LAM and Short Range NWP
Some thoughts from Brussels

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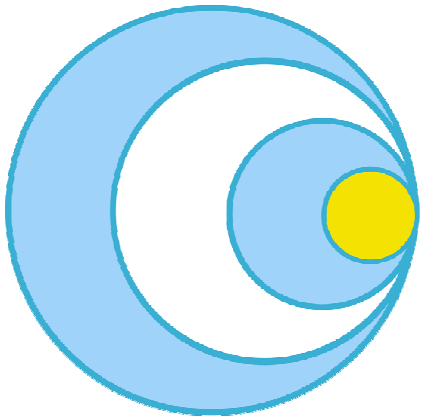
A few thoughts from Brussels

- An update on the EUMETNET EIG and the EUMETNET strategy
- Strategic drivers for LAM/SRNWP
- What will this mean for cooperation in forecasting within Europe?



EUMETNET

The Network of European Meteorological Services

Registered Number 0818.801.249

EUMETNET Members

- EUMETNET has 26 Members and 21 Members have signed the EIG Agreement
- The intention is that the remaining 5 (Croatia, Cyprus, Estonia, France and Switzerland) will join by the end of this year.

EUMETNET Economic Interest Group (EIG)

- On 17th September 2009, EUMETNET Members have set up the Economic Interest Group (EIG) for all EUMETNET activities
- All EUMETNET activities will transfer to the new EIG by the 1st January 2010.
- Allows:
  - EUMETNET to sign contracts with 3rd parties
  - EUMETNET to bid for projects with the EU
  - EUMETNET to employ staff
  - Simplifies bureaucracy

EUMETNET Mission

To help its Members to develop and share their individual and joint capabilities through cooperation programmes that enable enhanced networking, interoperability, optimisation and integration within Europe; and also to enable collective representation with European bodies in order that these capabilities can be exploited effectively.

From draft EUMETNET Strategy

EUMETNET Vision

By 2020 EUMETNET will have enabled its Members to provide a cost efficient, world-class, shared infrastructure that is significantly more interoperable and integrated with shared basic services. These improvements will enable Members to better fulfil their official duties, enhance their individual capabilities and provide a basis for Members to deliver, collectively, joint public information services at the level of the EU and the EEA.

From draft EUMETNET Strategy

Strategic Goals

The following are the 3 strategic goals of EUMETNET over the next 10 years:

1. Improving efficiency of EUMETNET elements of the EMI through EUMETNET programme activity, and by moving towards shared services where appropriate.
2. Investing collectively through EUMETNET in science, technology and skills for the future.
3. To be an essential partner for EU/EC, whenever the implementation of EU policies require capabilities and services from the meteorological community.

What is a ‘shared service’?

“Shared Services” refers to the provision of a service by one or more Members of EUMETNET, or in some cases shared out-sourcing of a service to a 3rd party (e.g. ECMWF). The shared service will be made available to the whole of EUMETNET, although at first, not all may be ready to use the shared service. The aim is to reduce unnecessary duplication and provide opportunities to Members for improved efficiency in infrastructure and in turn, services to end users. Thus the requirements, funding and resourcing of a shared service will need to be coordinated and the responsibility for managing the delivery of the service given to a single authority (one Member or a consortia of Members) within EUMETNET (note this does not mean in Brussels but at a location within EUMETNET). The key is the idea of 'sharing' within EUMETNET.

Some questions that arise from the strategy

What would a shared service look like for LAM/SRNWP? Do we have any ideas?

The modelling consortia are a kind of shared service but the funding and resources are not pooled.

What would we do differently if one of the consortia pooled all its funding in to one budget – how would it be spent?

What would the European ‘road map’ be for LAM/SRNWP?

Who would develop it?

Who would deliver it?

Single European Sky & SESAR

- Call for Expression of Interest has been received
- Bid team developing our response (due by 29th Oct 09)
- 3 phase procurement – contracts placed later in 2010
- Contract will be for R&D to develop the future meteorological services needed for the SESAR Air Traffic Management System
- SESAR and the US equivalent (NextGen) will transform aviation meteorology

EUMETNET
European Meteorological Services Network

So what are the key strategic drivers (not scientific or technical) that will affect LAM/SRNWP?

Obvious drivers:

- Cuts in funding for NMSs and their core mission
- Escalating costs of HPC resources (supercomputing, mass storage, space, power costs)
- Reducing the cost of conventional observations
- Increasing types and volumes of new observational data (space and surface based)
- Increasing demand for higher precision forecasts with higher frequency (real time) updates

So what are the key strategic drivers (not scientific or technical) that will affect LAM/SRNWP?

Less obvious drivers:

- The move towards climate services
  - Climate models becoming more ‘operational’ will require expertise from the operational NWP community
  - The horizons of NWP and Climate models are converging
  - Increased funding?
- SESAR
  - Seamless global, regional and aerodrome models with real time updates direct to aircraft
  - Need for uncertainty information in all resolutions
  - Increased funding for R&D – reduced funding for operations?
- The ‘European’ factor
  - Growing interest in the EU and EC in meteorology and climate
  - Desire to see a ‘European’ meteorological and climate contribution to EC initiatives

So where does this leave us?

- Likely to lead to more collaboration and cooperation
- With a stronger European strategy and a road map for forecasting and LAM/SRNWP
- More resources than we have now – possibly from EU or aviation funds (but only to do extra things)
- New requirements (e.g. climate services and aviation services) will require stronger active cooperation with the climate and observing areas of EUMETNET

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