



AutoMated Vessels and Supply Chain Optimisation for Sustainable Short SEa Shipping

D.7.2: Pilot Demonstration 1 - AutoDock

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Table of Contents

Executive Summary	15
1. Introduction	16
1.1 Purpose of the Document	16
1.2 Intended Readership.....	16
1.3 Document Structure.....	16
2. Pilot test setup	17
2.1 Description of the AutoDock Demonstration	17
2.2 Testing scenarios and methodology	20
2.3 Test Equipment.....	26
2.3.1 Faaborg port	26
2.3.2 AutoMoor	30
2.3.2.1 AutoMoor Foundation.....	33
2.3.3 Workboats	34
2.3.3.1 Demonstrator 1.....	35
2.3.3.2 Demonstrator 2.....	38
2.3.4 Barge	39
2.3.4.1 Wall structure	42
2.3.5 Shore Tugboat Control Station mock-up.....	53
2.3.6 Workboats sensors.....	57
2.3.6.1 AutoPilot.....	57
2.3.6.2 GPS	65
2.3.6.3 Swath sonar	69
2.3.6.4 IMU.....	71
2.3.6.5 LiDAR	72
2.3.6.6 Communications Network.....	75
2.3.7 AI Algorithm training.....	77
3. Pilot test results	78
3.1 Testing scenarios	79
3.2 TC-AT-1.01 to 1.04: AI Algorithm Training – Single workboat operation.....	82
3.2.1 Description of executed test.....	83

3.2.2	Result.....	84
3.2.3	Conclusion	87
3.3	TC-AT-2.01: External Control Helm commands	87
3.3.1	Description of executed test.....	89
3.3.2	Result.....	89
3.3.3	Conclusion	90
3.4	TC-AT-2.02: GPS measurements.....	90
3.4.1	Description of executed test.....	90
3.4.2	Result.....	94
3.4.3	Conclusion	95
3.5	TC-AT-2.03: LiDARs' measurements	96
3.5.1	Description of executed test.....	96
3.5.1	Result.....	97
3.5.2	Conclusion	99
3.6	TC-AT-2.04: Swath sonar measurements.....	99
3.6.1	Description of executed test.....	99
3.6.2	Result.....	102
3.6.3	Conclusion	102
3.7	TC-AT-2.05: IMUs' measurements.....	102
3.7.1	Description of executed test.....	103
3.7.2	Result.....	106
3.7.3	Conclusion	106
3.8	TC-AT-2.06: Fuel/ battery level monitoring.....	107
3.8.1	Description of executed test.....	107
3.8.2	Result.....	108
3.8.3	Conclusion	109
3.9	TC-AT-3.01 to 3.04: AutoPilot mission achievement performance – Single workboat operation.....	109
3.9.1	Description of executed test.....	110
3.9.2	Result.....	110
3.9.3	Conclusion	112
3.10	TC-AT-7.01 & 7.02: Autonomous tugboat communication.....	112
3.10.1	Description of executed test.....	113
3.10.2	Result.....	114

3.10.3	Conclusion	118
3.11	TC-AT-8: Autonomous tugboat fail-safe operation.....	118
3.11.1	Description of executed test.....	119
3.11.2	Result.....	120
3.11.3	Conclusion	120
3.12	TC-AD-1.1 to 1.3: Tablet/PC based SCADA user interface.....	120
3.12.1	Description of executed test.....	122
3.12.2	Result.....	122
3.12.3	Conclusion	124
3.13	TC-AD-2.1: System uptime/ availability	124
3.13.1	Description of executed test.....	125
3.13.2	Result.....	125
3.13.3	Conclusion	125
3.14	TC-AD-3.1: Ability to operate AutoMoor units individually or as a group	125
3.14.1	Description of executed test.....	126
3.14.2	Result.....	126
3.14.3	Conclusion	127
3.15	TC-AD-4.1: Start-up/arming sequence	127
3.15.1	Description of executed test.....	127
3.15.2	Result.....	127
3.15.3	Conclusion	128
3.16	TC-AD-5.1: Target vessel recognition.....	128
3.16.1	Description of executed test.....	129
3.16.2	Result.....	129
3.16.3	Conclusion	130
3.17	TC-AD-5.2: Target Vessel mooring procedure	130
3.17.1	Description of executed test.....	131
3.17.2	Result.....	131
3.17.3	Conclusion	132
3.18	TC-AD-6.1: Warning to tugs.....	132
3.18.1	Description of executed test.....	133
3.18.2	Result.....	134
3.18.3	Conclusion	134
3.19	TC-AD-7.1 to 7.2: Mooring Parameter monitoring	134

3.19.1	Description of executed test.....	135
3.19.2	Result.....	136
3.19.3	Conclusion	137
3.20	TC-AD-8.1: The system backup	137
3.20.1	Description of executed test.....	138
3.20.2	Result.....	138
3.20.3	Conclusion	139
3.21	TC-AD-9.1 to 9.2: AutoMoor performance.....	139
3.21.1	Description of executed test.....	139
3.21.2	Result.....	140
3.21.3	Conclusion	140
3.22	TC-AD-10.1: AutoMoor messaging	141
3.22.1	Description of executed test.....	141
3.22.2	Result.....	143
3.22.3	Conclusion	144
3.23	TC-AT/AD-1.01 to 1.02: Autonomous tugboat swarm operation (Simulations) ...	144
3.23.1	Description of executed test.....	145
3.23.2	Result.....	146
3.23.3	Conclusion	149
3.24	TC-AT/AD-2.01 to 2.02: Autonomous tugboat swarm and Automoor operation (Demonstration)	150
3.24.1	Description of executed test.....	151
3.24.2	Result.....	151
3.24.3	Conclusion	151
4.	Evaluation of Pilot results.....	153
4.1	Evaluation of test results.....	153
4.2	Lessons learned	167
4.2.1	Assessing the level of automation for the tugboats	167
4.2.2	Assessing tugboats swarm intelligence.....	168
4.2.3	Assessing AutoMoor's unit level of automation.....	168
4.2.4	Assessing the collaboration of the autonomous tugboats with the automated mooring system.....	169
5.	Conclusions and future work.....	170
	References	172

List of Tables

<i>Table 1: Description of test scenarios for Assessing the level of automation for the tugboats.</i>	21
<i>Table 2: Description of test scenarios for Assessing tugboats swarm intelligence.</i>	23
<i>Table 3: Description of test scenarios for Assessing AutoMoor's unit level of automation.</i>	24
<i>Table 4: Description of test scenarios for Assessing the collaboration of the Autonomous tugboats with the AutoMoor system.</i>	25
<i>Table 5: Allowable Stresses.</i>	44
<i>Table 6: Results of the Structural Analysis for the wall structure.</i>	46
<i>Table 7: Description material Summary.</i>	47
<i>Table 8: Fluid analysis units.</i>	48
<i>Table 9: Data analysis.</i>	49
<i>Table 10: Final data analysis.</i>	49
<i>Table 11: Requirements and specification for the AutoPilot from D4.1.</i>	59
<i>Table 12: Specifications of SCX-20 satellite compass.</i>	68
<i>Table 13: Specifications of DFF-3D multi-beam sonar.</i>	70
<i>Table 14: Specifications of the Ellipse 2-A AHRS sensor.</i>	71
<i>Table 15: Specifications of the Ellipse 2-A AHRS incorporated sensors.</i>	72
<i>Table 16: Testing scenarios list.</i>	79
<i>Table 17: Description of testing scenarios TC-AT-1.01 to 1.04 - AI Algorithm Training – Single workboat operation.</i>	82
<i>Table 18: Description of test scenarios TC-AT-2.01 - External Control Helm commands.</i>	87
<i>Table 19: Description of test scenarios TC-AT-2.02 - GPS measurements.</i>	90
<i>Table 20: Description of test scenario TC-AT-2.03 - LiDARs' measurements.</i>	96
<i>Table 21: Results of LiDAR accuracy and precision calculation.</i>	97
<i>Table 22: Description of test scenario TC-AT-2.04 - Swath sonar measurements.</i>	99
<i>Table 23: Description of test scenario TC-AT-2.05 - IMUs' measurements.</i>	102
<i>Table 24: Description of test scenario TC-AT-2.06 - Fuel/ battery level monitoring.</i>	107
<i>Table 25: Description of test scenarios TC-AT-3.01 to 3.04 - AutoPilot mission achievement performance – Single workboat operation.</i>	110
<i>Table 26: Description of test scenario TC-AT-7.01 & 7.02 - Autonomous tugboat communication.</i>	113
<i>Table 27: Description of test scenario TC-AT-8 - Autonomous tugboat fail safe operation.</i>	119
<i>Table 28: Description of test scenario TC-AD-1.1 - Tablet/PC based SCADA user interface.</i>	120
<i>Table 29: Description of test scenario TC-AD-1.2 - Tablet/PC based SCADA user interface.</i>	121
<i>Table 30: Description of test scenario TC-AD-1.3 - Tablet/PC based SCADA user interface.</i>	121
<i>Table 31: Description of test scenario TC-AD2.1 - System uptime availability.</i>	124
<i>Table 32: Description of test scenario TC-AD-3.1 - Ability to operate AutoMoor units individually or as a group.</i>	125
<i>Table 33: Description of test scenario TC-AD-4.1 - Start-up/arming sequence.</i>	127
<i>Table 34: Description of test scenario TC-AD-5.1 - Target vessel recognition.</i>	128

Table 35: Description of test scenario TC-AD-5.2 - Target Vessel mooring procedure.....	131
Table 36: Description of test scenario TC-AD-6.1 - Warning to tugs.....	132
Table 37: Description of test scenario TC-AD-7.1 - Mooring Parameter monitoring.....	135
Table 38: Description of test scenario TC-AD-7.2 - Mooring Parameter monitoring.....	135
Table 39: Description of test scenario TC-AD-8.1 – The system backup.	138
Table 40: Description of test scenario TC-AD-9.1 - AutoMoor performance.	139
Table 41: Description of test scenario TC-AD-9.2 - AutoMoor performance.	139
Table 42: Description of test scenario TC-AD-10.1 - AutoMoor messaging.	141
Table 43: Description of test scenario TC-AT/AD-1 - Autonomous tugboat swarm operation (Simulations).	145
Table 44: Description of test scenario TC-AT/AD-2 - Autonomous tugboat swarm and AutoMoor operation (Demonstration).....	150
<i>Table 45: Evaluation of test performed in relation to assessing tugboats swarm intelligence.</i>	157
Table 46: Evaluation of test performed in relation to assessing AutoMoor’s unit level of automation.	160
<i>Table 47: Evaluation of test performed in relation to assessing the collaboration of the Autonomous tugboats with the AutoMoor system.</i>	164

List of Figures

Figure 1: Illustration of Pilot 1’s role in the MOSES project.	17
Figure 2: Illustration of Pilot 1 - AutoMoor, testing concept in Faaborg harbor.	18
Figure 3: Two workboats pushing the barge equipped with steel structure (wall side).	19
Figure 4: Two workboats pushing the barge, which is approaching the AutoMoor unit.	19
Figure 5: Top view showing the barge, which is connected to the AutoMoor unit.	20
Figure 6: Top of Faaborg harbor showing test area.	26
Figure 7: Top view of Faaborg harbor showing test position in relation to surrounding ships.	27
Figure 8: View showing ferry approaching at the right.	27
Figure 9: View showing ferry in background.	28
Figure 10: Top view showing starting point for trials.	28
Figure 11: Neighbour ship moored close to the testing area.	29
Figure 12: Handheld wind measure tool.	29
Figure 13: Flooding of the testing area end of the week for testing.	30
Figure 14: Trelleborg’s MOSES AutoMoor Unit.	31
Figure 15: AutoMoor services tray showing optimised, small-scale services design.	32
Figure 16: Small-scale AutoMoor being delivered to site.	33
Figure 17: Initial situation posed for the AutoMoor.	34
Figure 18: Demonstrator 2 at left side and Demonstrator 1 at right side.	35
Figure 19: Demonstrator 1 in operation.	36
Figure 20: Left – bracket / right – LiDAR mounted.	36
Figure 21: Demonstrator approaching the barge.	37
Figure 22: Tire fender protecting the demonstrator while pushing.	37
Figure 23: Demonstrator 2 in operation.	38
Figure 24: Electrical motors by Torqeedo in Demonstrator 2.	39
Figure 25: Barge before being modified.	39
Figure 26: Barge with steel structure.	40
Figure 27: Barge with concrete blocks (white with blue text).	41
Figure 28: Barge with white “wall sides” reflector.	41
Figure 29: Work boat tied to the barge.	42
Figure 30: Proposed wall structure model.	43
Figure 31: Proposed wall structure model steel stresses.	44
Figure 32: Load locations 1, 2 and 3 (from left to right, first row), deflection results (cases LC3, LC10, LC19 from left to right, second row), Von-mises stress (cases LC2, LC10, LC18 from left to right, third row) and Shear stress (cases LC2, LC10, LC18 from left to right, fourth row).	45
Figure 33: Wall structure centre of gravity.	47
Figure 34: Simulation of barge structure and counterweight position for zero trim calculations.	48
Figure 35: Hydrostatic graph.	50
Figure 36: Manufacturing drawing.	51
Figure 37: Manufacturing drawing.	51

Figure 38: Transport dimension.....	52
Figure 39: Position on the barge.....	52
Figure 40: Position of the counterweight.....	53
Figure 41: STCS Mock-up to visualize the autonomous tugboat position in real time.	54
Figure 42: PostgreSQL relational database design.....	55
Figure 43: Components of the mock-up architecture.....	55
Figure 44: Mock-up deployment architecture in Docker containers.	56
Figure 45: Purpose of a reverse proxy. Source: IONOS.....	56
Figure 46: AutoPilot System Architecture Interconnections (component view).	57
Figure 47: Decentralized Microservice AutoPilot Architecture.	58
Figure 48: J1939 Throttle State Machine.	60
Figure 49: NMEA2K Steering State Machine.	61
Figure 50: AutoMoor Flowchart control sequence.....	62
Figure 51. <i>Specifications of ZED-F9P series GNSS module (u-blox).</i>	66
Figure 52: <i>GPS setup onboard Demonstrator 1 (u-blox ZED-F9P series GNSS module, NVIDIA Jetson Nano).</i>	67
Figure 53: <i>Furuno SCX-20 (up left) with quad-antenna design (down left) positioned on Demonstrator 2 (right).</i>	68
Figure 54: <i>Swath sonar transducer positioned on the pole's end at the stern of Demonstrator 2 (CAD drawing provided by TUCO).</i>	69
Figure 55: <i>DFE-3D signal processing unit (left), multi beam transducer B54 (right).</i>	70
Figure 56: <i>Ellipse 2-A sensors positioned in Demonstrator 1 (left) and Demonstrator 2 (right).</i>	71
Figure 57: The LiDAR installed on the metallic base at the bow the workboat and the barriers-white walls placed on the barge.....	73
Figure 58: Data (JSON format) sent to the broker.....	75
Figure 59. Teltonika modem.....	75
Figure 60. <i>Schematic of the communication network.</i>	76
Figure 61. Network setup onboard Demonstrator 2 (Teltonika modem, Ethernet switch)...	76
Figure 62: MOSES simulation environment in Unity, showing the old and the new demonstration locations.	78
Figure 63: The images correspond to the three simulated scenarios in the Unity environment a) Scenario TC-AT 1.01. b) Scenario TC-AT 1.02. c) Scenario TC-TA 1.04. The images include annotations highlighting the workboat's initial position and additional information based on the simulation.	83
Figure 64: The graphs illustrate simulations of the autonomous workboat in three scenarios.	86
Figure 65: Steering Control System components wiring.....	88
Figure 66: Thrust Control System components/wiring.....	88
Figure 67: Desired (blue line) vs measured (orange line) angle of Helm.	89
Figure 68. <i>Schematic of GPS physical connectivity (Demonstrator 1).</i>	91
Figure 69: <i>Schematic of GPS-Software-Autopilot interaction (Demonstrator 2).</i>	91
Figure 70: <i>Static class diagram of the GPS entity.</i>	94
Figure 71: <i>TimeZero viewscreen with GPS status indicated on the upper right side.</i>	95

Figure 72: Measurement of a known distance with the LiDAR, in order to check the deviation.....	98
Figure 73: Schematic of the Multibeam Sonar-Software-AutoPilot interaction (Demonstrator 2).	100
Figure 74: Illustration of the acquisition software developed whereas depth alarm rules can be chosen (top).....	100
Figure 75: Static class diagram of the Sonar entity.	101
Figure 76: TimeZero window view, isobath and depth comparison in the harbor.	101
Figure 77: Schematic of the IMU-Software-AutoPilot interaction (Demonstrator 1 and Demonstrator 2).	103
Figure 78: Static class diagram of the IMU and settings entity.	104
Figure 79: Controllers diagram.	105
Figure 80: Classes implementation.	105
Figure 81: Sequence diagram for produce and send JSON messages.	106
Figure 82: Fuel level instrument.	107
Figure 83: Display for Torqeedo electrical propulsion installation.	108
Figure 84: Autonomous workboat demonstration of scenarios TC-AT-3.01, TC-AT-3.02, TC-AT- 3.04.....	111
Figure 85: Network latency performance.	114
Figure 86: Network error rate performance.	115
Figure 87: Network data rate performance.	115
Figure 88: Network jitter performance.....	115
Figure 89: Existing records in the database autotug table during the test.	116
Figure 90: STCS Mock-up: Users with access to the platform.	116
Figure 91: MOSES REST API Swagger Documentation.	117
Figure 92: Left Raymarine system in Power Steer mode (Automatic), Right Throttle controls.	119
Figure 93: AutoMoor SCADA Control System Architecture.	121
Figure 94: MOSES AutoMoor SCADA System Main Screen.	123
Figure 95: SCADA System Showing Active Alarm Status.	123
Figure 96: SCADA System Showing Disabled Pads (Circled).	126
Figure 97: MOSES AutoMoor Data Trend Showing Arming Process Complete Within 2 Minutes.....	128
Figure 98: Example AutoMoor SCADA Screen Showing AIS Identification.....	129
Figure 99: AIS Receiver Unit Within AutoMoor Control Panel.	130
Figure 100: SCADA System Showing Tugboat Commands (Above) And AutoMoor Response (Below).	132
Figure 101: Extract from MOSES AutoMoor MODBUS Protocol Showing Available Messages.	133
Figure 102: SCADA System Showing Active Alarm.....	134
Figure 103: AutoMoor Installation.....	135
Figure 104: SCADA System Showing Active Alarm.....	136
Figure 105: SCADA System Showing Vessel Too Far from Fender-line.	137
Figure 106: AutoMoor report showing mooring and detach duration.	140
Figure 107: SCADA System Showing Successful Mooring Status.	141

Figure 108: Extract from MOSES AutoMoor MODBUS Protocol Showing Available Messages. 142

Figure 109: MOSES AutoMoor Data Trend Showing Arming Process Complete Within 2 Minutes..... 143

Figure 110: SCADA system showing workboat commands (Above) and AutoMoor response (Below). 143

Figure 111: SCADA system showing active alarm. 144

Figure 112: The images correspond to the two simulated scenarios in the Unity environment a) Scenario TC-AT/AD -1.01 and b) Scenario TC-AT/AD-1.02. The images include annotations highlighting the position of the AutoMoor..... 146

Figure 113: The first two figures correspond to scenario TC-AT/AD -1.01 two pushing workboats (Demonstrator 1, Demonstrator 2). The third and fourth figures are about the scenario TC-AT/AD -1.02, one pushing (Demonstrator 1) and one pulling workboat (Demonstrator 2). 149

Figure 114: *Autonomous workboat demonstration of scenario TC-AT/AD-2.01.* 151

List of Acronyms

Abbreviation / acronym	Description
AC	Alternating current
AD	Autodock
ADS	Automated docking system
AI	Artificial Intelligence
AIS	Automatic identification systems
AT	Autonomous Tugboats
CAD	Computer Aided Design
CAN	Controller Area Network
CPU	Central processing unit
D1.1	Deliverable number 1 belonging to WP 1
EC	European Commission
GA	Grant Agreement
GPS	Global Positioning System
gRPC	Remote Procedure Call
HW	Hardware
IIoT	Industrial Internet of Things
IMU	Inertial Measurement Unit
IP	Internet protocol
KPI	Key Performance Indicator
LAN	Local Area Network
LiDAR	Light Detection and Ranging
MB	Mega Bytes
ML	Machine Learning
MOSES	Automated Vessels and Supply Chain Optimization for Sustainable Short Sea Shipping
MQTT	Message Queue Telemetry Transport
MS	milliseconds
NMEA	National Marine Electronics Association

Abbreviation / acronym	Description
ONNX	Open Neural Network Exchange
PC	Personal computer
PGN	Parameter Group Number
PI	Performance Indicators
PLC	Programmable Logic Controller
RAMI	Reference Architecture Model for industry 4.0
REST	Representational state transfer
RPM	Revolutions Per Minute
SCC	Shore control Center
SCS	Shore control Station
SI	Success Indicator
SIM	Subscriber Identity Module
SSS	Short Sea Shipping
STCS	Shore Tugboat Control Station
SW	Software
TC	Test Case
T	Tonnes
VPN	Virtual private network
WAN	Wide area Network
WB	Workboat
WLAN	Wireless local area network
WP	Work Package

Executive Summary

This deliverable “D7.2 Pilot Demonstration 1 - AutoDock” is the outcome of Task 7.2 with the same title and is a part of WP7 of the MOSES project, which is funded by the European Commission’s Innovation and Networks Executive Agency (CINEA) under the Horizon 2020 research and innovation program (H2020). This deliverable is closely connected to deliverable D7.1 “Pilot Demonstrations and Evaluation of MOSES innovations”, where the main task was to plan a successful execution of Pilot Demonstrations 1, 2 and 3 (T7.2, T7.3, and T7.4 respectively). Furthermore D2.4 “Specifications for the MOSES innovations” and D4.1 “Architecture for autonomous tugboat operation” are vital part of the background for D7.2.

In this report the execution of Pilot Demonstration 1 (T7.2) is described. This pilot demonstrated the MOSES AutoDock System for manoeuvring and docking a container ship in a Deep Sea Shipping (DSS) port. The demonstration employed downscaled versions of the components, including a barge with a mounted steel structure instead of a container ship, two workboats instead of tugboats, and a small-scale redesigned AutoMoor unit that was mounted on the jetty for attaching the barge. The workboats were autonomously controlled by an algorithm that calculated the optimal trajectory and controlled swarm operation of the workboats for pushing the barge to the AutoMoor unit. The control system on the workboats also communicated with the AutoMoor unit to automatically trigger the mooring process.

This deliverable describes the testing platform on an individual component level (as built) with the different constraints and how implementation challenges were overcome. In addition, the testing scenarios defined in D2.4 and D7.1 and the respective outcomes are presented. It should be noted that due to a storm arriving unexpectedly during the testing period, certain of the planned testing scenarios were not executed. However, the testing scenarios that were implemented fully covered the scope of the demonstration and therefore its objectives were achieved.

Pilot Demonstration 1 proved the functionality of the sensors and other supporting electronic devices, the autonomous operation of the workboats, where one was autonomously driven and one was manually driven, and the automated docking by the AutoMoor unit. Out of the total 51 performance evaluations that corresponded to the testing scenarios executed during the demonstration, 57% were evaluated with “Excellent” validation. Based on the results of the demonstration, several lessons learned were identified and significant conclusions were drawn that indicated the next steps for future research.