. It has identified five main themes that have been major advances in the creation of a European community of operators and users of oceanographic fleets, and that the promoters of the various Eurofleets projects (1, 2 and +) wish to pass on:

- Providing European researchers and their partners with access to cruises on board high performing research vessels (RVs) flying various national flags, based on scientific excellence in addition to promoting innovative e-access to RVs during scientific cruises,
- Updating a consolidated view of the European RV fleets, thus building a European shared strategic vision of the foreseeable evolution of this infrastructure,
- Fostering coordinated and development of European RV fleets, thanks to new interoperable software and innovative underwater vehicle payloads. enable better structuring and coordination of fleets through a relevant information platform such as EVIOR,

- Developing training and education at sea with young scientists and/or technicians,
- Promoting greener and more sustainable RV and underwater vehicle operations and design.

Every few years, similar observations and recommendations are made by representatives of organisations of diverse origins that cover the field of marine research in Europe fairly broadly. There is no single organisation that meets these objectives: ICES focuses on fisheries issues, the European Marine Board covers a much wider field than research fleets, while ERVO is an active but relatively informal group for the exchange of information and best practice between operators. This reinforces our view that **there is a vital need and a central place for EUROFLEETS RI around the following missions, as set out in 2022 at the One Ocean Summit in Brest, France.**

- Provision of easy access to up-to-date information on the European RV Fleet: maintaining and validating European RV and LEXI information in the EurOcean research infrastructure database, hosting technical groups and supporting R&D projects for low emissions RVs operation.
- Provision of education and training courses, activities, opportunities, programs, summer schools, etc. (both theoretical and practical).
- Updating a consolidated view of the European RV fleets, thus building a European shared strategic vision of the foreseeable evolution of this infrastructure and share that vision with funding agencies through discussions involving the research vessel and marine science communities as well as other relevant stakeholders to identify key funding needs.
- Participation in a "market- place" for those offering access to RVs and/or LEXIs, and those looking for charter, barter or in-kind contribution to research projects, monitoring activities, logistical functions, etc.
- Provision of funded Transnational Access (TA) opportunities on board high performing RVs flying various national flags, on basis of scientific excellence, in addition to promoting innovative e-access to RVs during scientific cruises.

The key to EUROFLEETS RI's success will be in getting a large number of RV fleet operators on board, not only those from the Eurofleets community, but also those who have never wished to join up until now and who represent a significant proportion of the national resources available in Europe.

So, it's not a question of imposing on, but of persuading a large and representative community of fleet operators from all over Europe that EUROFLEETS RI has a role to play in building a future for marine science research on the continent.

As it seems difficult to embark on the immediate implementation of the business plan proposed in deliverable 8.3 due to insufficient visibility on the financial commitments that the future members of the AISBL will be able to support on a long-term basis, we are favouring a two-phased approach:

- an implementation phase (phase 1) and running-in of the first four missions between 2024 and 2026,
- a phase 2, covering the implementation of the fifth mission (Transnational Access) from 2027.

3.1 Phase 1 (2024 - 2026)

We propose implementation over three years according to the following timetable:

Steps	Beginning	End
Joint proposal by MI, Ifremer and CNR to launch a design phase of the AISBL "EF RI" from 2024, using their own funds, and inviting other organizations to join them.	September 13 2023	
Launch of the design phase of the AISBL "EF RI"	January 1st, 2024	
Work on the missions, the budget of phase I, and on the statutes of the AISBL	January 1st, 2024	May 2024
ERVO 2024. Presentation of the missions, budget and statutes of the AISBL proposed for the first phase.	June 2024	
Adjustment of missions, budget and statutes based on feedback from ERVO.	July 2024	November 2024
Presentation of the statutes, the BP and the missions of Phase I, during a European event. Opening of memberships.	October 2024	
Closing of memberships	March 2025	
Signature of the founding agreement of the AISBL during UNOC 2025 in Nice	June 2025	
Establishment of the AISBL and the first 4 missions	From July 2025	

The design launch will take place in January 2024. A consulting firm, which has already worked on setting up such associations, will be chosen and appointed by the prefiguration group. Work will be carried out face-to-face (a one-day kick-off meeting in January 2024, and a one-day finalization meeting in May 2024), and remotely (a



monthly meeting). The members of the prefiguration group will focus on defining the services that can be assigned and/or transferred to the EF RI (cf. § 3.3), on defining the governance (cf. § 3.4) of the statutes and on a Business Plan adapted from that proposed in deliverable 8.3.

3.2 Services offered by EUROFLEETS RI phase 1

- 3.2.1 **Provide its members with an executive secretariat** to coordinate all the services offered by the AISBL. This executive secretariat (see also §3.4) could be responsible for organizing ERVO's annual meetings, managing and making available online the documentary resources inherited from Eurofleets, and editing the technical and strategic reports produced in the future by EF RI. Regarding reports and position papers, coordination should be established with the European Marine Board (EMB) to avoid duplication and to increase the impact of documents produced by EF RI. The co-publication of certain documents with the EMB could therefore be envisaged.
- 3.2.2 **Manage a fleet information portal.** To date, there is a portal called EVIOR, managed by Eurofleets+, which provides access to a certain amount of information on European research vessels and their planning. To date, it is only fed by some of the Eurofleets+ members and gives a very partial view of the technical and operational situation of the European RV fleets, particularly in the absence of information on other fleets that are not members of Eurofleets+. If we want to create common services and encourage coordination of programming or operations at sea between European operators, the information in this portal needs to be updated on a regular basis. The challenge will therefore be to transfer this EVIOR portal to the EF RI (or create a new portal) and to ensure that the majority of the 62 European RV fleet operators are involved in the regular updating of the various information accessible on the site.

The main information themes available on the portal should be as follows:

- Cruise programs database,
- European research vessels database,
- European LEXI database,
- Cruise Summary Reports database,
- Charter opportunities,
- Ship time exchange (Barter) opportunities,
- Spare berths available on research vessel cruises,
- Eurofleets heritage documents,
- Technical and strategic reports from the different Working Groups of EF RI

- 3.2.3 **Coordinating European training mechanisms.** During the Eurofleets projects, onshore and offshore training courses were proposed by consortium members. Based on feedback from previous training courses, the proposal for EF RI is to develop training proposals (1) under the aegis of EF RI alone, and (2) in cooperation with research organizations or universities already involved in training programs, some of which are already Eurofleets Partners:

- AISBL members offer training courses for researchers and/or technicians, mainly by opening up their own courses to outside users. This would keep costs down, within the limits of available places,
- Get closer to the All-Atlantic Floating University Network (@SeaNetwork) (see appendix 3), which was set up at the end of 2022 with the aim of developing training proposals on an Atlantic scale. This network brings together numerous countries, European and non-European organizations. To date, GEOMAR in Germany, CNR in Italy, NOCS in the UK, IPMA in Portugal and Ifremer in France are members of this network. Ifremer, for example, plans to open access to the “Ecoles Bleues Outremer” network, whose first edition in 2022 welcomed 80 young students, scientists and professionals from a variety of backgrounds for a month on board the RV Marion Dufresne. The participation of numerous universities in @SaeNetwork is an opportunity to develop transnational links between training organizations and fleet operators around the training of researchers and technicians. The EF RI representative(s) to @SeaNetwork would act as facilitator(s) on behalf of the other members.

A link with the Ocean Training Partnership (<http://www.oceantrainingpartnership.org>) also seems appropriate, to ensure a strong link between this initiative led by [Partnership for Observation of the Global Ocean \(POGO\)](#) in collaboration with the [Strategic Marine Alliance for Research and Training \(SMART\)](#) and the [Alfred Wegener Institute Helmholtz Centre for Polar and Marine Research \(AWI\)](#). The project is funded by the [Nippon Foundation](#) and hosted by [Marinettraining.eu](#).

3.2.4 Manage a permanent strategic working group on European fleets to 2030.

The European Marine Board's report "Next generation European Research vessels - Current Status and Foreseeable Evolution", published at the end of 2019 (<https://www.marineboard.eu/publications/next-generation-european-research-vessels-current-status-and-foreseeable-evolution>), provided a better understanding and shared view of the state of the European fleets, their distribution by type of vessels, by geographical area, and by country. This report highlighted the urgent need to renew European fleets, to ensure that our continent remains at the forefront of marine science research (see table 2.1 of this report).

Some vessels in the fleet of 99 research vessels listed in this report is indeed old, and the average age of the vessels is increasing (25 years in 2019, compared with 19 years in 2007). Since its publication, only a small number of vessels (less than 10) have been ordered or acquired. Given that in 2019 36 vessels were over 30 years old, if nothing is done within the next 10 years, a quarter or even a third of the European fleet will disappear, leading to a drastic reduction in European research capacity.

Moreover, oceanographic fleets are more than just vessels, and while the 2010 - 2020 decade saw the entry into the fleet of a significant number of underwater robots, and heavy equipment (seismic), the introduction of innovative scientific equipment has slowed considerably. This positive trend has been sharply retracted since.

In addition to this general trend in 2019, which unfortunately continues unabated, other major events are now taking place that are having a major impact on our vision of the future:

- ✓ Rising health and political crises on a global scale are resulting in soaring energy prices and a general increase in costs, that without additional support of several million euros from their supervisory ministries, the activity of most fleets would have been virtually reduced to zero by 2023. In the years to come, the question of covering rising fuel costs will once again arise since most RV fleet operators do not have the capacity to adapt to these new economic conditions in such a short space of time, for a variety of reasons (technological, social, level of service).
- ✓ Since 2020, environmental issues (climate change, anthropogenic impact on marine biodiversity, ocean pollution, etc.) have become a major concern for society, in view of the tangible consequences that our civilization must face. Existing RV and LEXI development plans in several countries do not take into account innovative solutions for decarbonization. A change of scale is now essential, and this is reflected in the need to define ambitious objectives for reducing the environmental impact of RV fleets by 2030 (-40%).
- ✓ New technological developments have reached maturity, or are about to enter the industrialization stage, such as coastal and offshore surface drones. The emergence of new means of land-sea communications will enable the development of telepresence and teleoperation, which will enrich the sharing and processing of information acquired during marine research campaigns.

Organizing together to overcome and emerge stronger from the looming crisis.

The major objectives for access to the oceans set by the European Community and its member states, as well as the end-of-life deadlines for our resources, remain valid. We are therefore witnessing a paradigm shift, the consequences of which are clearly the urgent need to accelerate the energy transition of research vessel fleets, adapt to new economic conditions and introduce new tools. We need to rethink the future of Europe's national RV and LEXI fleets, based on achieving scientific objectives in line with the scientific forecasts of research and public policy support organizations for 2035, while accelerating the decarbonization of the business. This (r)evolution will be achieved through a change in behaviour and working methods, supported by technological innovations expected in the medium and long term (vessels, autonomous systems, etc.).

EF RI is therefore taking the initiative of launching a foresight study open to all European research organizations and fleet operators, with a dual objective: (1) to identify the levers for accelerating the environmental transition of fleets, while respecting the scientific needs of our users, and (2) to propose a joint and concerted roadmap in terms of innovative investments.

To carry out this work, the working group will consult with the European Marine Board and its members to develop a scientific "baseline" forecast that RV fleets will need to meet by 2030. It will also share the technological perspectives arising from the work of its members and address the subject of transnational partnerships that could make sense in order to reduce transits and pool campaigns, with the aim of reducing the overall environmental impact of our activities (cf. appendix 2).

This fundamental work will take several years and will be carried out in a participative and iterative way. It could be the subject of an annual progress day, at the EF RI General Assembly, to which the national supervisory bodies and stakeholders of each of the 62 current operators of research vessel fleets in Europe would be invited as observers, in order to share with them the fruits of our reflections and involve them more closely than at present in the construction of a shared vision of research vessel fleets.

3.3 What governance for EUROFLEETS RI "phase 1"?

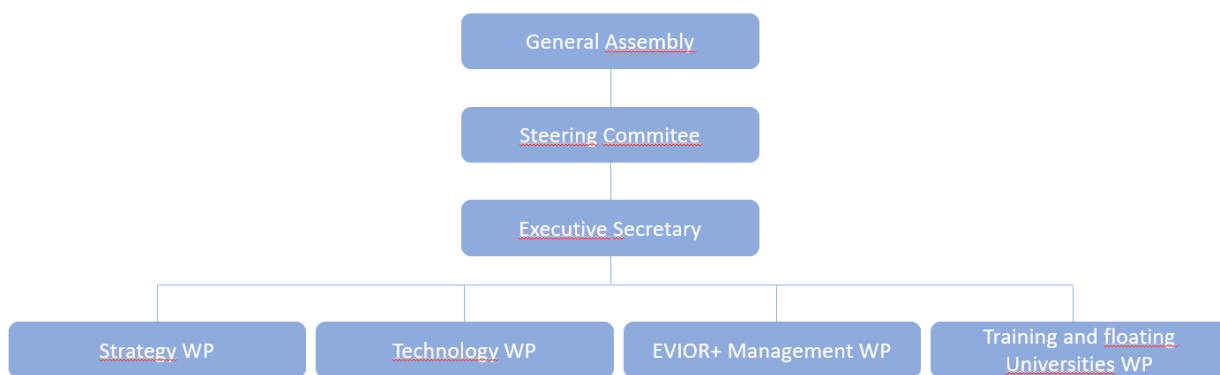


FIGURE 1 EUROFLEETS RI GOVERNANCE STRUCTURE

General Assembly

All European public RV fleet operators can become full members of the AISBL, while universities, research organizations and institutional bodies can become associate members. New memberships will be approved at the general meeting following the application.

On the recommendation of the Chairman of the EUROFLEETS RI Steering Committee, the General Assembly:

- Validates strategic orientations, organizational changes, and new services,
- Validates appointments to the Board of Directors, and the choice of the Executive Secretariat,
- Validates the annual budget and the re-issue of last year's accounts. It also validates annual membership fees.

The AISBL holds its annual general meeting the day before or the day after ERVO and takes its decisions by a simple majority.

Steering Committee

The Steering Committee is the steering body of the AISBL. It meets once a quarter and oversees the work of the AISBL. It approves budgetary commitment decisions in excess of the ceiling delegated to the AISBL Executive

Secretary. The agenda for the meetings of the Steering Committee is agreed between the Chairman of the Steering Committee and the Executive Secretary of the AISBL, who is responsible for the minutes of the Steering Committee meetings.

The Steering Committee consists of the Chair, one Vice Chair, and up to four members elected by simple majority of members attending the General Assembly. The Steering Committee will consist of:

- Three persons qualified in the field of research vessel fleets,
- The Chair of ERVO,
- A representative of OFEG,
- A representative of the ESFRI FORUM executive board.

They are committed to serving for two years in their role.

The Steering Committee will elect its Chair from among the three qualified candidates. The Chair will act as the formal EF RI representative to other groups and programs. The outgoing Chair will support the incoming Chair for a period of 6 months.

The Steering Committee may invite experts to assist on specific matters, as required. The members of the Steering Committee cannot serve for more than two consecutive terms.

Executive Secretary

It coordinates all the services offered by the AISBL. To avoid the Secretary being taken over permanently by one of the members, and to avoid the need for one or more permanent hires, it is proposed that the Secretary be provided on a rotating basis by the members, who would make available to the AISBL a person responsible for coordinating and running the various services offered by the AISBL. The Member providing the Secretary would do so for a period of four years, and provide the necessary accommodation and logistical environment, which would be billed in full or in part to the AISBL.

Permanent working groups

The tasks identified in the previous paragraph will be carried out by four permanent working groups:

- EVIOR+ Management WG,
- Training and Floating Universities WG,
- Strategy WG,
- Technology WG.

A coordinator and a co-leader will be appointed for each WG. The annual workload for each of them is estimated at three man-months. They will therefore be made available to the AISBL for the corresponding proportion of their time by their employing organization within the framework of the AISBL's constitutive agreement, and their operating expenses (travel, registration for presentation conferences, etc.) will be covered by the AISBL. The

expenses of the other members of the WGs, who will contribute to their operation and to the production of the various services, will be paid by their employer organizations.

In this scheme, the AISBL's initial operating budget corresponds (1) to the valuation of two annual Full Time Equivalent (FTE) (1 FTE for the Executive Secretary and 4 quarter FTEs corresponding to the working group coordinators), (2) the valuation of the secretariat's accommodation, (3) an operating budget (missions, travel expenses, website hosting and development, document formatting and printing, miscellaneous administrative expenses) of the order of at least 50/60 k€.

3.4 Phase 2 (beyond 2026)

Phase 1 is a relay phase between Eurofleets+ and a larger structure. EF RI Phase 1 shall have a limited but lasting scope, which will enable us to maintain and develop the community of oceanographic fleet operators and their users around the proposed services, in a strong link with the annual ERVO meeting. But this phase cannot be a final objective in itself.

Phase 1 should, in particular through the work of the Strategy WG, pave the way for the next stage, which is clearly of an operational nature. The Strategy WG should propose one or more orientations for the future Phase 2:

- On a voluntary basis, move towards ESFRI by (1) setting up Transnational Access (TA) via the pooling of ship time between several operators/countries, and (2) opening up additional days on existing campaigns to transnational sub-projects,
- Strengthen the coordination of zonal scheduling between research vessel operators working in a given zone, in order to avoid unnecessary transits and reduce the overall environmental footprint of operations in the zone. This hypothesis does not necessarily imply TA, and could be based on the principle of vessel time exchange developed by OFEG,
- Imagine partnership scenarios between countries and/or operators for the purchase and operation of innovative equipment such as Unmanned Surface Vehicles (USVs), independently of ship scheduling

At the end of phase 1, the Steering Committee and General Assembly will have to decide which scenarios should be given priority, and if necessary, the objectives and statutes of the AISBL will have to be reviewed.

4 Conclusions

This deliverable, like deliverable 8.6 which focuses on the phase 2 proposed in this report, reflects the desire of the members of Work Package 8, which is dedicated to the strategy and preparation of the follow-up to Eurofleets +, to open up a path of compromise that will make it possible to structure the European fleets over the long term.

It is the fruit of a number of seminars and working meetings that have enabled us to compare opinions, to listen to sometimes opposing positions, and to propose solutions on which there is consensus. Our ambition now is to provide the initial impetus needed for the AISBL proposed in this deliverable to see the light of day in 2025 and to be deployed from that date. Our ambition is also to convince as many ship operators and LEXIs as possible that it is in their and their users' interest to join AISBL EUROFLEETS RI.

Appendix 1

Eurofleets RI EOI Survey Response Report

Niamh Flavin (Marine Institute)



Appendix 2

Technology and partnership foresight

State of the art of technologies

With regard to ships, a technological forecast was carried out by certain members, which made it possible to cover all the main fields concerned by the objective of building ships with low environmental impact: construction materials, prospects for optimization energy, bio-fuels, energies and alternative modes of propulsion to all diesel. A review and consolidation of this existing work is therefore already feasible.

However, technological foresight cannot be reduced to that relating to ships. The appearance or the rise of new technologies will be likely to modify the conduct of scientific activities at sea, either by replacing ships for certain tasks, or by allowing a densification of data acquisition over a given period of time and in a given area. Here too, based on the work of its members, at least two topics could be addressed:

- Scenarios for the introduction of drones for coastal or offshore observation,
- Impact of tele-presence and tele-operation.

Updated partnership strategy

The current scope of national oceanographic fleets may be the result of strategic partnerships chosen for some 30 years ago, either at the national level (sharing of vessels between research and Defense for example) or international (OFEG). But very often research vessels are operated by isolated operators, without consideration of structuring partnerships, in logic of continuity with a historical situation.

However, with a view to reducing environmental impacts by 40% by 2030, technological solutions alone will not suffice and a credible avenue concerns better rationalization of the use of the various national resources in a given geographical area, or access to isolated areas.

A work of capacity description, geographical and thematic positioning of the various European operators, associated with an inventory of the strategic interests of each could lead to formulating recommendations on the inflections to be given to the current partnerships, or even to imagine between EUROFLEETS RI members possible alliance scenarios.

Appendix 3

All-Atlantic Floating University Network (@SeaNetwork) Terms of Reference



ALL-ATLANTIC OCEAN RESEARCH ALLIANCE

Creating an Atlantic Ocean Community
by Implementing the Galway
and Belém Statements

All-Atlantic Floating University Network (@SeaNetwork)

Terms of Reference

The following are the All-Atlantic Floating University (@SeaNetwork) Terms of Reference as approved at the December 2022 meeting in Cape Town:

Rationale

Training at sea is critical for preparing the new generations of Early Career Ocean Professionals. Multiple training at sea opportunities and programs are in operation globally that target different needs and requirements for different academic and maritime sectors.

To strengthen and develop further training at sea in the Atlantic region, greater exchange and collaboration between new and existing programs is essential, including sharing of best practices. This is the purpose of the creation of this All-Atlantic Floating University Network (@SeaNetwork), in the scope of the [All-Atlantic Ocean Research and Innovation Alliance](#).

This cooperation network is in line with the Galway (2013) and Belém (2017) Statements and also the Washington AAORIA Declaration (2022) by engaging partners from the whole Atlantic region with a common objective and purpose. In addition, @SeaNetwork contributes to the objectives of the UN Decade of Ocean Science for Sustainable Development and the European Mission “Restore our Ocean and Waters by 2030”.

Objectives

The All-Atlantic Floating University Network (@SeaNetwork) will:

Build on, and bring together, highly successful training at sea programs from various countries bordering the Atlantic Ocean, and from countries and organizations that promote training at sea in the Atlantic pole-pole region;

Jointly identify and address capacity development gaps and needs in training at sea across the Atlantic;

Promote transatlantic innovative and targeted training at sea, building on best practices;

Seek to develop and promote an internationally recognised accreditation system between Training at Sea Programs.

Explore funding possibilities to support trainees and trainers mobility.



ALL-ATLANTIC OCEAN RESEARCH ALLIANCE

Creating an Atlantic Ocean Community
by Implementing the Galway
and Belém Statements

@SeaNetwork will seek to:

Facilitate, optimize and maximize training at sea opportunities within the Atlantic region, taking into account regional and gender balance, and with a focus on opportunities for developing countries;

Promote a higher level of cooperation across existing initiatives and exploit synergies between them;

Promote coordinated training at sea at various levels (final year undergraduates, postgraduates, young researchers and technicians), with an All-Atlantic perspective, in a gender balanced, multidisciplinary, transdisciplinary, multicultural and intergenerational environment;

Promote pole to pole Atlantic mobility of trainers and trainees within the network;

Create innovative and targeted approaches in Capacity Development to overcome ocean issues, including promoting opportunities for Science-Policy dialogue at sea;

Encourage and provide knowledge/support to new and emerging Training at Sea programs;

Benefit from thematic and calendar complementarities of the various training at sea programs in the Atlantic and beyond;

Annually compile and publicize training opportunities;

Contribute to the achievement of the objectives of the UN Decade of Ocean Science for Sustainable Development and the European Mission “Restore our Ocean and Waters by 2030” objectives as well as the goals of Galway and Belém Statements and the Washington AAORIA Declaration (2022).

Membership

@SeaNetwork is an open-ended network. Membership is open to all institutions and organisations that run existing training at sea programs in the Atlantic, as well as those that support or seek to implement future training at sea programs, and organisations that support ocean-related capacity development programs. Representatives from similar programs worldwide are also welcome to join this network.

Membership is free and does not include any annual meeting costs.

@SeaNetwork organization

As a cooperation network @SeaNetwork is an opportunity for information and best practices exchanges among its members. As such, it is a member-driven group.

The @Seanetwork organization is composed of the Steering Committee and an Advisory Group that will include ECOP representatives.



ALL-ATLANTIC OCEAN RESEARCH ALLIANCE

Creating an Atlantic Ocean Community
by Implementing the Galway
and Belém Statements

The Steering Committee consists of the Chair and up to four Vice Chairs, from at least 3 different regions, elected every two years by simple majority of members attending the annual meeting and are committed to serving for two years in this role. The outgoing chair will support the incoming chair for a period of 6 months.

The Steering Committee will elect its Chair, that will act as the formal @SeaNetwork representative to other groups and programs. The Steering Committee may invite experts to assist on specific matters, as required. The members of the Steering Committee cannot serve for more than 2 consecutive terms.

The Steering Committee is responsible for:

setting the agenda and chairing the annual meeting;

proposing and overseeing working groups and/or workshops as necessary;

ensuring that an annual compilation of training opportunities is carried out and publicized;

the recording and production of meeting minutes;

ensuring that minutes are circulated amongst members;

maintaining the membership and contact list;

accepting new membership applications;

the Chair of the Steering Committee will act as the formal @SeaNetwork representative

Preparing the election procedures for the next Steering Committee.

Inviting experts and ECOP representatives to form the Advisory Group.

Annual Meeting

@SeaNetwork will hold an annual plenary meeting. The meeting minutes shall be circulated among members no later than two calendar months after the meeting.

Relations to other groups and programs

@SeaNetwork seeks to develop strong links with similar programs worldwide.

Annex: List of Founding Members



ALL-ATLANTIC OCEAN RESEARCH ALLIANCE

Creating an Atlantic Ocean Community
by Implementing the Galway
and Belém Statements

ANNEX: LIST OF FOUNDING MEMBERS

ARGENTINA

Servicio de Hidrografía Naval

BELGIUM

Department of Geology, Ghent University

BENIN

Institut de Recherches Halieutiques et Océanologiques du Bénin (IRHOB)

BRASIL

Laboratórios de Ensino Flutuantes (Floating Teaching Laboratories) - LEF

Federal University of Rio Grande - FURG

Federal Fluminense University – UFF

Federal University of Pernambuco – UFPE

Federal University of Maranhão - UFMA

CANADA

SOI Foundation

CAPE VERDE

Master Program on Climate Change and Marine Science, Universidade Técnica do Atlântico

COTE D'IVOIRE

Université Félix Houphouet-Boigny

EGYPT

National Institute of Oceanography and Fisheries –Training @Sea Program for Africa

GERMANY

NOSOAT Programme – Polarstern Atlantic Transit Training GEOMAR Helmholtz Centre for Ocean Research Kiel

IRELAND

University of Galway

SMART (Strategic Marine Alliance for Research and Training) Program



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ITALY

Consiglio Nazionale delle Ricerche

MOROCCO

Université Abdlemalek-Essaâdi, Tangier

NAMIBIA

Regional Graduate Network in Oceanography (RGNO), University of Namibia

NIGERIA

Lagos State University

NORWAY

The Norwegian Marine University Consortium

PORTUGAL

UA@Mar, CESAM, University of Aveiro

Hydrographic Institute from the Portuguese Navy (IH)

Portuguese Institute for the Sea and Atmosphere (IPMA)

Institute of Marine Sciences - OKEANOS, University of the Açores

SPAIN

University of Cadiz

SOUTH AFRICA

SEAmester Program, University of Cape Town

SWEDEN & NORWAY

Sailing4Science UN Oceandecade project, founded by NTNU and University of Gothenburg

UNITED KINGDOM

Plymouth Marine Laboratory

National Oceanographic Centre, Southampton Keen Marine Limited, Isle of Man

URUGUAY

Centro Universitario Regional del Este-CURE, Universidad de la República

USA

Schmidt Ocean Institute

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VENEZUELA

Center for Oceanology and Antarctic Studies of the Venezuelan Institute of Scientific Research (COEA-IVIC)

Large European/International Programmes

POGO – Partnership for Observation of the Global Ocean

Eurofleets+ - An Alliance of European Marine Research Infrastructure.

Atlantic International Research Centre - AIR CENTRE

The Early Career Ocean Professional (ECOP) Network Programme

Maritime Sector

Keen Marine Ltd. (UK)

Appendix 4

Organisation chart

