

7th French Oceanographic Fleet SAB meeting

Purpose:	Minutes of the 7th meeting of the French Oceanographic Fleet Scientific Advisory Board
Date:	April 18th,2023
Reference:	DFO 2023.34

1. Reflection on the integration of maritime surface drones in the Fleet perimeter

The SAB would like to thank Marc Nokin for his comprehensive and insightful presentation.

Recommendation proposals:

1. Concerning coastal USV (drones):
The SAB supports the work to be done in 2024 on the validation of the concept of use for coastal drones. In particular, the SAB supports the principle of offering the scientific communities, during 2024, 150 days of work with a coastal drone (Drix, at this stage). This will allow, among other things, to evaluate scenarios on how a coastal drone can work alone and/or in combination with a vessel.
2. Concerning deep-sea USV (drones):
The SAB strongly recommends that Ifremer should be the leader of the deep-sea USV mission in the framework of France 2030, with a view to determining the scientific use cases.

2. Anticipate and articulate with scientific projects funded by external national (ANR, PPR, PEPR, etc.) or European (ERC, Horizon Europe, etc.) programmes and which are very impacting/constraining for the Fleet

Recommendation proposal:

The SAB stresses the importance, for access to Fleet resources, of evaluation on the one hand on scientific quality criteria and, on the other hand, by the Fleet National Commissions (CNFH and CNFC), which are fully familiar with both the marine science disciplines and the operational aspects of campaigns at sea.

Therefore, the SAB recommends that all campaign applications, including those that have or will have an endorsement and/or financial support from an external program (national or European), remain evaluated by the *ad hoc* national Fleet commissions.

In the same time, the SAB proposes to set up a letter of intent process for campaigns associated with a project supported by an external program. This letter would be submitted prior to the submission of the proposal to

an external program, in order to verify the technical and operational feasibility of the campaign and to adjust, if necessary, the submission to the external program.

One purpose of this process would be to avoid that PIs are caught in default of their commitments to the external programme in case the associated campaign is *de facto* totally or partially unfeasible from a technical and/or operational point of view.

3. Fleet Foresight 2023-2024

The SAB notes that the timetable is too ambitious. Even though the task is not to carry out a complete Fleet Foresight, but to verify what remains relevant in the 2017 Fleet Foresight and to complete it with the elements of the scientific foresight carried out since then, the agendas are very full.

The SAB is therefore requesting that the seminar to close the first phase of the 2023-2024 Fleet Foresight, initially scheduled for mid-November, be postponed to mid-December.

The SAB would also like the work of the thematic and transversal groups of axis 1 to be better specified.

4. Extension of the mandate of the SAB members until the end of the foresight process

As the SAB has requested a shift in the timetable for the Fleet Foresight 2023-2024, the process is expected to be completed between mid-2024 and the end of 2024. In order to allow SAB members to follow the foresight process to completion, the mandate of the current SAB members is extended by one year, until the end of 2024.