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Issue No 110 July/August 2024

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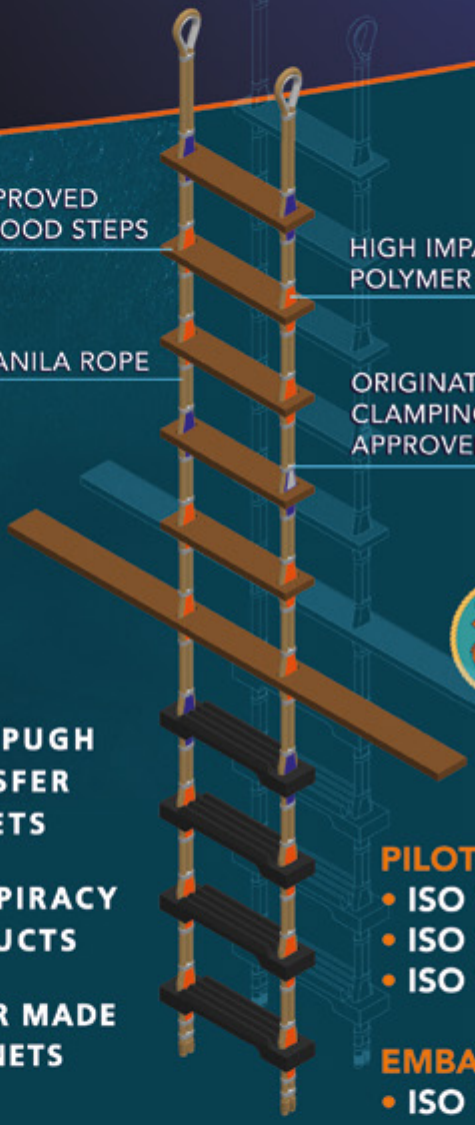

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Next issue

The September/October issue of Ship Management International magazine (SMI 111) wil feature special country reports on Panama, including changes following the election of a new President in May, and Malta.

To coincide with this year's Crew Connect event, there will also be a focus on lead crewing nation The Philippines, as well as in-depth coverage of Crew Welfare & Crew Management.

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Issue 110 | July/August 2024

STRAIGHT TALK

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Wind propulsion and other 'easy wins'

The clock is ticking on energy transition, not only to the goal of net-zero around mid-century but also to IMO's intermediary milestones or 2040 and before that 2030. Shipping's self-declared 'decade of change' is almost at the half-way mark.

A noticeable mood change seems to have set in. Bold talk of fossil-free alternative fuels of the future has given way to more pragmatic considerations of the here and now, prompted no doubt by new fuel consumption and emission metrics such as CII, EU ETS and FuelEU Maritime, with carbon taxes not far behind. The current bonanza in rates fuelled by disruptions such as the Red Sea crisis and geopolitical conflict, are also serving to focus minds on the present.

Then there's a growing realisation of looming cost and availability issues surrounding future alternative fuels, even once technical, regulatory and safety obstacles have been overcome.

Little wonder then that ship operators are choosing 'easy wins' such as wind-assisted propulsion - as the Technical report in this issue examines - and advanced hull coatings or even air bubble lubrication to reduce friction through the water. Such ideas were thought fanciful and of peripheral value just a few years ago but now have become 'normalised' and a vital commercial assist, claim their advocates.

Plus there's the continuing popularity of LNG to power large newbuildings, notwithstanding it still being a fossil fuel with only slightly lower (15-30%) carbon emissions, and here Maersk's hedging its bets on methanol and choosing LNG for some of its latest newbuilds, as well as enginemaker MAN's re-joining of the SEA-LNG promotional body, is seen as significant.

All of which shows the shipping industry is opting for mere incremental improvements in its carbon footprint, critics might say - but improvements nonetheless in a hard-to-abate sector. ●

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LISW25 and Inmarsat to establish Working Group on Maritime Technology Innovation

London International Shipping Week 2025 (LISW25) and Inmarsat Maritime, a Viasat company, have unveiled a new initiative to drive innovation in maritime technology in the lead up to next year's event.

The Maritime Innovation Technology Working Group, which will be chaired by Ben Palmer OBE (pictured), President of Inmarsat Maritime, will pool collective expertise to address some of the most pressing challenges facing the maritime sector. Harnessing innovation and technology, the group is scheduled to begin its work in early autumn, following the appointment of its members this summer.

Working group outcomes will be presented during the LISW25 Headline Conference, underscoring London's status as a key maritime cluster and a central player in driving forward maritime innovation and the global shipping agenda.

The LISW25 Headline Conference will be hosted at the London headquarters of the International Maritime Organization, symbolising Inmarsat Maritime's heritage and the strong connection between the two organisations. LISW25's Diamond Sponsor Inmarsat was founded by the IMO in 1979 to develop a satellite communications network for protecting lives at sea.

Ben Palmer (pictured), President, Inmarsat Maritime, commented: "Collaboration is essential to maritime innovation and Inmarsat Maritime is committed to leading the charge alongside other forward-looking organisations championing London's influential role in global shipping. The Maritime Innovation Technology Working Group will make a significant contribution to shaping the future of our industry through innovative solutions and partnerships."

Llewellyn Bankes-Hughes, joint CEO and co-founder of LISW, welcomed Inmarsat Maritime's support: "The shipping industry is undergoing a digital transformation at a pace never before experienced. Having the support of Inmarsat Maritime's innovative approach and deep-seated knowledge will generate cutting-edge discussion, both in our working group and during the week of key industry events."

For the latest LISW25 information please visit the website: www.londoninternationalshippingweek.com

Separately, Inmarsat Maritime has just published a new report entitled 'The Digital Wave: Transforming Vessels into Floating Offices and Remote Homes', which examines how crews and shore-based teams are using digital technologies today – and the connectivity they are relying on for both work and leisure time (see also pp.61-66).

In compiling the report, co-authored by maritime technology research company Thetius, Inmarsat surveyed approximately 60 ship owners and operators on their current and anticipated use of digital technologies. The report is downloadable from the company's website.

As a response to the maritime industry's evolving digitalisation requirements, Inmarsat has also just launched new high-speed service NexusWave that will facilitate the transformation of ships into seamlessly connected, high- performing floating offices. The fully managed connectivity service is underpinned by a bonded multi-orbit network, integrating multiple high-speed networks in real time – Global Xpress Ka-band, low-Earth orbit services, and as-available coastal LTE – with an additional layer of L-band for resiliency – for fast, always-on connectivity.

NexusWave also includes enterprise grade firewall security trusted by global enterprises and governments, and complete transparency on total cost of ownership with no unexpected charges. ●

Blockchain 'key to carbon insetting', says 123Carbon

Carbon insetting only works with verifiable and transparent data, according to Jeroen van Heiningen of 123Carbon, and blockchain enables energy providers and transport companies to register, verify, manage and allocate their carbon activities in a safe and fully encrypted process.

The shipping industry needs to be able to make investments in carbon reduction projects on behalf of customers, and beyond. And allocate the resulting carbon reductions to organizations wishing to pay for their transportation emissions.

Pioneering energy and transport companies are driving decarbonisation through switching to low-carbon fuels and implementing clean technology. However, they face the challenge of recovering these costs from the end customer. They need a solution to share the cost of carbon reduction projects with their supply chain partners and that solution is called carbon insetting.

The scale of the challenge is not insignificant. The transportation of goods by sea, road and air currently emits 7.3 gigatons of carbon emissions - a major contributor to climate change. This represents over €500 billion at current carbon prices, with shipping representing almost 1 gigaton.

Unlike offsets, insets are externally verified carbon reductions within the transportation supply chain, that can only be used by companies to reduce similar transport emissions within their supply chain. As a result, insets improve the net environmental performance of the transportation industry as a whole.

Carbon insetting is not always conducted with transparency and honesty, and there is exploitation in what is a relatively new marketplace. This means that a verifiable, transparent and comprehensive approach is essential. In many ways, carbon insetting is only made feasible by the digital transition, and blockchain in particular.

Taking 123Carbon's insetting platform as an example, it is built on a powerful climate-neutral and fully transparent public blockchain, enabling energy providers and transport companies to register, verify, manage and allocate their low carbon activities in

a safe and fully encrypted process, compliant with globally accepted book and claim methodologies. This removes inefficiencies, split incentives, 'free-riding' and double accounting.

These insets can then be exchanged with their supply chain partners and other companies within each vertical transport sector that are willing to pay the premium to reduce their transport emissions. Every inset issued represents one verified ton of CO2 reduction and contains all information on the origin, calculation and assurance of the underlying reduction, providing full transparency to the market.

Blockchain allows for a robust, scalable and cost-efficient solution based on globally accepted methodologies that can be further integrated for automated tokenisation and integrated into web portals to improve customer experience.

Every inset issued on an insetting platform represents one verified ton of CO2 reduction and contains all information on the origin of the reduction. This provides full transparency to the market – all under the guidelines of the Smart Freight Centre, the NGO developing the Carbon Insetting Framework.

Netherlands-based Carbon123's work with major players in the maritime industry, such as Chevron, Norden, CH Robinson, and TOKYO-Mitsui O.S.K Lines, Ltd (MOL), shows there is a groundswell of support to enhance and accelerate truly sustainable transport supply chains.

By its very nature insetting is location agnostic; a ship can take on low carbon fuel in Mumbai, and a buyer can buy insets for that delivery's carbon savings when sat in New York, for example. This can only be enabled by insetting being developed from a digital starting point – allowing fuel buyers and sellers from across the global value chain able to participate.

In other words, insetting platforms completely remove the geographical barriers that arise from sourcing through physical supply chains, therefore bringing the supply and demand actors within low-carbon fuel development together, facilitating transaction and driving the agenda towards a low carbon transport sector, says 123Carbon.

Developed collaboratively with the industry, for the industry, 123Carbon's platform is the first independent one-stop shop for carbon insetting, empowering organisations to own, manage, allocate or buy verified CO2 reductions within their supply chain.

Jeroen van Heiningen is a former sustainability consultant at Accenture who also worked a few years with sustainable fuels supplier GoodFuels before launching the world's first independent carbon insetting platform for all the parties that make up the global freight industry supply chain in late 2022.

For more information, please contact: info@123carbon.com

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SHIPMAN 2024: The introduction of pre-management fees

By Mikaela Koni, Senior Claims Executive at ITIC

The recently published BIMCO SHIPMAN 2024 has the potential to prevent claims and prepare managers for issues that can arise before and during the management of the ship.

Before a ship joins a manager's fleet, a substantial amount of time and costs may be incurred in pre-delivery services such as arranging for surveys, attending to the ship or transporting the crew to the handover location. The previous iteration of SHIPMAN did not expressly state that any costs, expenses or actions taken by managers before the commencement and delivery date were covered under the agreement. As such, if there were an error or non-payment during the pre-delivery stage, the manager would have no contractual rights against the owner or other third parties. Such a scenario would have had the potential for large claims, but more importantly, significant losses for the managers.

SHIPMAN 2024 explicitly deals with pre-delivery services. It ensures the managers are compensated and allows clauses covering liabilities and indemnity to apply.

Instead of having an annual management fee payable at the commencement date of the agreement, management fees are separated into an annual management fee payable from the delivery of the vessel, and a pre-delivery management fee at a chosen date by the parties. A ship will normally be considered delivered once the new Document of Compliance (DOC) holder is named on the Class Certificate.

The pre-delivery management fee is intended to cover pre-delivery services provided by the manager. Pre-delivery services are defined as "the services performed by the Managers for and in respect of the vessel prior to delivery". The pre-delivery management fee also remains payable even if delivery of the ship does not occur for any reason, except if it's due to default by the managers. For instance, if there are delays in getting the crew off the ship due to port strikes, this may not be the fault of the manager, and they should still be paid for the service they have provided.

If the owner and manager do not include a pre-delivery fee, the agreement allows for a default of a twelfth of the annual management fee. It further provides that all management fees paid will be without set-off and free of any withholding for tax.

It is vital that a manager is protected from claims in the event of an alleged error. Previous SHIPMAN contracts, which did not extend to pre-delivery, leaving managers unprotected. Prior to SHIPMAN 2024, ITIC advised that pre-management services be carried out under a separate contract. This was a cumbersome route for all concerned. Now, SHIPMAN 2024 addresses this issue and allows limitation and exclusion of liability to be available to the manager. Errors can occur at any stage, including during the pre-delivery services, and now managers are protected against such allegations, even at the pre-delivery stage.

The inclusion of pre-delivery services in SHIPMAN 2024 is a positive update. It addresses previous gaps that previously existed, streamlined the contractual arrangements and has resolved a common issue. The new contract not only shields the manager from claims but also enables them to recover their expenses.

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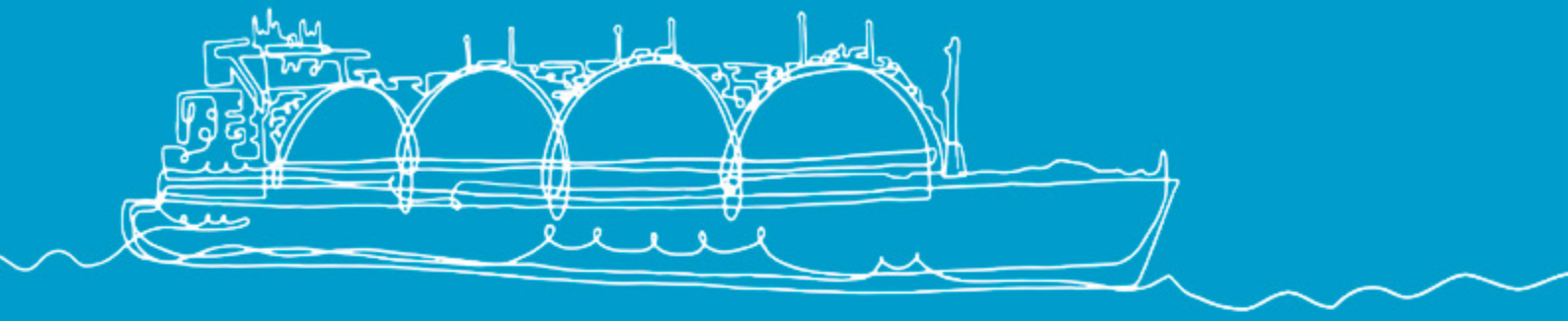

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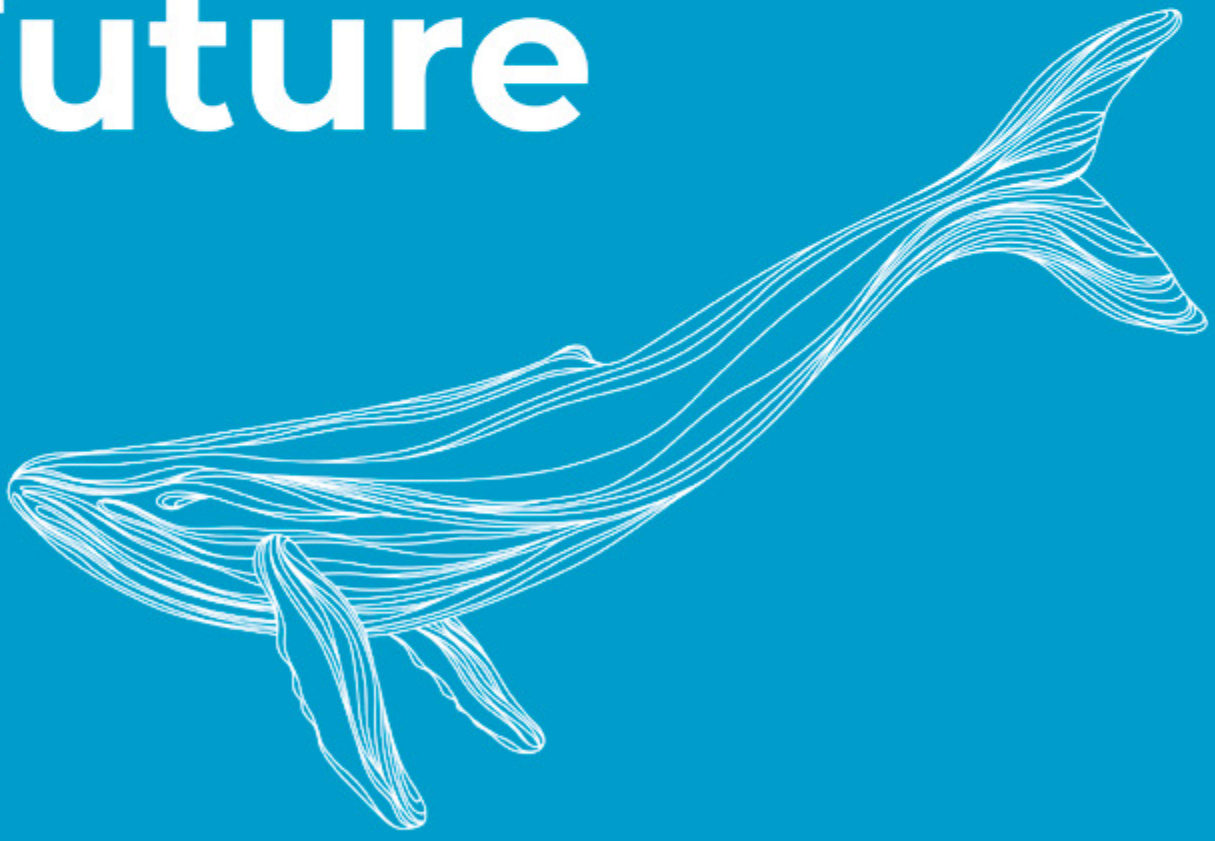

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Expect increased findings with new SIRE 2.0 inspection regime, warns Kaiko Systems

The tanker industry is set to face significant changes with the official launch of the new SIRE 2.0 inspection regime on 2nd September. This updated digital programme is anticipated to increase the number of inspection findings, even for companies with historically strong performance, according to Fabian Fussek (pictured), Co-founder and CEO of Kaiko Systems, a leader in mobile-first ship inspection technology.

It is the first major update from the Oil Companies International Marine Forum (OCIMF) since the original Ship Inspection Report (SIRE) programme's inception in 1993 and it reflects the industry's evolving standards and practices.

SIRE 2.0 places a strong focus on human factors, highlighting their vital importance in the overall efficiency and safety of vessels. This approach encompasses the skills and knowledge of crew members in carrying out essential tasks, conducting operations, performing maintenance, and identifying and addressing issues. However, seafarers' effectiveness can be hindered by faulty equipment, inadequate procedures, or poor working conditions and SIRE 2.0 aims to tackle these issues, providing ships with the means to enhance the reliability and efficiency of critical operations that safeguard vessel safety.

Currently, inspections typically reveal two to four issues per ship, with five or six findings already causing concern among charterers. Under SIRE 2.0, Fussek warns that inspectors may identify as many as 20 to 30 findings per vessel and this potential increase will necessitate careful discussion and adaptation within the industry.

"With the new standards, we're likely to see a significant increase in findings due to human factors, possibly tripling the current numbers," Fussek explains. "This shift will pose unexpected challenges for several companies in the tanker industry, especially as SIRE 2.0 becomes fully operational. Maintaining previously high performance standards might become difficult for some."

Despite many of Kaiko Systems' customers being well-prepared for SIRE 2.0, having invested years in robust crew training and advanced tools, Fussek believes not all operators in the industry are equally ready, with some overconfident in their past SIRE performance, and this disparity may lead to unforeseen challenges.

"When SIRE 2.0 is fully implemented, we anticipate that some operators will struggle to keep up their past records of excellence," notes Fussek.

The complexity of SIRE 2.0 is highlighted by its extensive 1,600-page question library, and inspections will now include direct questions for junior officers and ratings, not just senior officers, ensuring comprehensive knowledge and preparedness across all ranks.

Kaiko Systems' new digital, mobile-first inspection process standardises the questionnaire, guiding inspectors through the vetting procedure with a core set of questions. It has integrated the question library into a self-assessment programme with personalised questions for each rank. The intuitive mobile application allows seafarers to quickly and easily answer hundreds of questions, complete quizzes, and input data points for self-assessment.

Vetting teams also receive a dynamic gap analysis on their SIRE 2.0 readiness, enabling them to provide targeted support where it is needed most. The solution provides real-time insights into fleet conditions, identifies potential risks, and facilitates informed decision-making for ship managers and crew members. Feedback from seafarers has been overwhelmingly positive.

With more than 24,000 SIRE inspections conducted last year, the impact of the new inspection regime will be monitored closely. "We see significant risks ahead, but with the right measures, they can be managed effectively," concludes Fussek.

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When it comes to safety, statistics matter

InterManager Secretary General, Captain Kuba Szymanski, explains why accident statistics are an important element in improving safety for seafarers

Accidents onboard ships are not decreasing. How do I know this? Because InterManager has been collecting industry statistics in relation to certain types of ship-board accidents for several decades. We've collated these figures and recently submitted them to the International Maritime Organization's Implementation of IMO Instruments (III) Committee.

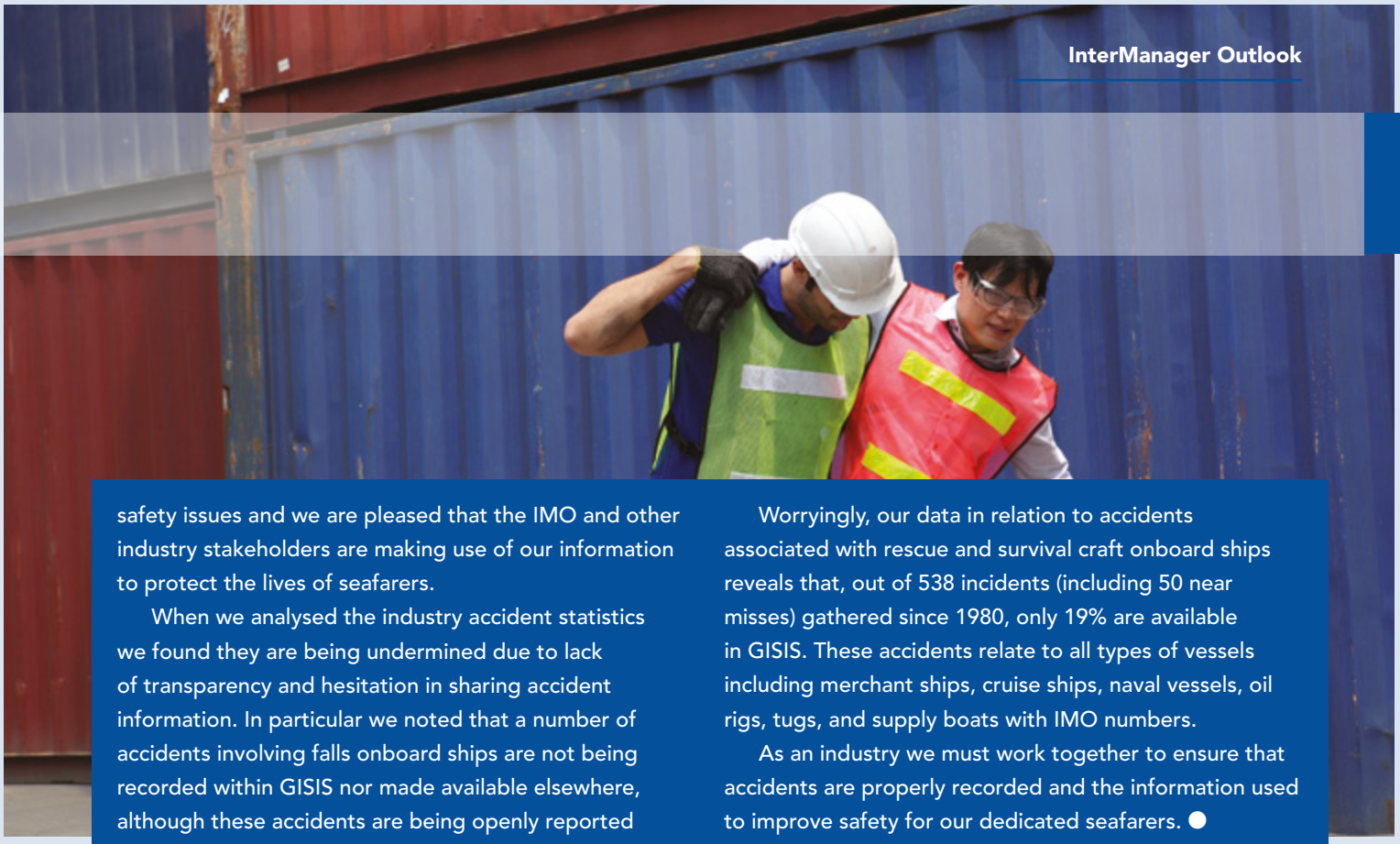
From the statistics we have gathered we can see that the number of seafarers injured in falls has remained fairly consistent year on year, as has the number of injuries resulting from rescue and survival craft accidents. However, the casualty rate for enclosed space accidents has almost doubled.

InterManager's IMO submission provides information and analysis in support of our information documents on enclosed space accidents (ranging from 1996 to 1 May 2024), fall accidents (from 2012 to 1 May 2024), and accidents involving rescue and survival craft (from 1980 to 1 May 2024).

We've used a variety of verified data feeds to obtain this information on accidents onboard ships. I would like to highlight an area of concern – delays or failures in reporting accidents to the Marine Casualties and Incidents (MCI) module of the Global Integrated Shipping Information System (GISIS). There is often a significant lag between accident occurrence, its investigation, and the report being uploaded into GISIS. We feel strongly that this unwelcome lag could be decreased, or indeed eliminated.

Why does this matter? Prompt reporting of accidents assists regulators to review procedures, improve safety and minimise accidents. Safety is very important to InterManager members and developing an effective safety culture is one of the central pillars of our General Principles of Conduct and Action.

Collating accident statistics on behalf of the industry enables us to proactively assist on a number of core



safety issues and we are pleased that the IMO and other industry stakeholders are making use of our information to protect the lives of seafarers.

When we analysed the industry accident statistics we found they are being undermined due to lack of transparency and hesitation in sharing accident information. In particular we noted that a number of accidents involving falls onboard ships are not being recorded within GISIS nor made available elsewhere, although these accidents are being openly reported and recorded on ship type-specific websites and within regional media. We also uncovered a number of enclosed space accidents in ship repair yards which are not currently required to report to GISIS.

Worryingly, our data in relation to accidents associated with rescue and survival craft onboard ships reveals that, out of 538 incidents (including 50 near misses) gathered since 1980, only 19% are available in GISIS. These accidents relate to all types of vessels including merchant ships, cruise ships, naval vessels, oil rigs, tugs, and supply boats with IMO numbers.

As an industry we must work together to ensure that accidents are properly recorded and the information used to improve safety for our dedicated seafarers. ●

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First Person

Dr Gaby Bornheim, President of the German Shipowners' Association (VDR)

Dr Gaby Bornheim, holder of a doctorate in Law, has the distinction of being the first woman to hold the position of President of the VDR in the 114-year history of the German shipowners' association, which today numbers some 150 members.

She is also longstanding Managing Director of Hamburg-based Peter Döhle Schiffahrts-KG, one of Germany's largest shipping companies, founded in 1956, Today the family-owned firm controls a fleet of around 600 vessels, mostly modern containerships but also bulkers and multipurpose vessels.

"Like their European and international counterparts, German shipowners are confronted with three principal challenges," Dr Bornheim tells SMI in her capacity as VDR President. "Fleet decarbonisation, geopolitical tensions impacting maritime trade, and the growing sentiment of de-globalisation."

Addressing the first of these, fleet decarbonisation, she says that "Achieving climate-neutral shipping by 2050 is a monumental task. The German shipping industry's vision, in line with the IMO Greenhouse Gas strategy, is to achieve zero CO2 emissions by 2050, dependent on advancements in fuels and propulsion systems. The primary hurdle remains to ensure the global availability and affordability of low- and zero-carbon fuels.

"This challenge cannot be borne by shipping alone," she continues. "German shipowners do their part and are actively engaged in various initiatives with industry stakeholders to chart a viable course towards zero CO2 emissions. Other stakeholders now need to follow, namely fuel suppliers, ports and infrastructure providers.

"Additionally, integrating regional climate protection initiatives, such as the European Emissions Trading System (EU ETS) and FuelEU Maritime legislation, with the global measures taken by the IMO, will remain a significant challenge for the years to come. The key concern is preventing double counting and pricing of shipping's CO2 emissions. There

is also scepticism in German shipping about the IMO CII system's operational efficiency indexing for individual ships due to its inaccuracies and potential market distortions. A revision of the CII metric is urgently needed.

"Decarbonisation is critical as global reliance on shipping intensifies," the VDR President goes on to say. "German shipping, boasting one of the world's largest merchant fleets, is vital for global trade, especially amidst the many geopolitical tensions that adversely affect maritime commerce. To name but one, the ongoing illegal attacks on ships in the Red Sea and unlawful detention of vessels and crews are unacceptable and directly threaten the freedom of navigation. We thank the many nations and especially the German government and its navy for their strong commitment to defending rules-based international order and to holding malign actors accountable for unlawful seizures and attacks.

And on that third challenge, Bornheim comments: "In response to the global rise in de-globalisation sentiments, VDR and its members underscore the significance of international trade and interconnected global supply chains. Our strategy emphasizes advocating for open trade policies, investing in innovative technologies to enhance efficiency and sustainability, and strengthening global partnerships. Through proactive engagement and adaptive strategies, the German shipping industry strives to sustain economic progress and global connectivity."

At end-2023, the German merchant fleet comprised a total of 1,800 ships, slightly down on the previous year's tally of 1,839, but gross tonnage was up from 44.8m GT to 47m GT. This means Germany remains the seventh largest shipping nation in the world and the leader in container shipping, with 29m GT, still just ahead of China with its 28.1m GT.

Maintaining a robust merchant fleet within the country is, and continues to be, of paramount importance for Germany, believes the VDR, with the encouraging end-2023 figures highlighting the stability of the German merchant fleet. At the same time, this makes it critical to continue attracting quality talent into German shipping and the association says it is heartened to see that the number of new training contracts in the industry has increased by about 115 compared to the previous year, with 418 young people starting training at sea in 2023 compared to the previous year's 377, and 214 on land, up from 192.

"The future of our shipping sector hinges on the skills and enthusiasm of well-trained young individuals," says the VDR President. "Their contribution is essential for advancing and future-proofing shipping in Germany. It is encouraging to see a growing interest among the youth in pursuing careers in the shipping industry. We remain committed to drawing young talent to maritime professions, reinforcing the notion that shipping is an attractive and promising field of work."

In addition, Bornheim is pleased to note that the percentage of women in the German shipping industry is rising. On the occasion of this year's International Day for Women in Maritime on May 18, the VDR reported that 7.1% of the socially insured employees on board the German merchant fleet were female, compared to 5.8% in 2022 when the IMO-initiated Day was first introduced.

"It's a slow but steady progress," she emphasizes. "This is a positive development. With a female share of over seven percent, we are significantly above the average international female representation in shipping of about two percent. But we are far from where we want to be. There is an obvious imbalance when only a single-digit percentage of sailors are female in a population that is roughly half female. We need to increase this share. I will continue to advocate for gender diversity in our industry."

In 2022, out of the 6,927 socially insured employees in Germany, 400 were female on board the German merchant fleet. In 2023, there were already 485 women out of 6,964 employees (7.0%), and this year there are 490 women out of 6,952 employees (7.1 %). Women on board work for example as captains, nautical or technical officers, or ship mechanics.

"It's gratifying to see that in recent years, increasingly talented and dedicated women have managed to overcome stereotypes and establish themselves in the maritime industry," concludes VDR President Dr Gaby Bornheim. "The maritime world is not reserved for men." ●

Dr Bornheim with VDR CEO Dr Martin Kröger

Germany remains the seventh largest shipping nation in the world and the leader in container shipping

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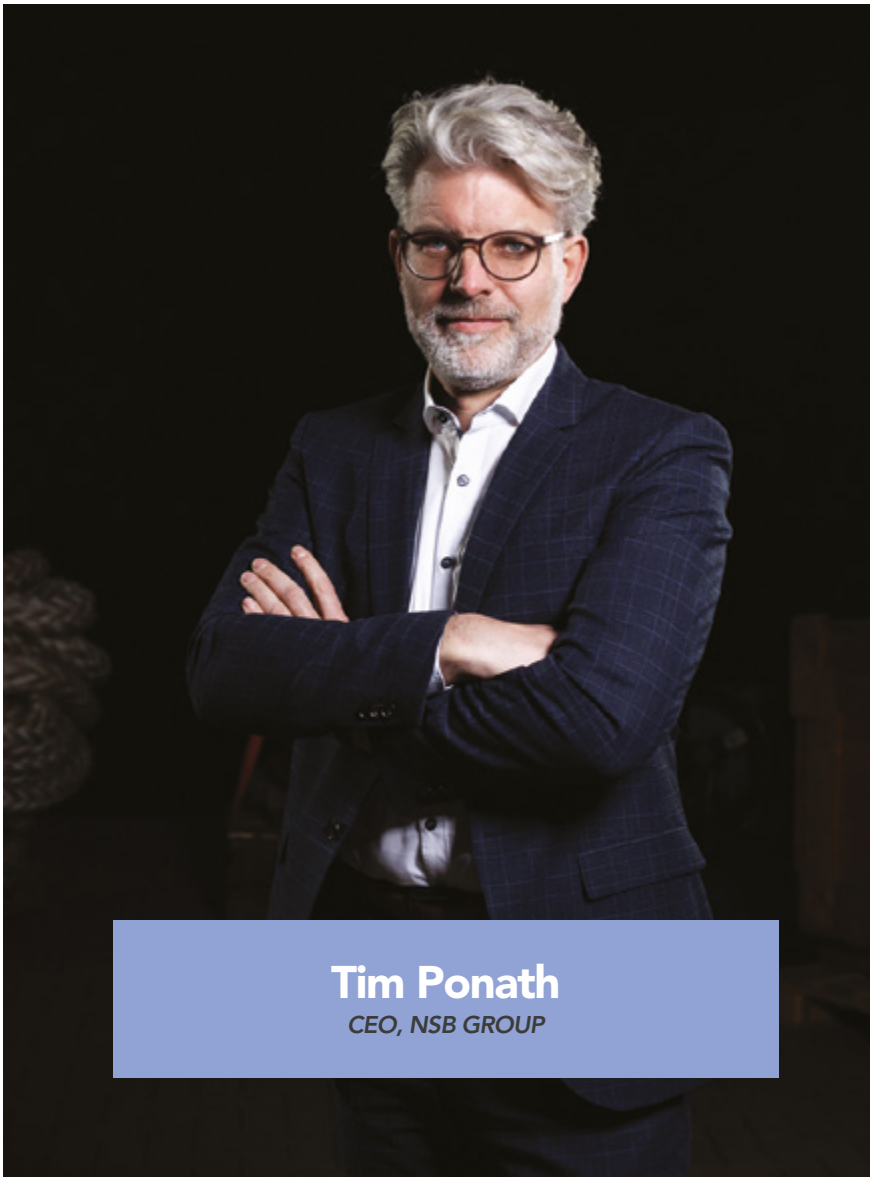
How I Work

SMI talks to industry leaders and asks

What motivates them and how they deal with the rigours of the shipping industry



Tim Ponath, head of Germany's NSB GROUP (Niederelbe Schiffahrtsgesellschaft mbH & Co. KG), is redefining the standards of ship management and maritime services. In an industry where bigger often means better, Ponath believes in a different approach – one where quality, innovation, and a personal touch make all the difference.

Based in Buxtehude, near Hamburg, this family-owned company sees itself as an integrated partner, offering maritime services that foster close, personal relationships with clients. "Establishing and maintaining a personal relationship means certain sizes will limit this customer experience," Ponath explains. NSB prefers to manage around 75 vessels with an upper limit of 100, ensuring the highest quality of service. "It is by staying nimble and innovative that a company like NSB GROUP can remain successful and stay ahead of the pack," he believes.

NSB GROUP's commitment to quality is evident in its meticulous approach to fleet management. By limiting the number of vessels under its care, the company can focus on delivering exceptional service. "You can compete in different ways," Ponath muses. "Serving our clients mainly from our office in Germany, you can hardly be a cost leader, therefore you need to convince with quality."

A testament to this commitment is NSB's early recognition of the importance of data and the implementation of a robust database structure well before it became industry standard. This foresight enables NSB to offer value added services based on a decade's worth of invaluable data, e.g., vessel performance monitoring. "Pioneering innovative solutions to realize future demands of marine transportation has always been part of our DNA," Ponath states.

NSB GROUP's reputation for innovation is built on its proactive approach to technology and problem-solving. A standout example is the company's project in 2015-2016 to widen three 4,900 TEU vessels to 6,300 TEU. This involved increasing the ship's beam from 32 metres to nearly 40 metres, converting panamax vessels into neopanamax ones. This

project not only extended the vessels' commercially viable lifetimes but also won several industry awards.

In 2020, Ponath tasked a bright young graduate with developing an autonomous ship manager, leveraging NSB's collaborations with German universities and their existing expertise in process automation and AI technologies. This initiative led to the creation of a separate data company in 2022. "You hardly find that anywhere else with managers our size," Ponath notes.

NSB GROUP is poised for growth, driven by a strategy that emphasizes flexibility and quick decision-making. The company's willingness to invest in start-ups and innovative technologies is a key part of this strategy. "We're very open to innovation and being a 'revenue angel' if it improves our business. Again, we have been very ahead of our time in streamlining our processes," Ponath explains.

The company's forward-looking approach is also evident in its Maritime Training Center's introduction of a Ship Handling Simulator back in 2007. Recently modernized, the simulator is now open to third-party customers, reflecting NSB's commitment to industry-leading training and development.

Beyond business, Tim Ponath is a keen advocate for marine conservation. Since 2021, he has served as an Ambassador for Eyesea, a global initiative for mapping marine litter pollution. Crews aboard NSB-managed ships are encouraged to photograph floating plastic and other litter. NSB also is contributing to a global database.

Ponath himself admits that he's forever interrupting family walks along the beach whilst on holiday to stop and photograph and collect pieces of litter. Even diving doesn't stop him from collecting plastic from the sea.

NSB also supports a project dedicated to the preservation of endangered sea turtles, helping protect a species threatened by ghost nets and plastic pollution. Crew members participate in regular beach clean-ups in places like India and the Philippines.


PHOTO: © Private

"Marine conservation is close to my heart," Ponath says. "It's a tremendous problem and as a shipping company, we should have a special responsibility. We as a maritime industry need to understand our role in this."

NSB GROUP, under the leadership of Tim Ponath, exemplifies the integration of quality, innovation, and environmental stewardship in the maritime industry. By staying true to its vision – "Being the integrated partner of likeminded market players, pioneering innovative solutions to realize future demands of marine transportation" – the company is not only ready for growth but also set to lead the way in shaping the future of marine transportation.

Through a combination of personal client relationships, cutting-edge technology, and a deep commitment to sustainability, NSB GROUP is navigating the waters of the future with confidence and clarity. As Tim Ponath aptly puts it, "Before it was about size and the big eating the small, now it's a case of the quick swallowing the slow." NSB GROUP is certainly proving itself to be both quick and innovative, ready to embrace the challenges and opportunities of tomorrow.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SITA to bring revolutionary aviation IT solution to the maritime industry

SITA, the global leader in technology solutions for the air transport industry, is bringing globally trusted transport technology and innovation to the maritime sector to revolutionise and drive it forward just as they do in the air transport sector. An initial agreement with the Columbia Group will kick-start this journey to accelerate digitalisation across the whole value chain.

Julian Panter

SmartSea, powered by SITA, has set out to digitise the maritime industry by transforming the maritime digital ecosystem through the development of a state-of-the-art integrated maritime management platform (CMP) and the establishment of a broad portfolio of services both onboard and ashore. With over 75 years' experience in the air travel industry, SITA's entry into the market will accelerate implementation of technology within the sector, helping businesses to streamline their processes and establish more efficient operations.

CSM said it was delighted to be one of the first clients of SmartSea as it enters the maritime market, enabling it to access end-to-end IT services across the full suite of onshore and offshore technology requirements.

Julian Panter, CEO of SmartSea, said: "SITA's launch of SmartSea and our first agreement with CSM marks a strategic step both in terms of SITA's wider growth strategy as well as the digitalisation of the maritime industry. Alongside myself, I am delighted to have the talent and knowledge of our COO, Marinos Yiangou, who has worked with CSM for 15 years and Drew Griffiths, our CTO, who has joined us from SITA, having held the position of Senior Vice President."

Talking about expanding into maritime, Mr Panter added: "The maritime industry has been working hard to elevate itself to the levels of the automotive and aviation industries, from a technology perspective, and the inclusion of SITA to that effort will dramatically fast track the industry enabling maritime to catch up with these sectors. SmartSea will be the platform that will bring the latest technology from aviation (SITA) to the maritime industry, which I am massively passionate about."

SmartSea is one of the only companies offering a one-stop shop solution built on solid foundations and proven methodology flying in the aviation industry, by working towards a data-driven world redefining the standard of maritime operations. Modules in its iMMS, range from crew management, planned maintenance and insurance to operations and inspections.

Mark O'Neil, President and CEO of the Columbia Group, said: "I am thrilled to be working with SmartSea as it brings its extensive experience and innovative aviation technology to the maritime industry. Through working with SmartSea, we will be able to offer maritime stakeholders a complete onshore and vessel-based IT systems solution, which will dramatically improve efficiency, safety, and sustainability. Utilising this technology will

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revolutionise the industry and drive forward digitisation and bring us in line with other technologically advanced industries."

SITA serves 95% of international destinations in the air travel industry, and over 2,500 airlines, airports, ground handlers and governments all working closely with the company. More than 70 governments and all G20 nations trust SITA solutions, and 85% of international air passengers globally benefit from SITA digital border solutions. SITA's undeniable role in transforming the air industry and shaping it into what it is now is the strongest proof of the value SITA can provide to the maritime sector though SmartSea.

Cybersecurity is another area where aviation technology can make a profound impact. The aviation sector's more advanced cybersecurity protocols can be adapted to protect maritime digital infrastructure from ever-evolving cyber threats, safeguarding the integrity and security of critical systems.

According to Mr Panter, technologies used in aviation can help to advance passenger experiences in and around cruise and ferry operations, such as unified booking and check-in systems, integrated check-in processes that allow passengers to check in for their flight and cruise simultaneously, reducing the need for multiple check-ins, and implementing solutions that automate the transfer of luggage from the airport to the cruise terminal and vice versa. This could involve RFID tracking and coordination with airlines, airports, and cruise operators.

"There are many other pieces of technology which I think we can all recognise are transferable, just by aligning our experiences when travelling by air versus what we see that currently exists in the maritime sector today.

"These technological advancements are not just speculative; they are tangible and achievable. The maritime industry already boasts impressive technology providers, but the key challenge, as identified in discussions with key stakeholders, lies in the fragmented nature of these solutions. Most operate independently, creating barriers to integration and slowing down progress," he said.

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Raising the bar on cybersecurity

The newly launched International Maritime Cyber Security Organisation (IMCSO) is promising to elevate the standards of cybersecurity risk assessment and readiness. ***Felicity Landon talked to CEO Campbell Murray.***

The IMO has mandated that cybersecurity must be incorporated into a ship's ISM Safety Management System – and that the measures implemented must be audited. But who is carrying out the assessments, and against what standards? The International Maritime Cyber Security Organisation (IMCSO) has devised a certification programme for security consultants and professional register which it says will deliver the clarity needed for shipping organisations to select, with confidence, experienced personnel.

The need is great, says CEO Campbell Murray. "When the IMO finally released an edict to address cybersecurity, this created a lot of spin-off industries claiming to be able to solve maritime cybersecurity issues, claiming to be able to take on assessments on ships or ports, but there was no standardisation or uniformity," he says. "Some were good, but others were questionable in terms of the value they added."

The result, he says, is a negative knock-on effect for port authorities and others. One ship may provide a very sensible assessment – another might hand over 300 pages of convoluted information in a language not understood in the port. "Port authorities have to assess the risk on any ship coming into their port – are they up to classification requirements, have their crew been trained, should this ship be allowed to connect to the port's systems? This is causing confusion and delays, because the assessments are so varied in quality and the way in which they are being carried out."

He emphasises that establishing actual standards for cybersecurity is the job of IMO or IACS: "Our purpose is to provide the guidelines, methodology and standards for companies engaged in delivering cybersecurity assessments for ports and ships, so the output is more consumable globally and we can look at one report or another and rate the risks in a sensible and well-defined manner, as we have in other areas – aviation, automotive or IT – for decades."

Unfortunately, as he notes, cybersecurity is a landscape characterised by multiple changes and new potential risks every day. "Certifying anyone as safe is a slippery slope. They might be safe in the morning but not in the afternoon. We are talking about the risk report – these are the issues, what you need to do, what we recommend, how you should address these risks. For the reader [of the assessment], this would give an overview of the type of risks, so the classification society or port authority can make an informed decision. At the moment, they are receiving a very mixed bag with no commonality between them."

The role of the IMCSO, an "international project with international support", is to enable companies conducting cybersecurity assessments "to do so under a common framework and methodology, with a common, uniform output", says Murray. "We know what we want to do and what the market requires. I have been involved in creating such schemes in the past [in other sectors]. We are taking a very community-focused approach to how we deliver this."

As well as a certification programme for security consultants and a professional register, the IMCSO will validate report outputs to ensure consistency and hold these reports on a central database, to be made accessible to authorities and third parties that need to determine the risk status of a vessel.

There is a 'supply/demand chokepoint' when it comes to maritime cybersecurity, says Murray. "We have a large number of cybersecurity consultants globally; they are experts in cyber but can't demonstrate maritime expertise. To help consultants address that gap, we will introduce an exam to test their knowledge on ships' systems, regulations and international law."

He adds: "I am a ship's captain. If I go onboard and the captain asks – 'who are you?', I can get out my Certificate of Competence. Not every cybersecurity expert has that background – but if they can show that they understand which bits of the ship are called what, and understand the maritime risks, that is going to increase the body of cybersecurity professionals available to the maritime industry longer term.

We appreciate that there is a shortage at present, and it is difficult to get a certified and verified maritime cybersecurity consultant to come and do your assessment. We are seeking to address this."

The IMCSO is discussing with university partners how to certify these professionals longer term, says Murray. It is quite common that consulting businesses take on work that they don't have experience in, where they don't know what they are looking for and don't know how to test the systems in question or how to operate them properly in order to find the flaws and vulnerabilities in terms of outdated software, he says. "I have seen reports give a fully clean bill of health and three months later another consultant who is competent tells a very different story."

All of this is against the background of rapidly changing maritime industry. As well as driving consistency and quality of assessment of maritime cybersecurity, the IMCSO will lay the foundations on which to build, as more autonomous and complex systems come into play, says Murray. "We are on the cusp of a new generation of shipping which will be seriously interconnected. We are seeing autonomous projects and a lot of shipping companies developing solutions which require ships to be highly interconnected. That increases exponentially the attack surface of each individual ship and each network operating them. As we connect more and more devices, this simply increases the entry points and opportunities for a cyberattack."

In the end, cyber security is a game of cat and mouse. "We will never eliminate the risk. The wider cybersecurity philosophy has become to mitigate. It's about reducing and monitoring all the time and becoming a harder target than the ship next to you."

As he says: if your windows and doors are locked and you have a dog at home, but your neighbours' windows are wide open, there are no prizes for guessing which house the burglar will opt for. "Don't leave your windows open."

IMCSO

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AI set to revolutionise training… but human intervention still needed to reduce risks such as cyber attack

Training courses will need to adapt and evolve to face fresh challenges as new technologies emerge such as the advancement of AI technology, says ***Stream Marine Group****.*

As the use of AI starts to sweep across the industry with companies looking at how the technology can revolutionise life onboard and onshore for maritime personnel, CEO of Stream Marine Group Martin White believes training will need to adapt to ensure seafarers are equipped to deal with the new challenges utilising the technology will bring.

Issue such as cyber crime, misinformation and the importance of the human element will all need to be addressed in future training courses, Mr White says.

Stream Marine Group is a world leader in safety courses for the maritime industry with complementary training that goes across Oil & Gas, renewable and wider energy sectors, through its traditional training division Stream Marine Training, as well being a global leader in alternative fuels, technical training and consultancy.

Mr White said: "AI is advancing at a revolutionary rate and I think over the next five years it will be able to become personalised for the individual. At the moment remote learning is very generic as you have the training courses set out online for you to complete. But everyone is different and everyone progresses at different rates and needs different tools to succeed. I can see AI developing so that it can predict these trends in individual seafarers and adapt its training capabilities."

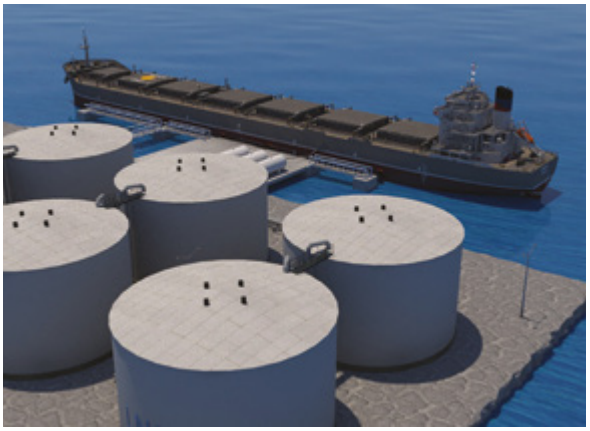
Mr White added that training course offerings will need to adapt to include all the challenges and risks using technologies such as AI will bring.

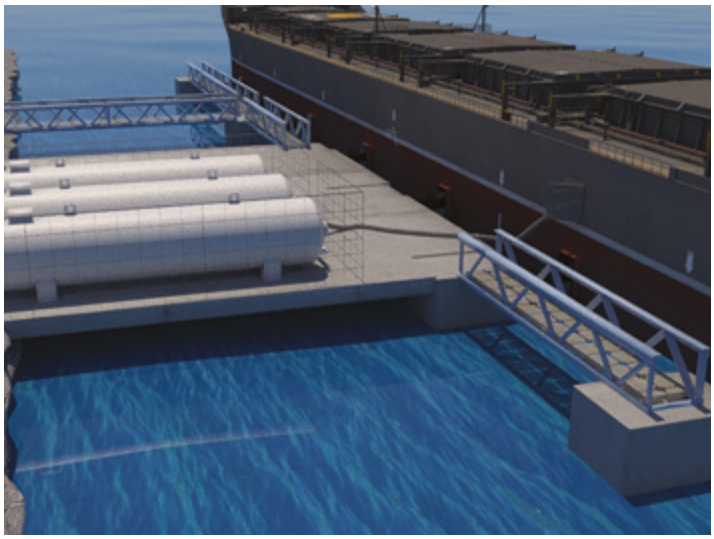
"I think AI will bring a huge range of benefits, such as reduced workload for seafarers and more individualised training, but we need to be aware of the risks it poses as well. AI is still in its infancy and isn't aware of its parameters yet. Human intervention is still an important factor. There is a danger that seafarers and companies may think training isn't as important if you have AI tools to reply on. But seafarers still have a big role to play. For example, you are also leaving yourself open to a higher risk of cyber attacks, where hackers could provide misinformation to throw a vessel off track or into immediate danger. It is going to be important for companies to provide training on these challenges and the importance of the seafarer being able to identify when they might be at risk."

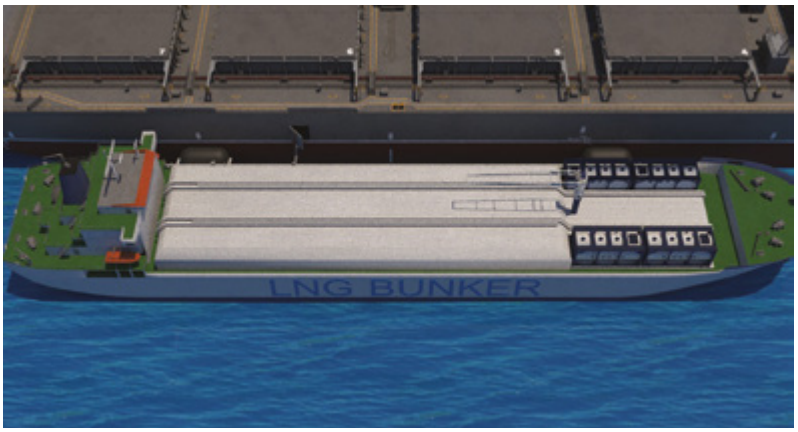
As decarbonisation continues to lead the shipping agenda with companies around the world looking to see how they can ensure they will be meeting the IMO's green shipping goals and transitioning to using new fuels on their vessels, Stream Marine Technical, since 2017 been one of the first providers to train seafarers in alternative fuels.

Over the course of this year, they have seen a rise in companies coming to them seeking their expert advice and guidance on how they can be prepared for the transition through its training and consultancy services. SMT can help identify gaps in their strategies and provide operational support to onboard decarbonisation strategies.

SMT is currently offering a range of new fuels training courses, including battery and fuel cells training; STCW training for Service on Ships using Fuels covered Within IGF Code; awareness training in methanol, ammonia and hydrogen; and battery fire awareness.







The consultancy service is privileged to have been selected as one of the first operational safety consultants to be involved in the world's first hydrogen powered ship as well as the first ammonia trials, allowing them to gain specialised knowledge and insight.

Mr White believes the industry is now starting to gain momentum as it heads towards the IMO's 2050 carbon emission goals.

"The challenge at the moment is cost and availability of new fuels, coupled with the lack of information over which fuel will the best fuel to use. I would say there is no leading fuel coming into the market yet. There has been success for LNG and we are seeing increasing usage of methanol as it comes onto the market. The first ammonia and hydrogen exercises are starting to come to life, and we are excited about new technology surrounding carbon capture and fuel cells to stop hydrocarbons going into the environment."

He added offering training for these fuels is not a one size fits all approach and it is important training courses are tailored to a company's specific needs.

"Each fuel comes with different ways of using them and different safety practices. It is important companies look at the specific training needs of their crew. Stream Marine Technical can identify gaps in training and highlight where further training is needed. It is essential the world's fleet is trained in these new fuels to not only protect lives of our seafarers but also protect the vessels and the cargo onboard. We are looking to having to retrain more than 800,000 seafarers in new fuels which is a big challenge and we are proud to be offering world-first training to seafarers in hydrogen and ammonia."

Martin White,
CEO of Stream Marine Group

Another big challenge the industry is facing is the risk that battery fires pose on board car-carriers and vessels that are transporting battery-powered cargo.

"There are a number of incidents that have already occurred in car carriers and ferries due to battery fires and it still poses an enormous risk. It is a growing problem that is not resolving itself. Battery fires are completely different to traditional fires and there are no basic requirements for the training of these fires yet. They are complex and it is important to have basic standards of training in place to ensure the safety of crew should a fire arise," Mr White added.

Maersk tie-up to boost German liner giant

The impending Gemini Cooperation between two of the world's top five largest liner companies, Copenhagen-based Maersk and Hamburg's Hapag-Lloyd, due to take effect from February 2025 subject to the necessary regulatory approvals, promises a major reset of the container shipping market, altering Germany's liner landscape in particular.

The operational tie-up, where Maersk will control 60% of combined tonnage and Hapag-Lloyd 40%, came as something of a surprise when announced in January this year, following Mediterranean Shipping Company's (MSC) announcement the year before that it would be quitting its 2M alliance with Maersk in 2025. Having pulled ahead of Maersk as the world's largest line a couple of years earlier, MSC had since consolidated that position with a slew of newbuilding orders and clearly felt it could better 'go it alone'.

Context for these changing partnerships was of course the liner bonanza that set in from 2021 onwards as a result of disruptions caused by the pandemic, with sky-high ocean shipping rates the perpetuated by the Red Sea crisis beginning December 2023 and still ongoing. Major lines have earned billions of dollars in profits, unprecedented since the container market began over 60 years ago and have been spoiled for choice how to spend those gains. Companies like Swiss/Italian MSC and third-largest liner group CMA-CGM of France in particular have embarked on massive investment programmes, diversifying into sectors such as media, airlines/airports and passenger shipping,

First-of-class Hapag-Lloyd newbuilding Berlin Express arriving Port of Hamburg

as well as embarking on ambitious expansions of their liner fleets and logistics interests.

The news of a cooperation between Maersk and Hapag-Lloyd, fifth largest line behind COSCO, was therefore seen as primarily a defensive move, but one with a natural logic. Maersk was in need of extra new tonnage while Hapag-Lloyd was still struggling to fill capacity on the series of large 18,000 TEU vessels it had inherited from its takeover of United Arab Shipping Company (UASC) a few years before. There also seemed a pleasing symmetry in Hapag-Lloyd hooking up with the company that had swallowed up fellow Hamburg-based German liner institution Hamburg Süd a few years before and was now phasing out the brand and its traditional red and while liver in favour of the Maersk sky blue.

Plus the two North European-based lines shared a similar strategy of sticking to expansion with their core focus areas of ocean shipping, terminals and related logistics – Maersk styling itself an 'integrator of container logistics', Hapag-Lloyd as 'pure play plus' (i.e. container shipping plus terminals) - rather than going down the MSC/CMA CGM broader, more 'conglomerate' route. Both Gemini partners also pride themselves on being prepared to play a pioneering role as 'first movers' in the transition to low carbon shipping, of which more anon.

PORT EFFECTS

But ructions within German shipping, and in Hamburg in particular, were not over yet. First the Gemini teaming announcing the global network of hub ports chosen to feature in its new 'hub-and-spoke' pattern of liner calls, favouring terminals owned by the two parties especially Maersk-affiliated AMP Terminals – with a notable loser to be Port of Hamburg in Hapag-Lloyd's home city, in favour of less river-bound Bremen/Bremerhaven.

MSC promptly responded by unveiling an audacious joint plan with the City of Hamburg to take over control of Hamburger Hafen und Logistik Aktiengesellschaft (HHLA), the city's top port operator, with MSC to hold a 49.9% stroke. The move is interpreted as a way of MSC securing berthing slots at the port but the Swiss/Italian Group has also promised to increase throughput in Hamburg by some 1m TEU in the coming seven years as well as build news German headquarters for the line and MSC Cruises in the city. Some local politicians and businessmen have been protesting the plans as an unwelcome intrusion by a foreign interest, with a final decision by the Hamburg Parliament now expected in the autumn following its initial approval.

Hapag-Lloyd has meanwhile responded by rebranding its Terminals and Infrastructure division as Hanseatic Global Terminals, stressing a more regional North-European identity rather than any purely Hamburg association.

Fleet expansion-wise, Maersk's foray into methanol-fuelled newbuildings is well-publicised but Hapag-Lloyd has been equally impressive with its order for 12 x 23,600 TEU containerships, the first of which has been delivered (pictured). Built by the Hanwha Ocean shipyard in South Korea, these ships can already run on LNG but are also prepared to use future non-fossil fuels such as e-methane (the aforementioned ex-UASC vessels are also LNG-ready). Hapag-Lloyd has also carried out biofuel blend fuel supply chain trials with the Global Centre for Maritime Decarbonisation (GCMD) in Singapore, and now offers its highest product biofuel option 'Ship Green 100' to clients such as IKEA for shipments out of Asia.

Separately, the Hapag-Lloyd group is embracing digital innovation in other way. It has introduced what it is believed to be the world's first fleetwide dry container tracking system, 'LivePosition', as well as a digitalised bunker and procurement and planning solution (with ZeroNorth). All of which form part of what Hapag-Lloyd calls its new Strategy 2030, launched this year, to be 'a number one quality carrier'.

"We are very proud of our Strategy 2030, a testament to our unwavering dedication to quality, sustainability, and customer satisfaction," says CEO Rolf Habben Jansen. "We operate in a very dynamic industry, marked by shifting customer needs, so a resilient strategy is essential. Strategy 2030 positions us to thrive and lead as one of the top global container lines. With it, we will not only enhance the value we deliver to our customers and partners, but also make a meaningful contribution to the decarbonisation of our industry. It is our most ambitious strategy to date."

OTHER PLAYERS

Another German owner that is preparing for alternative fuels is Peter Döhle Schiffahrts-KG, one of the country's largest containership operators controlling some 415 boxships as well as 30 bulk carriers, 10 multipurpose vessels and 5 mini-bulkers. It has just placed an order with Hudong-Zhonghua Shipbuilding of China for four 14,000 TEU methanol-ready containerships.

The ships will be independently developed and designed by the Chinese shipbuilder, measuring 336 metres in length by a width of 51 metres and a depth of 30.2 metres, and as well as being methanol-ready will also be fitted with scrubbers and energy-saving devices.

Overall, Germany continues to have the seventh largest merchant fleet in the world and remains world leader in container shipping, according to the latest statistics from German Shipowners' Association VDR in March this year.

"Maintaining a robust merchant fleet within the country is, and continues to be, of para- mount importance for Germany. The encouraging current figures highlight the stability of the German merchant fleet," said Martin Kröger, CEO of the VDR (see also First Person).

At the end of 2023, the German merchant fleet consisted of a total of 1,800 ships, compared to 1,839 a year earlier, but gross tonnage (GT) was up to 47 million GT versus 44.8 million GT. Containerships accounted for over 60% of this tonnage total at 29 million GT, just ahead of China's 28.1 million GT.

The majority of German shipping companies are small and medium sized enterprises, with 80% of their number having fewer than 10 ships. Nearly half the ships in the German merchant fleet (881) sailed under the flag of an EU country, including 259 Germany, 386 Portugal, 135 Cyprus and 41 Malta.

Meanwhile, the German ship and offshore supply industry employs some 64,500 persons and produced

CEO Rolf Habben Jansen

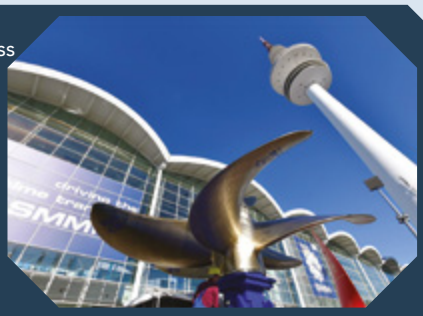
turnover of €11.3bn in 2023, according to the Marine Equipment and Systems (MES) section of the German Machinery and Equipment Manufacturers Association (VDMA). Around 20% of last year's products were destined for the German shipbuilding and offshore market, while another 35% of exports went to other EU nations. North America is reported to be a growing overseas market while China and Korea "continue to play an important role", the VDMA reported.

"We expect business to develop well again this year," said MES Chairman Martin Johannsmann, also MD of SKF Marine GmbH, at the body's annual press conference in early July. "Last year's stagnating order intake was probably just a short breather after the very strong previous years. Shipowners are now not only continuing to invest in newbuilding but above all in the modernisation and retrofitting of the existing fleet.

"The IMO requirement for climate neutrality is certainly a strong driver here, especially in the global after sales service business," Johannsmann continued. "As an industry, we have developed the necessary technological solutions in a forward-looking and timely manner. However, we also realise that the enormous number of necessary retrofits could not only reach capacity limits but also monetary limits for operators." ●

SMM 2024 preview

Photo: Hamburg Messe und Congress



From 3 to 6 September, the giant SMM (Shipbuilding, Machinery and Marine Technology) trade fair in Hamburg will open its gates to more than 40,000 participants from 120 different countries, hosting over 2,000 exhibitors from 70 countries.

Covering the entire value chain of the maritime industry on 90,000 m² in 12 exhibition halls, SMM styles itself as the world's foremost platform for innovation and the latest technologies in the maritime sector that brings together business leaders from around the world.

Themed 'SMM – driving the maritime transition', the 31st SMM will focus on shipping's decarbonisation and digital transformation, with a full conference programme and wide range of networking opportunities supplementing the exhibition. For the first time, the conferences will take place on open stages inside the exhibition halls – free of charge, and accessible to all fair visitors.

"SMM is more than just a trade fair. It is a platform for sharing innovations and new ideas that will move the maritime sector forward," says Claus Ulrich Selbach, Business Unit Director – Maritime and Technology Fairs at the event's organiser, Hamburg Messe und Congress. "SMM serves as a platform addressing the most important issues of the maritime industry. It helps pave the way into a sustainable and digitalised future." ●

Shipping driving Germany's LNG import capabilities forward

The Hanseatic Energy Hub at the Port of Stade is set to provide critical access to Germany for gas carrier players, as Europe continues to hone its long-term energy security capabilities, says **Thies Holm, Managing Director of GAC Germany.**

Europe has faced an unprecedented energy crisis over the past two years resulting in the accelerated transition to renewable energy. A particularly long and cold winter season has seen demand for LNG at an all-time high, with more than 134 billion cubic metres of the fuel imported into the European Union in 2023, representing 42% of the continent's total gas imports and making it the world's leading LNG import market.

Germany, in particular, has accelerated its LNG import capabilities since 2022 with the development of 15 onshore LNG terminals either planned, under construction or already fully operational. These terminals will enable gas carriers from wider markets - including Asia and the Middle East - to access Germany as well as the wider European market to meet the nation's growing demand for an energy source that also bolsters its green credentials.

PIPELINE ALTERNATIVE

The rapid development of German LNG import infrastructure is justified. For a long time, there was no viable reason for Germany to directly import LNG via commercial vessels due to the effectiveness of gas pipelines from neighbouring countries. As a result, in comparison with other European countries like Spain, France and Italy, Germany's LNG facilities, terminals and related infrastructure are in their infancy. Until the end of 2022, the country only imported gas via pipelines, so the drive to develop sufficient, effective and sustainable long-term infrastructure for LNG carriers and FSRUs to provide a home-grown LNG capability has been swift.

The Hanseatic Energy Hub, at the Port of Stade just outside of Hamburg on the River Elbe, has become one of Germany's leading LNG infrastructure projects. By the time it becomes fully operational in 2027, the facility will have a total capacity of 13.3 billion cubic meters, providing more than 15% of Germany's LNG demand and will be one of the nation's leading import terminals for gas carriers accessing Europe.

TRANSFORMATION

The Port of Stade is undergoing a rapid transformation to enable it to service gas carriers in anticipation of a dramatic rise of imports. Traditionally known for supporting dry bulk, barge and general cargo vessels, the port

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officially opened its new landing pier for FSRUs at a cost of EUR300 million (USD323 million) late last year, less than a year after construction began. The pier is the largest waterside construction project in German port history and a clear example of how Germany is quickly adapting to the need to welcome gas carriers and ensure LNG is a part of its future energy capacity.

In December last year, GAC Germany opened its new office in Stade, and is on standby to support LNG carriers calling at Stade, and neighbouring ports, with the ship agency services required to ensure they can dock, unload and turnaround effectively. GAC's prior experience in supporting the gas sector in Germany and throughout the world, as well as its dynamic footprint in most of the LNG sector's leading markets, means the company is ideally and strategically placed to play its part as the energy transition continues apace.

EXCESS CAPACITY

While the rapid construction of energy infrastructure, something Chancellor Olaf Scholz has referred to as "new Germany speed", is set to provide the country with the LNG capacity it needs to meet local demand, there are lingering concerns of overcapacity in Europe. According to the Institute for Energy Economics and Financial Analysis, Europe is expected to develop a total LNG terminal capacity of 400 billion cubic metres, far more than the 190 billion cubic metres that is expected to be needed. With an abundance of a more sustainable and greener fuel sources set to become prevalent in Europe, the question now turns to what to do with the excess capacity?

Ship owners could benefit greatly from greater access to LNG in Europe. An increasing number of newbuild vessels that run on the fuel are coming online and not a week goes by without news of another newbuild that runs exclusively on LNG hitting the water. According to the International Maritime Organisation (IMO), more than 1,000 vessels running on LNG as its primary fuel are now in operation – more than hydrogen, ammonia, LPG and methanol combined – with another 2,000 expected to come into service by 2028.

CRITICAL SUPPORT

One of the critical challenges behind the uptake of LNG-powered vessels is the requirement for bunkering terminals and distribution networks that can safely support such vessels. Yet, in a 'chicken and egg' scenario, there are concerns that the investment needed for these types of facilities will not be available until there is sufficient demand.

This is why facilities like the Hanseatic Energy Hub, the Port of Stade and its supporting network and partners could prove to be so effective in the long term to support the shipping industry's race to decarbonise by 2050.

Germany's position as an LNG powerhouse is set to grow throughout the rest of this decade. Its rapid development of infrastructure to tackle short-term concerns has been impressive but now it faces questions about how these facilities can be used in the long term. Ship owners and greener vessels could well be one of the unintended winners of Germany's and Europe's LNG development. ●


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Better crew acceptance of data can guard against the next crisis

The maritime industry needs to embrace cultural change and demonstrate the power of data to transform crew safety and well-being ahead of the next crisis, be it war, extreme weather or another global health event, argues **Capt. Steve Bomgardner, Vice President – Shipping & Offshore, Pole Star Global.**

Shipping companies globally are waking up to the need to improve both their data resources and the way information is being used. There is a growing recognition of the constraints of siloed, legacy data systems and the risks to safety, efficiency and responsiveness created by a lack of trusted, real-time data. Far too many major disasters and day-to-day incidents could and should have been avoided with better, up to date data – such as the outdated weather information that led to the loss of the El Faro and her was entire crew of 33 after steaming into the eyewall of Hurricane Joaquin back in 2015.

Given the enormous pressure on vessels to hit deadlines and avoid delays at ports, crews will inevitably push the boundaries if there is no oversight. There is a reluctance to reroute, due to weather or conflict, given the inevitable delays and added costs. When rerouting could also further delay shore leave or even postpone the end of contract for a crew that has been at sea for up to 18 months, a desire to maintain the schedule can lead to underplaying risk assessments.

Yet the depth of data now available to companies is not just informing efficiency and performance decisions, it is at the heart of building a safer working environment. For example, speed and fuel consumption curves are not simply monitoring engine efficiency; they can flag if the engine is not burning fuel properly. Timely use of information can not only reduce the risk of oil leak or hydrocarbon failure that could cause crew casualties and/or environmental disaster; but also support preventative maintenance that radically reduces the risk of engine failure, avoiding tedious and expensive delays in dry dock while the problem is fixed.

However, simply collecting data is not enough to safeguard vessels and crew. The maritime industry only needs to look at the Deepwater Horizon disaster to understand that adding data alone is not enough. That was one of the most connected, data enabled vessels of its time, yet data mistrust and human interaction led to the explosion that caused the death of 11 crew and the world's most devastating oil spill.

Today, even when crew have data, its value is often not recognised or understood. Senior crew members spend more time in meetings, creating and reviewing documentation than being hands on. Many perceive any onshore oversight of engine performance or fuel consumption as punitive rather than supportive. As a result, some perceive data and systems as a distraction and burden rather than a vital support in improving safety and efficiency.

Photo credit: IMO

To truly utilise joined up information, crew need a better way of interpreting multiple data feeds. They need to see how digitisation and data supports their day-to-day activity and enhances rather than detracts from core activities. Critically, there needs to be a cultural shift and a recognition that providing a central onshore team with an immediate and complete overview of onboard activity is an important second line of defence against incidents and disaster.

Crew acceptance

To maximise the value of the extraordinary array of information now available to shipping companies, it is essential to change attitudes to data on board – and that can only be achieved through better education and training and, critically, the delivery of tools that truly improve the day-to-day working experience. Prioritising vessel safety and crew well-being is a key step in changing onboard attitudes to digitisation and data.

For example, one person should not have the burden of deciding whether or not a sensor is faulty; of making the decision to ignore or assume a reading is false. Replacing a single isolated view of the operation with a joined-up perspective can transform onboard understanding of an evolving risk. In addition to improving vessel security, better systems can reduce the tedious administrative overload faced by senior crew members, such as automated digital permit to work systems, to enable more time to be focused on sailing the vessel and avoiding hazards. This not only improves efficiency but massively boosts morale, which is becoming a significant concern on board many vessels.

Of course, data costs remain a challenge. The cost of high-speed internet when out at sea is prohibitive and many ship owners cannot justify an investment in super connected vessels armed with sensors. That is where hardware free voyage optimisation systems can also provide a solution, delivering fleet monitoring, regulatory compliance, performance analytics and voyage optimisation in a single view. Even without dedicated hardware, both onboard crew and onshore teams have the additional insight required to boost safety and security.

Irrespective of whether the next crisis for ship owners is war, weather or another global health event one fact is ineluctable: recruiting onboard crew is becoming difficult. With limited shore time and contracts that become ever longer, morale is a big issue on board. The job can be both mundane and high risk. Every day there is an issue, from sickness to fire, grounding or emergency response.

Digitisation and information will enable ship owners and Masters to improve decision making and responsiveness but that can only be achieved by focusing on crew safety and morale to foster a trust in data.

When crew recognise that data will enhance the day-to-day working experience, that preventative maintenance and improved weather knowledge reduces risk, and that automated systems can remove the burden of administrative tasks, the response will be overwhelming. Reducing stress and boosting morale will improve crew performance. It will mean vessels move at a better pace and that cargo arrives on time and safely.

Data can and must be used to safeguard shipping and create happy seafarers, supported with the information they need to respond effectively to the next crisis. ●

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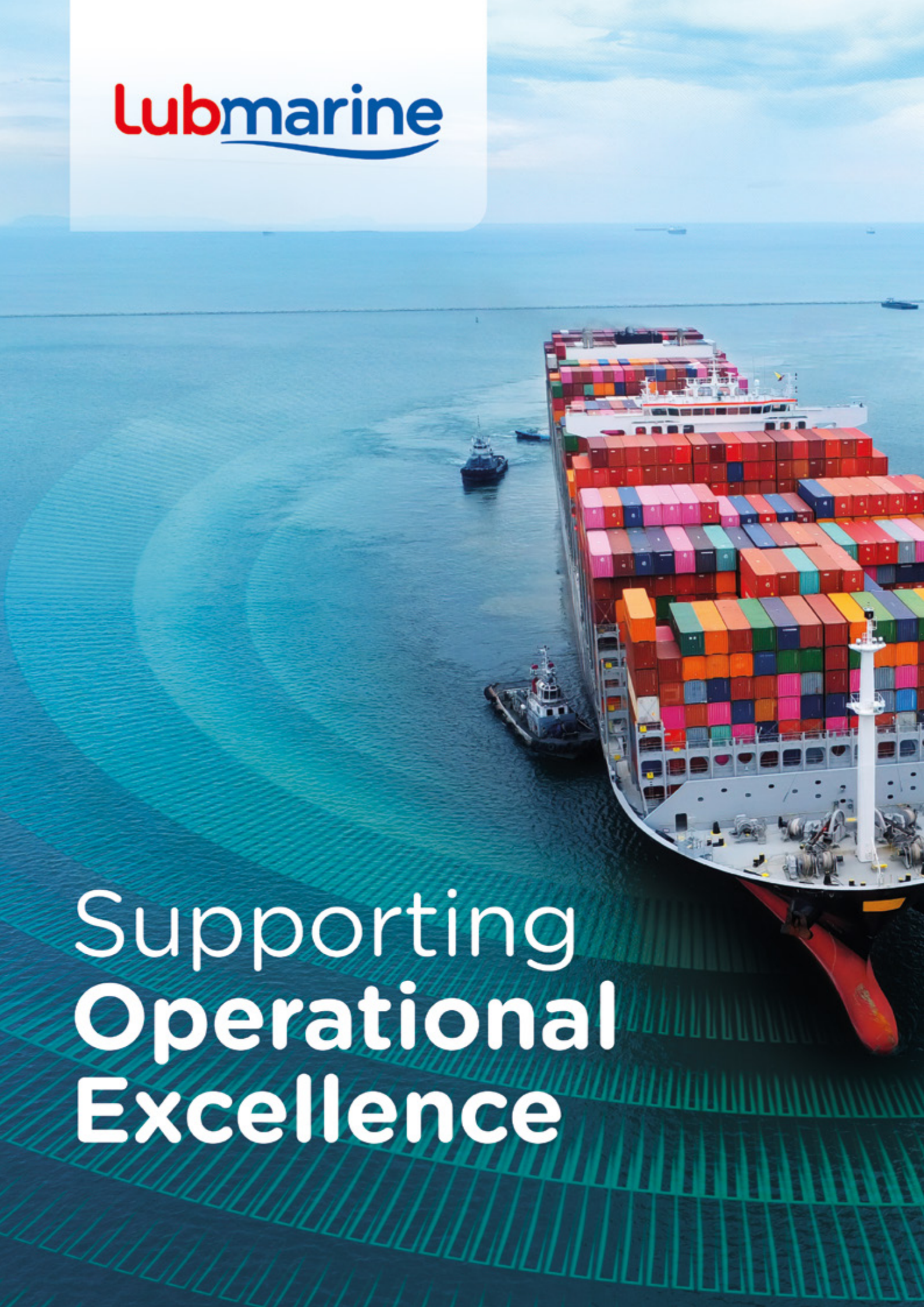

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Maintaining a leading position in maritime business and trade

By Jos Standerwick, Chief Executive of Maritime London, member of the London International Shipping Week (LISW) Board of Advisors, and Chair of the LISW Headline Conference

Maritime London is the body representing maritime professional services in the UK funded by a diverse range of companies and organisations. Its mission is to ensure the UK maintains its status as the premier global hub for maritime business and trade.

Our members are the backbone of the UK's maritime industry, including shipping lawyers, shipbrokers, underwriters, technology providers and asset managers, forming a world-class cluster for commercial shipping that derives 80% of its income from exports.

We underline that collaboration between industry and the UK government is key to maintaining and enhancing the UK's leadership in maritime professional services and maintaining the UK's crucial role in the facilitation of global trade.

The Maritime Professional Services industry substantially contributes to the UK's macroeconomic landscape through business turnover, Gross Value Added (GVA), employment, and employee compensation (COE). Each year the industry generates over £6.6 billion in business turnover, £3.0 billion in GVA, and supports 23,800 jobs. With each employee contributing an average of £126,535 in GVA, our industry showcases exceptional productivity.

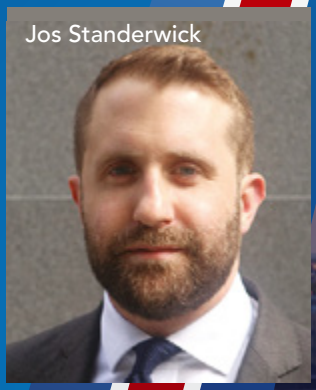
The UK is indisputably the global leader in maritime professional services. Key statistics underscore that dominance:

- 30-40% of dry bulk and 50% of tanker fixtures are managed by UK-based shipbroking firms.
- London holds a 30% share of the global insurance market, anchored by Lloyd's.
- 88% of global fleet P&I cover is provided by the 12 International Group P&I clubs with offices in the UK.
- English law and English dispute resolution is prevalent in shipping contracts globally.

Despite this leadership, the uniquely international and competitive nature of the shipping industry requires continued vigilance and innovation. Maritime London believes the rapidly evolving business environment, regulatory changes, and environmental agendas present a unique opportunity for the UK.

Policy priorities

Maritime London welcomes recent reforms in the UK Tonnage Tax Regime.


Jos Standerwick

To capitalise on these reforms, we advocate for further enhancements, including a pragmatic training commitment and extending R&D tax benefits to tonnage tax companies, and inclusion of full expense leasing in the UK Tonnage Tax.

The shipping industry is an inherently international market where ease of doing business is vital. A simplified UK statutory residency test (SRT) will allow principles in the shipowning industry to invest in the UK and use UK services with certainty over their tax affairs. An unambiguous 183-day test, aligning with European standards would achieve this objective.

Maritime London supports the objective of increasing economic opportunity in our coastal communities. We welcome the launch of the Home Shipbuilding Credit Guarantee Scheme. Maritime London is committed to working with the Department for Business and Trade and UK Export Finance to ensure the scheme's commercial utility.

On decarbonisation, Maritime London supports the UK's overall ambition but feels the UK government must view shipping, both domestic and international, as a 'hard to abate' industry whereby it is difficult to lower greenhouse gas emissions.

Maritime London welcomed the publication of the UK's Clean Maritime Plan (CMP), and believes that in the much anticipated CMP 2.0 there needs to be a recognition and alignment with the IMO's revised GHG Strategy and a commercial roadmap for domestic decarbonisation.

Industry must collaborate more closely with the government to secure financial investments in low-carbon vessels and infrastructure, enhancing the UK's asset management base.

Green Shipping Corridors will be important enablers for both commercial and technological decarbonisation innovation.
The UK must lead on the fulfilment of the Clydebank Declaration signatories' obligations.

Maritime London is committed to providing expert advice on risk and contractual issues related to decarbonisation within the shipping industry and looks to the government for support in developing the necessary liability frameworks within the IMO.

Sanctions & security

Maritime London feels that effective sanctions legislation is critical. It recommends:

- Establishing an interface for formal government clarification on new sanctions legislation to ensure accurate business interpretation, supporting the political intent.
- Developing mechanisms in collaboration with the government to aid stakeholders in understanding and implementing sanctions legislation efficiently.
- Addressing the threat posed by vessels operating in the so called parallel or dark fleet to safety and the environment.
- Continuing to liaise closely through relevant forums, including the National Maritime Security Committee on the commercial implications of maritime security risks.

On the subject of professional qualifications, Maritime London endorses the Maritime Skills Commission (MSC) and emphasises the need to support professional maritime qualifications. We would like to see commitment to ensuring professional maritime qualifications are part of broader skills and training initiatives; and monitoring international efforts to support young professionals and ensuring the UK remains competitive in attracting and training future maritime leaders.

In short, the Maritime London constituency is a central pillar in the global maritime sector. Collectively, we must seize this opportunity to innovate and lead, transforming challenges into strategic advantages. The shipping industry's exposure to national and supranational regulation has never been so pronounced. Collaboration is key to maintaining and enhancing the UK's leadership in maritime professional services and maintaining the UK's crucial role in the facilitation of global trade.

New government heralds changes for ports sector

By Felicity Landon

The UK ports industry is market-led, largely independent – whether privately owned, part of the trust ports model or, in a few cases, municipally owned – and always a couple of steps removed from government. This sets the sector apart from the state-owned port systems elsewhere in Europe and beyond. However, independence from government does not mean that government has no impact, and the arrival of the new Labour administration is likely to drive some significant changes, many of them welcomed by the British Ports Association.

A key question is what kinds of policy levers might be introduced to drive growth, according to BPA chief executive Richard Ballantyne. "We think planning is going to be a big focus – we already have a planning document making the case for improved port planning, to get decisions made quicker, and we will present that to the planning minister, economy team and Department for Transport (DfT)," he said.

"Elsewhere, we will see a renewed focus on everything to do with Net Zero, including offshore and onshore wind," he added, Labour having already overturned the ban on onshore wind as part of a range of initial planning reforms unveiled by chancellor Rachel Reeves.

Ballantyne expects offshore wind to be a big focus for the new government; he also says ministers are aware of some of the challenges for ports when it comes to the investments needed to support the offshore wind sector and the need to derisk those investments. The BPA is hoping to see specific funding from government for port infrastructure to support energy, mainly offshore wind.

Electrification and the need to update the grid is another big issue for ports. "We think the government is going to look at this, albeit probably continuing work already going on around prioritising big schemes and utilities at ports to get electricity faster, instead of a big queue of projects that have to go to the National Grid."

Planning has been a bugbear for UK ports – increasingly so recently, with a well-publicised backlog of applications for marine consents, licensing and harbour order applications at the Marine Management Organisation (MMO). Ports have been waiting for permission to go ahead with anything from simple constitutional changes or altering the composition of the board, through to changes in harbour layout or construction of a new quay to serve the offshore wind sector.

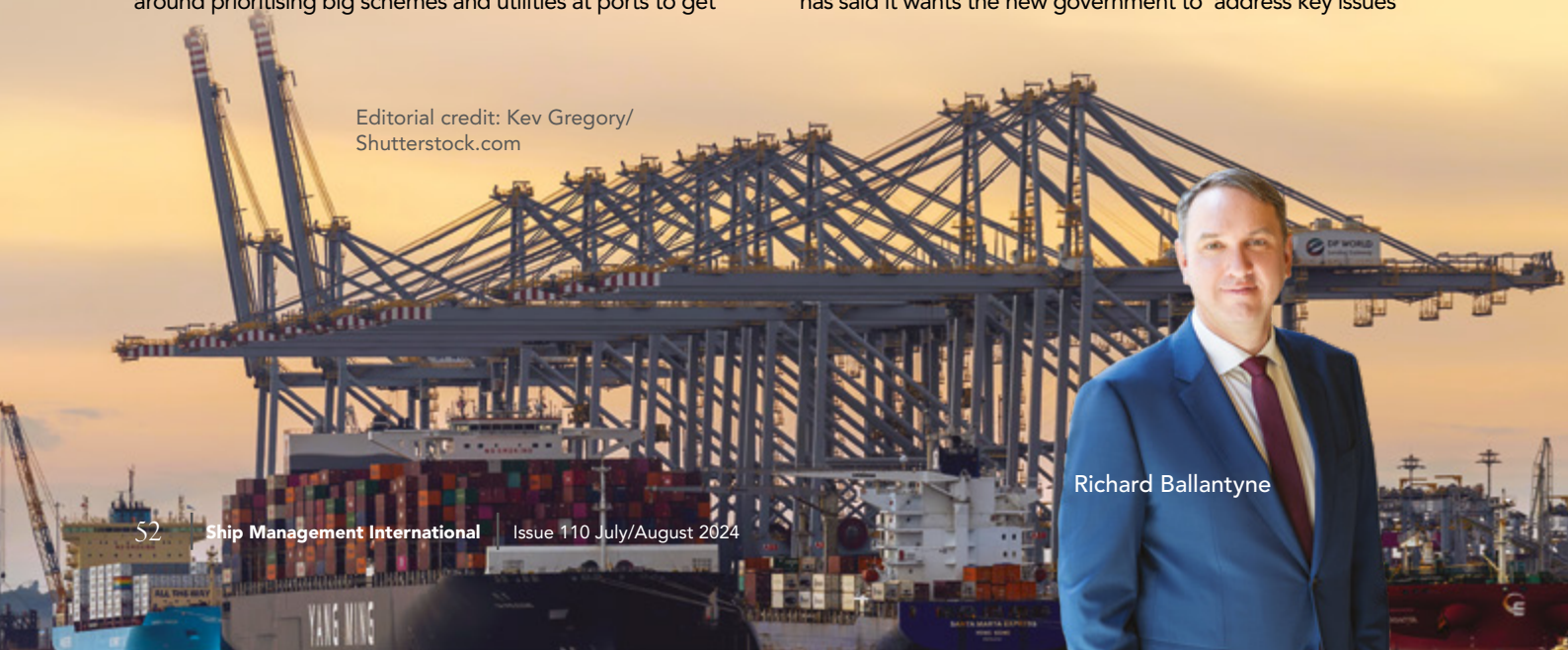
This, said Ballantyne, was due to resourcing issues at the MMO, an apparent reluctance or slowness to make contentious decisions, and a glut of applications that came in just before the MMO increased its prices. "It could be resolved relatively quickly – just a bit more resource, legal expertise and political will could get these situations resolved."

Wider planning issues are also key, and the government has already made a 'very positive and ambitious' announcement on homes, he said. "The Conservatives kept their housebuilding targets aspirational; Labour will have actual targets. Ultimately, we are interested in things being built at ports, but we also want to see an economy that is investing in infrastructure, housing, schools, etc. – because for that, we need imports of timber, aggregates, cement and other construction materials."

Unrelated to government policy, there could be a shift in aggregates sourcing, he noted: "We might find an increase in demand for sea-dredged aggregates, which would come through the ports."

The BPA also wants to see investment in road and rail connectivity – the renationalisation of the rail network could have an impact for the latter.

Fellow national ports body the UK Major Ports Group has said it wants the new government to 'address key issues



Editorial credit: Kev Gregory/ Shutterstock.com

Richard Ballantyne

such as infrastructure investment, technological advancements, and regulatory improvements' in order to position the country's ports as 'global leaders in efficiency and sustainability'.

Closer EU relations

While Labour has ruled out rejoining the EU Single Market or the Customs Union, it has plans to ease post-Brexit trade barriers. Ballantyne welcomed the new government's aspirations to have a closer working relationship with the EU and more reciprocal standards on goods and cross-border trade. "I think breaking down some of the barriers from leaving the EU would be broadly welcomed by most in the logistics industry. However, that comes with a caveat – because the industry has built Border Control Posts (BCPs) and other infrastructure to facilitate [post-Brexit] controls and will be a bit divided on this. On one level we would get behind trying to reduce frictions at the border – it helps trade and makes it less costly. But there will be requests for some compensatory measures because these BCPs have not been cheap to erect, run or operate and if they are not going to be needed, there will be cost to altering or removing them."

Overall, said Ballantyne, the UK ports industry will continue to be independent and broadly not funded by the government, apart from a few options such as funding for Net Zero/decarbonisation innovations or small fisheries grants. "We hope that the ports industry will be seen as economic enablers."

The past few years have seen a flurry of major developments, including Forth Ports' £200m Tilbury2 expansion, the £400m Aberdeen South Harbour construction, the Port of Dover's £250m Western Docks redevelopment, DP World's £350m fourth berth at London Gateway, and the deepening of the main approach channel and upgrading of berths 6,7, 8 & 9 at Port of Felixstowe to handle the world's largest container vessels. Coming up – Associated British Ports' new ro-ro facilities at Immingham, being built for Stena Line, and a series of energy-related investments planned in English, Welsh and Scottish ports.

"Offshore energy is where a lot of focus is," said Ballantyne. "The whole of the east coast is in a good position." Floating wind turbines will take offshore wind developments into deeper water with even wider opportunities for ports, he noted.

And what of the Freeports, set up by the previous government? "There was a lot of suspicion when they were rolled out, but as they have been planned and consented, many local politicians have been convinced that Freeports do have a role in economic development and incentivising investments. Ultimately it is down to tax incentives, which won't continue forever. We have been told that Labour has no plans to unpick the Freeport policy, and there is quite a lot of interest in the Investment Zones that were set up to complement the Freeports."

The BPA supports the Freeport concept of making a zone around a port attractive for investment, he said. "But our concern is that by having a limited number, the government has picked 'winner regions'. The Investment Zones wind it out and are better for a more even economy. If you are going to have Freeports, which undoubtedly can attract investment and development, they should not just be limited to a few locations. The UK has very much a market-led approach to ports policy and the Freeport/ Investment Zone policy must ensure that all are treated equally."

UK Chamber of Shipping and LISW join forces to promote new conference

The UK Chamber of Shipping's new conference 'Shipping UK' and London International Shipping Week (LISW) have announced a partnership as Supporting Organisations for the coming future.

Both parties have agreed to support each other with marketing and PR support to help establish Shipping UK and help grow LISW domestically as well as internationally.

Llewellyn Bankes-Hughes, CEO and co-founder of LISW, said: "The UK Chamber of Shipping originated almost 150 years ago and has long been held in the highest esteem both in the UK and abroad, and its forward-looking ambitions and sharp focus on thought leadership in the shipping sector dovetail perfectly with the ethos of London International Shipping Week. Its inaugural conference on 8 October will help ensure that the dialogue remains current and relevant in each of the fallow years between future LISWs, and I am looking forward to a long, strong and mutually successful partnership."

Rhett Hatcher, CEO of the UK Chamber of Shipping, said: "We aim to establish our 'Shipping UK' conference in the alternate years between LISWs. This will help the industry to continue discussing key issues in London, and give UK Chamber members and non-members, the opportunity to come together and network.

"While 'Shipping UK' offers a completely different event to the very successful LISW, we see great synergy in helping each other raise the profile of these important industry events, and becoming 'Supporting Organisations' seems a great way to achieve this." he added.

'Shipping UK' will take place on October 8th at the Queen Elizabeth II Centre in London.

London International Shipping Week 2025 (LISW25) will play host to the maritime world in the week of 15-19 September 2025.

For latest LISW25 information please visit the website: www.londoninternationalshippingweek.com

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Middle East ports sector busy expanding overseas despite local disruptions

An exclusive SMI report by Peter Shaw-Smith in Dubai

Tensions caused by a Houthi missile and drone attacks on shipping in the Red Sea area may have eased somewhat since earlier this year bit sporadic strikes are continuing with no cessation in sight. Gulf port operators have remained studiously silent about the implications of the attacks, as many major Western shipping companies avoid the area for the time being, but remain undeterred in their ambitious international expansion plans.

"Port operators deal with the global market and so may not make public statements. [Governments] in the region are diplomatically involved and talking to all stakeholders to defuse the situation.

This is a complex geopolitical situation. Shipping will follow what is workable on the ground," Ramakrishnan Rajamani, Vice President, Vasco Global Maritime, Dubai, told SMI.

Disruption of seaborne trade in the region is expected to be only a temporary phenomenon, however, since the Middle East remains on the key East-West route, enjoys world-class port facilities and is experiencing rapid consumer growth, especially in the United Arab Emirates and Kingdom of Saudi Arabia.

"We are seeing a little uncertainty in the region, but I think it's all for the good," says Capt. Farhad Patel, Director of Sharaf Ship Agency. "It also makes the region more resilient overall on the kind of services it can offer to the trade, which are amazing. This will also open new doors for manufacturers to come in and set up their hubs. That will be very interesting. The UAE, Saudi Arabia and Oman will be the frontrunners for all this business."

In fact, given the port infrastructure that exists in the region, Capt. Patel believes the Gulf Cooperation Council (GCC) is destined to become a 'New Europe.' "That's my prediction in the next 10 years," he says, "because an immense number of services and money will flow into the region."

At the same time, leading port operators in the Middle East region continue to expand their global portfolios as the ambition and petrodollars to assist in the development of vital emerging markets continue to create fresh opportunities. This is particularly so in for companies based in the UAE where Abu Dhabi's AD Ports Group, Dubai's DP World, and Gulftainer of Sharjah are all bent on raising their profiles to strengthen international alliances.

ABU DHABI ADVANCES

A prime example of the way in which these operators are joining hands internationally is the development of Khalifa Port Container Terminal (KPCT) in Abu Dhabi. CMA CGM is building a $154m terminal due to come online in 2025 with a capacity of 1.8m TEU, a quay wall of 800m and draught of 18.5m.

Khalifa Port's second container terminal - CSP Abu Dhabi Terminal - is a concession agreement between AD Ports Group and Cosco Shipping Ports, inaugurated in 2018. Geneva-based Mediterranean Shipping Company (MSC) likewise has agreed to establish a new container terminal at KPCT with its total investment in its Abu Dhabi facilities likely to reach $1bn.

AD Ports Group is also expanding internationally. In May, the group signed an MoU with the Chittagong Port Authority to explore the future development and operation of a multipurpose port in Chittagong Port and other ancillary opportunities in Bangladesh.

A month earlier, it signed several agreements with logistics and transport companies, Unicargas and Multiparques, for a 20-year concession agreement with the Luanda Port Authority for the operation and upgrade of the existing Luanda multipurpose port terminal in Angola. The group has taken an 81% stake in a joint venture that will operate the terminal, and a 90% stake in another joint venture that will serve the facility and the broader Angolan logistics market, it said. The agreement is extendable for another 10 years.

AD Ports Group has committed $251m towards the modernisation of the Luanda terminal and development of the logistics business over the next three years (2024-2026), with this investment potentially increasing to $379m over the concession term, depending on market demand, it said.

"Serving as Angola's dominant maritime gateway along the corridor, the Port of Luanda plays an important role in Angola's domestic economy by handling more than 76% of the country's container and general cargo volumes," the Group said.

AD Ports Group is also helping to cement the credibility of Iraq's Al Faw Grand Port and Development Road projects, which could revolutionise the transfer of Asia cargoes into Europe via overland transit. In April, AD Ports Group entered into a preliminary agreement with the General Company for Ports of Iraq (GCPI), under the terms of which both parties will establish a joint venture to develop Al-Faw Grand Port and its economic zone, as well as any future expansion. The agreement also encompasses the potential investment, management, and operation of ports, economic zones, and related infrastructure in other cities in the Republic of Iraq, it said.

In March, AD Ports Group signed a purchase agreement with Inveco LLC to acquire 60% ownership in the Tbilisi Dry Port, a new custom-bonded and rail-connected intermodal logistics hub in Georgia.

Meanwhile, Abu Dhabi itself as a maritime hub has jumped 10 places in two years, to reach 22nd position, according to the 2024 Leading Maritime City (LMC) Report, published in Singapore.

AD Ports Group said the LMC report, a bi-annual study jointly produced by DNV and Menon Economics, assessed the performance of 50 leading maritime cities on shipping, finance and law, maritime technology, and ports and logistics. This year marks the sixth edition of the report, providing insights for maritime administrations, industry stakeholders, and the global maritime community.

"Abu Dhabi has made the most remarkable progress, moving 10 places from 32 to 22. Compared to the cities that were in the top 50 for both 2022 and 2024, Abu Dhabi has achieved the biggest leap among the cities," Benjamin Dineshkar, Head of Maritime Advisory, Middle East and Africa, at DNV and co-author of the report, said.

"This is a result of strategic public policies and consistent investment, reflected in the strong performance in many indicators and the overall LMC ranking. For Abu Dhabi to have only entered the top 50 of the Leading Maritime City Report in 2022, this is a tremendous achievement."

DP WORLD MARCHES ON

International expansion also continues apace for Dubai's DP World. In 2023, together with Indonesian conglomerate Maspion Group, it commenced the process to construct a new container terminal in Gresik, East Java, in order to enhance the region's position as a key trade gateway and connect Indonesian enterprises with customers globally.

Joint venture company DP World Maspion East Java will operate a modern international container terminal with a design capacity of up to 3m TEU. The JV will also develop an integrated industrial and logistics park, adjacent to the container terminal, with an initial land area of 110 hectares.

Separately, DP World and the Saudi Ports Authority (Mawani) have commenced construction of a new SAR900m ($250m) logistics park at Jeddah Islamic Port, to provide storage and distribution facilities to boost trade in Saudi Arabia and the wider region. A 415,000 square metre greenfield facility will provide 185,000 square metres of warehousing space and a multi-purpose storage yard, with capacity for more than 390,000 pallet positions.

Established in 2022 as part of a 30-year concession, Jeddah Logistics Park will be developed in two phases with a planned opening in the second quarter of 2025. The facility will have a rooftop solar plant on the warehouse that will generate 20MW of renewable energy, contributing to its sustainable design.

In November DP World and the Abu Dhabi-based International Renewable Energy Agency (IRENA) signed a cooperation agreement to accelerate the use of renewable energy and cut emissions from the ports and maritime logistics sector, by implementing decarbonisation solutions in the sector.

That month, DP World also raised $1.5bn through green sukuk to support its global decarbonisation efforts. The sukuk, which were oversubscribed 2.3 times due to strong demand from local, regional and international investors, are listed on both Nasdaq Dubai and the London Stock Exchange.

Last year, DP World Marine Services reduced its carbon footprint by more than 16% from its 2019 baseline of 2,118 ktCO2e by creating efficiencies across its operations. "Much of the reduction came from optimising vessel routes and scheduling to ensure full utilisation and reduced idling time. Creating more efficient deployment networks—with vessels traveling along more direct, shorter routes—also led to a reduction of wasted nautical miles travelled and lowered fuel consumption," it said.

GULFTAINER EYES CHINA TRADE

Sharjah-based Gulftainer recently conducted a roadshow in China to highlight the integrated trade and logistics capabilities of the UAE's gateways in the Northern Emirates. The roadshow was held from November 23-30 in Shenzhen, Nansha, Beijing and Qingdao. The delegation held a series of meetings with

key industry players in the supply chain and logistics, freight forwarding, and manufacturing sectors.

Gulftainer sees opportunities for its strategically located trade gateways in the UAE's Northern Emirates as both Sharjah Container Terminal and Khorfakkan Container Terminal offer a suite of tailored supply chain and logistics solutions in response to evolving market dynamics. "Our flagship facilities can help cut the time, distance and cost while adding to the resilience of the industry." Andrew Hoad, Chief Commercial Officer of Gulftainer, said.

Gulftainer also aims to build international partnerships and engage with representatives of the Chinese trade sector to showcase the unique value proposition of Sharjah Container Terminal, the first container terminal in the Middle East established to manage container, bulk, Ro-Ro and general cargo. Khorfakkan Container Terminal, one of the world's most productive ports, is capable of handling the world's largest container vessels and general cargoes for the UAE market and beyond.

Separately, APM Terminals-operated Port of Salalah in Oman is offering what it calls a 'viable alternative route' to shipping goods through the Red Sea, encouraging shippers to use a multimodal service that loads/unloads seaborne cargo at its port and then uses either overland haulage to the safer area of Jeddah in Saudi Arabia, or even air connections to hubs in Europe or the US.

FROM 'JUST IN TIME' TO 'JUST IN CASE'

Certainly the global supply chain situation is far less certain than it was just a few years ago, before the pandemic. In its 2023 annual report, AD Ports Group predicted international logistics consolidation would continue, adding: "The post-pandemic supply chain shift from 'just-in-time' to 'just-in-case' strategies will accelerate over the coming decade, largely driven by new trade and investment policy rules for advanced sectors in major markets and national security considerations."

Ross Thompson, Group Chief Commercial & Strategy Officer at AD Ports Group, explained to SMI that 'just in case' suggested preparedness for unforeseen events or market changes, enabling response to be proactive rather than reactive. 'Just in time' implies making changes and improvements at the optimal moment to capitalise on market trends or technological advancements without delay.

"By combining 'just in case' with 'just in time' we are describing how AD Ports Group's is strategically positioning itself to be both cautious and opportunistic, ensuring preparedness and agility to capitalise on opportunities swiftly and effectively. This dual approach facilitates a dynamic, resilient business model that can thrive in the fluctuating global market," he said.

Barry Kukkuk, Co-founder and Chief Technology Officer at US supply and demand planning firm Netstock, elaborated on the distinctions between JIC and JIT in terms of inventory management. "'Just in Case' inventory is the model where you warehouse inventory to cover you from unreliable demand and/or supply," he told SMI, "If we can perfectly predict the demand for our products and our suppliers can supply 100% on time and in full, there's no need for keeping inventory. That's 'Just in Time.'

"Very few organisations can actually work on JIT," he continued. "That's why huge manufacturers like Apple have all of their suppliers right next to their factories. To control supply. And they are the only ones that sell their own products, so they have perfect demand. Their risk is vastly smaller than a normal mid-to-small size enterprise." But that's not the case for most smaller companies, he concluded, especially if they have to import their products.

"We've witnessed disruption after disruption in global supply chains in the last few years. On the other hand, demand has also fluctuated wildly, and with COVID lockdowns affecting certain products and interest rates affecting spending power, it has become increasingly hard to predict demand. For these scenarios, it's much better to work on a JIC system."

Kukkuk believes that JIC is "absolutely" the way to go for mid-to-small market companies. Clever ones are turning to sophisticated software to help them manage warehouses full of inventory scientifically, to optimise inventory levels. "There's a very fine line between 'Just In Time' and 'Just Too Late'! JIC makes that line a whole lot wider," he said. ●

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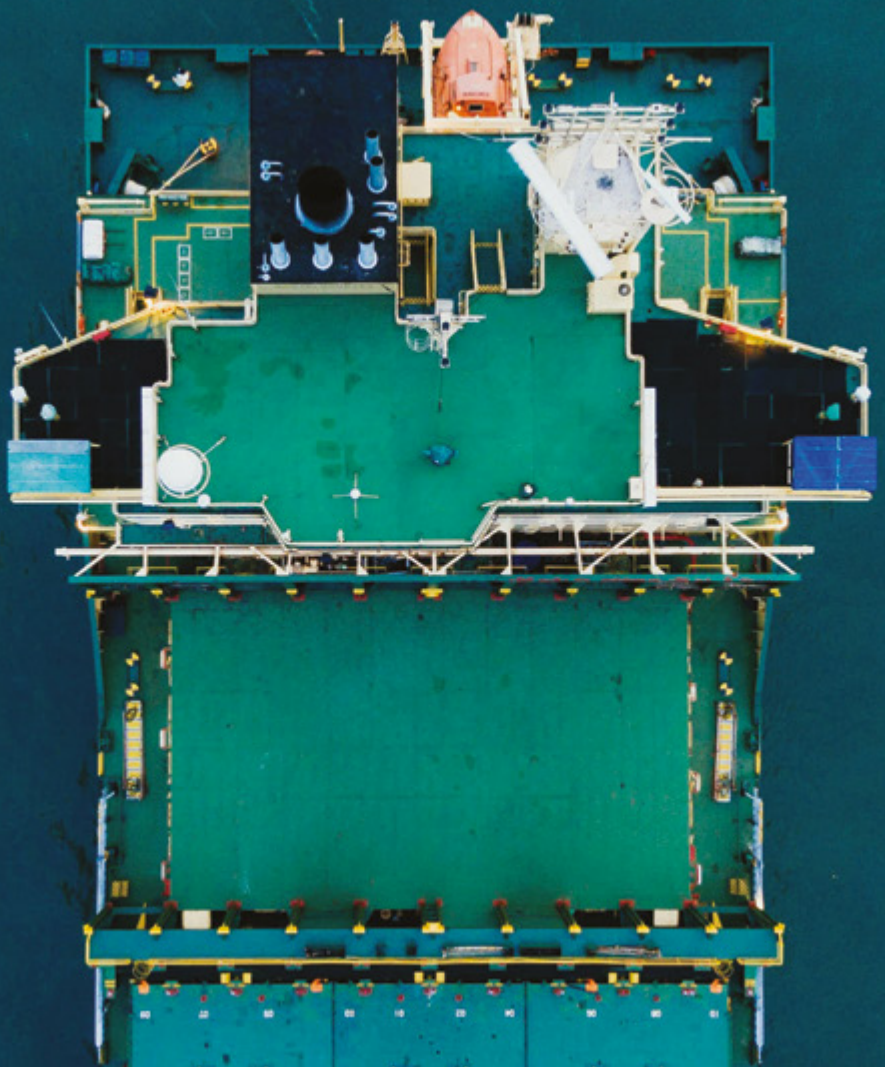


ALWAYS ON

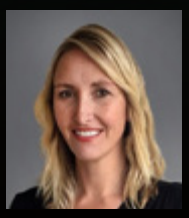
Broadband for Cost Effective Ship Operations and Enhanced Crew Welfare

The following is an abbreviated and lightly edited of a webinar hosted by KVH Industries and SMI on July 9, which explored how continuous and reliable broadband connectivity can revolutionise the maritime industry. Participants learned about the benefits of constant internet access for ship operations, including improved efficiency, reduced costs, and streamlined communication.

Additionally, the webinar highlighted how seamless connectivity enhances crew welfare by providing access to vital communication with family, entertainment, and online resources, ultimately contributing to better mental health and job satisfaction.

*Taking part were **Sean Moloney**, CEO at Elaborate Communications (Moderator), and panellists **Simon Grainge**, Chief Executive at ISWAN; **Alexandra Mouligné**, Program Manager at KVH Industries; **Rick Driscoll**, Chief Technology Officer at KVH Industries; and **Sumanth Dhananjaya**, Senior Principal Product Manager at Intelsat.*

Simon Grainge, Chief Executive ISWAN



Alexandra Mouligné, Program Manager, KVH Industries

Rick Driscoll, Chief Technology Officer, KVH Industries

Sumanth Dhananjaya, Senior Principal Product Manager, Intelsat

Sean Moloney

Welcome everybody to the latest in our series of Ship Management International webinars. I'm really delighted to introduce a stellar line-up panel today. We're going to be talking about the issue of broadband for effective ship operations and enhanced crew welfare and looking in particular at the whole aspect of 'always on' broadband. The way that it can benefit life on board ship and the way that the ships are operated and monitored.

So without any further ado I'm going to get the panellists to introduce themselves and just to give a sort of two-minute praecis on their thoughts and feelings as far as broadband for effective ship operations is concerned. I'm going to start with Alexandra. If you could introduce yourself, please, and then give a sort of policy statement on the debated issue.

Alexandra Mouligné

Thank you. My name is Alexandra Mouligné and I am a Program Manager at KVH Industries in Middletown, RI, where our world headquarters is, and I run the Starlink program for KVH. We are an official reseller of hardware and data services for Starlink, the Low Earth Orbit (LEO) satellite data service, which has just absolutely exploded like nothing we've ever seen in the industry before. Providing fast, affordable data on board ships has been an absolute game changer in our industry and I anticipate that will just keep moving in terms of momentum

and popularity, giving crew lots of different options for connectivity on board.

Sean Moloney
Brilliant. Thank you very much indeed, Alexandra. Sumanth, can I ask you to please introduce yourself and say a few words?

Sumanth Dhananjaya
Absolutely. Thank you, Sean. Good morning, good afternoon, wherever you are. So I'm Sumanth based out of London, where I'm a Senior Principal Product Manager with Intelsat's Product Management Team for Maritime. And coming from a satellite operator perspective and supporting our solution partners, we have three main imperatives basically.

The first one is highly reliable connectivity, the second globally available and consistent availability of connectivity, and then the third one is higher performance. As Alexandra mentioned, there is an explosion of data growth and in order to support that data growth, these are the three main kind of imperatives that we strive to deliver to our solution partners.

Sean Moloney
Brilliant. Thank you very much. Coming on to Simon, obviously one very important aspect of the debate today is how 'always on' broadband will enhance crew welfare and wellbeing. So could you please introduce yourself and say a few words just about the important aspects that you see?

Simon Grainge
Certainly, Sean. Thank you. I'm Simon Grainge, Chief Executive of ISWAN (International Seafarers Welfare and Assistance Network). We're a not-for-profit maritime welfare organisation. We're based primarily in the UK, but we also have teams in India and the Philippines.

So, inevitably, I'm going to come at this from a welfare perspective. Connectivity has been a hot topic amongst seafarers for several years and whilst a lot of progress has been made recently, we're still hearing from seafarers that connectivity is either too little or too expensive and that's why we see seafarers scrambling for SIM cards as soon as they get into port. But it is getting better. There are those companies who are fully committed to providing connectivity and recognise its value to their ships and to their crews, and there are those who are still reluctant to provide it.

I guess from ISWAN's perspective, we would argue that in a world where everyone lives their lives practically online, connectivity is essential to seafarers' wellbeing.

Sean Moloney
Yeah, very valid points and they raise a number of questions that I think we'll tackle in a couple of minutes. Simon, thank you very much indeed. Great. Can I come finally to you Rick, thanking you for being patient, and ask you to introduce yourself and also give us a bit of a flavour of what you think are the important aspects of the debate.

Rick Driscoll
Thanks, Sean. I'm Rick Driscoll, Chief Technology Officer at KBH. I've been here about 23 years, which I think is about the time that the first kind of stabilised VSAT (Very Small Aperture Terminal) of the one metre VSATs became available and that really kind of started the the 'always on' concept as opposed to a dial-up that used to happen. So VSAT helped with the speed and the expense and the accessibility of data networking and access to the internet, but it was still a kind of expensive relative to what's come out now, which is the LEO services. And it's taking it to a whole new level with increased performance, increased speeds and then also decreased cost per GB (gigabyte), which really enables more crew access to service as well as the Internet work ship, which I think is kind of the goal of a lot of this - to make the ship look more like a remote office than this remote island to be serviced in a bespoke way. So I think the combination of the LEO and the GEO (Geostationary Earth Orbit) services are really turning things around for the connected ship.

Sean Moloney
I'm going to stay with you, Rick, as you're going into our first point there, and then bring Alexandra in. We talked about this sort of 'explosion' in data demand but what do you think is driving that demand for ships to be online and monitorable all the time? Is it just efficiency, and what are the challenges?

Rick Driscoll
Well, I think some of the things that are driving it are compliance with regulations. There there's decarbonisation and things like that that are requiring different reporting and communication of data back to shore on more real time. I think also, as I mentioned before, the end goal is to have the ship become a remote office. Enterprises have moved so much to the cloud and they want the ships to be able to use those resources. And with the advent

of LEO, as I mentioned, and its high-level performance and [reasonable] cost of the service, it's making it more of a reality that these ships can actually become a real remote office. And I think that is a lot of what's driving the demand for bandwidth.

Sean Moloney
On to you, Alexandra, and your mention of Starlink. What role are they playing in all of this? Are they this disruptor coming in and saying, right, OK, this is how we're going to do it from now on? And how does the market view them?

Alexandra Mouligné
Well, Starlink is great when it works and I will say that we are always touting the benefits of a hybrid network because the reliability of VSAT has been proven worldwide, a very robust redundant network versus Starlink which is a new network. Then some places have congestion issues, so we always tell our customers that it's imperative you have a backup system. So a lot of our customers will have a configuration that automatically switches from Starlink or VSAT or Wi-Fi or 5G LTE, depending on where they cruise.

Also, from a least cost routeing perspective, not all the ships need satellite Internet all the time. A lot of them are in port or close enough to get long range cellular, so that offers tremendous savings to the ship owners.

Sean Moloney
Right. There are so many demands now for connectivity, for example performance optimisation but also crew aspects such as training. Reliable connection is very, very important.

Alexandra Mouligné
Yes, ask the question 'Is Internet on board a nice to have or need to have?' I've never had anyone say it's a nice to have, so when they say it's a need to have then it's a requirement. It must work all the time. We talk about options for hybrid connectivity and this new generation of seafarers are digital natives so they are used to always being connected, the fleet owners recognise this. They understand the importance of offering 'always on' connectivity so that way they can entice crew members to join their fleet and they can retain their crew. It really eliminates a lot of obstacles that some fleets are facing with high crew turnover.

Sean Moloney
Sumanth, let me bring you in a little bit on this. You talked about the need for reliable connectivity and it being globally available and consistent, but also high performance. Is that really starting to be delivered now into the market and is this something that the industry is demanding?

Sumanth Dhananjaya
I'd like to answer that question by expanding on some of the trends that Rick touched upon, the geopolitical events that are shaping our world today and some of the technological rends such as AI. And last but not the least, it's the social trends that we are seeing today, such as the digital natives Alexandra mentioned. All

these trends are increasing the demand for data on a day-to-day basis, and as that data is being delivered, the requirement for consistency and reliability is ever more important.

If you take any of the trends, and if you take any examples or use cases attached to those trends, all require a reliable global connectivity available to customers or end users. And from a network operator-end point of view, we are driving consistent connectivity by having multi-layered networks for example. Or for the performance, if you look at our partnership with the LEO offering, we are bringing in the low latency to our customers.

So those are some of the initiatives as a network operator that we are taking in order to bring the three imperatives down to our solution partners and supporting our solution partners to deliver the solutions required as per the market needs.

Sean Moloney
As for geopolitics, what sort of challenges is that throwing up those two elements throwing up to the industry?

Sumanth Dhananjaya
Well, it's the coverage. If you talk about geopolitical events, it's a very, very dynamic landscape. With the Red Sea, for example, the coverage there has gone down, but it has increased in other parts where the shipping routes have changed. And that's a dynamic landscape on a on a month-to-month, or even week-to-week, basis in certain cases. So that is having an impact.

If you take an example from an AI standpoint of view, that relies on 'always on' connectivity, primarily because it is in some instances talking to the shore devices or somebody controlling a certain part of the AI which is deployed. So there is always chit-chat with the onboard equipment. And as Rick was saying earlier, the ship is seen as a connected office and the AI solutions deployed on a ship is always relying on that backbone to talk to the shore, to make sure that the communications happen all the time, and as a service operator we want to ensure that our solution partners are always relying on us to make sure that the connectivity is available to them.

Sean Moloney
Simon, let me bring you in on this, because there are 1.5

million seafarers at sea at any one time and they're relying on this connectivity and as Alexandra was saying earlier they're geared up to the to the digital age already, they're digital natives. Before we come on to the very to the important issue of mental health and crew welfare, what are the seafarers telling you?

Simon Grainge
Well, they're certainly saying that they expect good connectivity. And when you think that everyone expects that in their daily lives, can we really expect seafarers to make do with less, particularly younger generations who've never known anything but good connectivity? And if you're used to spending all of your spare time online, then this could be incredibly difficult to be in a world where that's not possible.

That said, of course seafarers have got a job to do and the employer is fully within their rights to expect full attention at all times. But let's face it, that's a problem faced by many employers. But we're talking about a recruitment crisis for the industry in the future, so seafarers are going to be able to name their price for their services and I've no doubt that connectivity is one of their major considerations when selecting to choose who they work for. So it's going to become more and more difficult for managers to deny it.

And connectivity is vital for crew welfare which is a problem for seafarers. If they are able to get off, will they actually get access to any welfare facilities and organisations similar to us? We don't provide ship visiting services, but those that do are reporting increasing difficulty in getting access to ports. So the face-to-face support is not always possible.

And that's where ISWAN comes in because we operate a helpline which is, but we need connectivity for that. We've noticed a real change in the way that people contact us for help these days. Only around 10% of contacts are by phone because WhatsApp, Facebook and live chat are much more popular. And obviously they need connectivity for all of that. So the better the connectivity is, the better access they have to our services, for example. And we have an app that seafarers can use offline that gives access to all of our written resources.

But if they want to come through to our helpline, they need to be connected and if someone is feeling really low and then having to wait until they're in port, that is not going to be good enough.

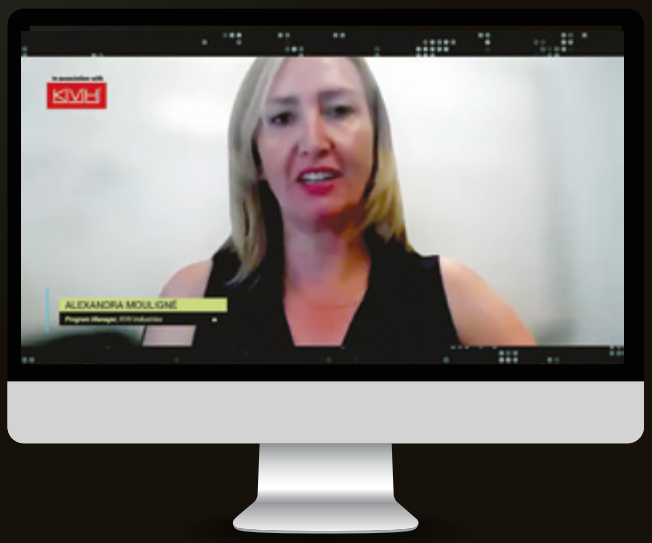
We think around 40% of our contacts are from seafarers whilst they're actually at sea. And remember that the real value of what we do is to provide a friendly point of contact where you can say the things that you wouldn't say to your crew mates, your employers or maybe your family. So privacy and connectivity are essential.

Seafaring is a tough job. If we want people to do it, we need to think about making it as manageable as possible - good food, rest, good pay, entertainment packages, value in their work and enabling access to the people they love is surely a minimum. And people will always work well if you look after them properly, even if the job is really tough.

Sean Moloney
I just want to develop this issue of crew welfare and what connectivity with entertainment and loved ones at home means to seafarers, and what people spending a lot of time in their own cabins does to interaction on board, whether there's a downside to all this.

Simon Grainge
There's quite a lot of interest at the moment in monitoring seafarers and their well-being. We're running a project on social interaction where we're getting people to wear watches and we're we're actually noting what's happening with them, how they're feeling, asking them questions to try and keep a constant monitoring of morale on board.

Sean Moloney
Rick, maybe you can come in with your thoughts?



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Rick Driscoll
Well, one of our most popular service offerings is KVH Link. That is a content delivery method which gives the fleet owners the choice of over the air delivery or secure USB delivery. So they could choose whether it uses a little bit of monthly data or no monthly data at all, so that's a very cost effective way to bring content on board for the seafarers. So there's everything from education to sports music.

They have a variety of different languages, so all the most common seafarer languages are covered. They can have their local news that they can keep up on…

Alexandra Mouligné
First run movies the their local sports team. I mean getting everyone in the mess hall crewing for their favourite local sports team is a great way to go. Everyone together and out of their cabins, as is the karaoke feature, has been really popular to get crews engaged and together on board, so that offers a number of different ways to keep the crew happy, build morale and offers a number of different delivery methods to fit all different budgets. So that's an important element to this as well and that needs good connectivity, but also being able to talk to family.

Sumanth Dhananjaya
As Simon was alluding to earlier, we, we want the crew to be entertained and also to be cohesive so they build a team. You don't want the crew to be locked in a cabin for X amount of time that is not good for their mental. So you can build solutions wherein AI is helpful to control that kind of usage at the network level, looking at the usage patterns and deciding how to control it. So that is one example where AI can be used to enhance crew welfare and to build more camaraderie within the vessel.

(The discussion then continues, including Q&A with the online audience.)

Sean Moloney
An edited audio version of the full webinar will be made available on the Ship Management International website and will be sent to all readers. Thank you very much to all our panellists and audience, and I look forward to seeing you at the next SMI webinar.

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Industry mourns the passing of Spyros M Polemis

Shipping folk around the world were saddened by the death of Dr Spyros M Polemis, 86, one of the most senior figures in Greek shipping who had always been a tireless advocate for maritime on the international stage.

Hailing from the island of Andros, he studied in the USA before becoming principal of London-based Seacrest Shipping. During the 1990s he served as Vice-President and then President of INTERCARGO, and for many years represented the Union of Greek Shipowners on the board of the International Chamber of Shipping before becoming ICS Chairman from 2006 to 2012.

During his chairmanship he oversaw the merger of the ICS with the International Shipping Federation, of which he was also President, as well as steering shipping through the enormous challenges presented by the 2008 financial crisis and the worst years of the Somali piracy crisis.

He was passionate about crew welfare and maritime safety, with a deep knowledge of the technical issues being addressed by IMO in the early 2000s, such as improvements to bulk carrier safety and the accelerated phase-out of single hull tankers. He was also one of the original industry advocates for a 'levy' on shipping's GHG emissions in response to global warming, which has become a key ICS policy. ●

WISTA UK celebrates its half century

The Women's International Shipping & Trading Association UK (WISTA UK) marked its 50th anniversary with a celebratory event highlighting five decades of progress and ongoing efforts to promote diversity and inclusion within the maritime industry.

The conference started with a welcome by Monica Kohli, President of WISTA UK, followed by a welcome address by Arsenio Dominguez, Secretary General of the IMO. It concluded with a closing address from Guy Platten, Secretary General of the International Chamber of Shipping, who congratulated WISTA UK on their significant work in promoting maritime diversity.

An evening reception followed, which celebrated the recipients of WISTA UK annual awards. Former UK Maritime Minister Nusrat Ghani was honoured as 'Woman of the Year' for her significant contributions to promoting diversity and inclusion in the maritime sector, while Guy Platten received the 'Man of the Year' award, recognising his efforts to support and advocate for gender equality within the industry. ●

Britain's Labour government appoints new Maritime Minister

Mike Kane MP has been appointed the UK's new Maritime Minister following the Labour Party's general election victory in June, which saw Sir Keir Starmer take over from Rishi Sunak as Prime Minister.

The CEO of the UK Chamber of Shipping, Rhett Hatcher, welcomed the appointment, saying: "I congratulate Mike Kane on his appointment as Maritime Minister. Having shadowed the maritime brief for most of the last Parliament he brings a wealth of knowledge to the role and is ably placed to hit the ground running.

"There is much to be done across government for the shipping sector," Hatcher continued. "Early focus should be on a long- term decarbonisation plan, ensuring our approach to maritime borders helps, rather than hinders, trade, and working with the sector to deliver the workforce we need now and in the future." ●

ONE Terminal Run takes place in Gdynia

Ocean Network Express (ONE) together with Hutchison Ports Gdynia (GCT) and The North Event successfully organised their 4th annual ONE Terminal Run on Sunday 23rd June. The initiative connects members in the maritime industry in the spirit of fundraising and wellbeing.

This year, the race around the GCT terminal in Gdynia, Poland, welcomed approximately 1,300 runners and over 3,000 supporters, including children to join the children's run. The day saw the adults joining together to warm up to music where spectators could join in with the festivities before the runners set off on their separate runs of either one nautical mile or 5 kilometers depending on the runner's choice.

All monies raised will be donated to local charities and, including past events, over €50,000 has been raised to date.

IMRF marks historic 100th anniversary

The International Maritime Rescue Federation (IMRF), the world's leading non-governmental organisation for the development and improvement of maritime search and rescue (SAR) capacity and operational effectiveness, has celebrated its 100th anniversary since founding in July 1924.

During its existence, the IMRF has brought together the world's leading maritime SAR organisations from around the world to provide a critical forum for the development of some of the biggest issues impacting maritime SAR operations, including vessel design and operation, lifesaving equipment and training, and personnel safety.

"For more than 100 years, the IMRF has been a leading voice in the improvement of maritime SAR capabilities globally and I am incredibly proud to continue the work of so many of my predecessors as we continue to ensure we remain a vital part of the maritime SAR community for another 100 years and beyond," said Caroline Jupe, CEO of the IMRF.

Sailors' Society celebrates Sea Sunday across the globe

From Manilla in the Philippines to Southampton in the UK, churches and communities across the world celebrated 'Sea Sunday' with global maritime charity Sailors' Society on July 14.

Sea Sunday is set aside to remember the world's 1.9 million seafarers and to give thanks for their crucial work.

As a leading charity for the welfare and wellbeing of seafarers and their families worldwide, Sailors' Society has for more than 200 years been providing practical, emotional and spiritual welfare support to seafarers and their families through crisis response, welfare grants and wellness initiatives.

Alternative Viewpoint

Keeping people in the loop

By **Michael Grey, MBE**, an internationally respected maritime commentator

How sincere are manufacturers when they tell us that the new bit of technology they are offering is a 'human-centred design', which, they believe, should fill those humans tasked with operating it, with confidence? They certainly talk the talk these days, seeking to assuage the doubts of the seagoing staff and those who will buy the stuff in head office, who are perhaps naturally suspicious of the lavish claims in the literature.

If you look back at recent history, such suspicions could be well-founded, as the marine equipment industry has a record of producing equipment that seems to have been designed with little input from potential users. Similarly, it often gives the impression to have been designed without any proper knowledge of the hostile and corrosive environment in which it will be required to work, when installed in a ship. Heat, vibration and salt air are proven enemies of all but the most robust design; something that has been amply proved over time.

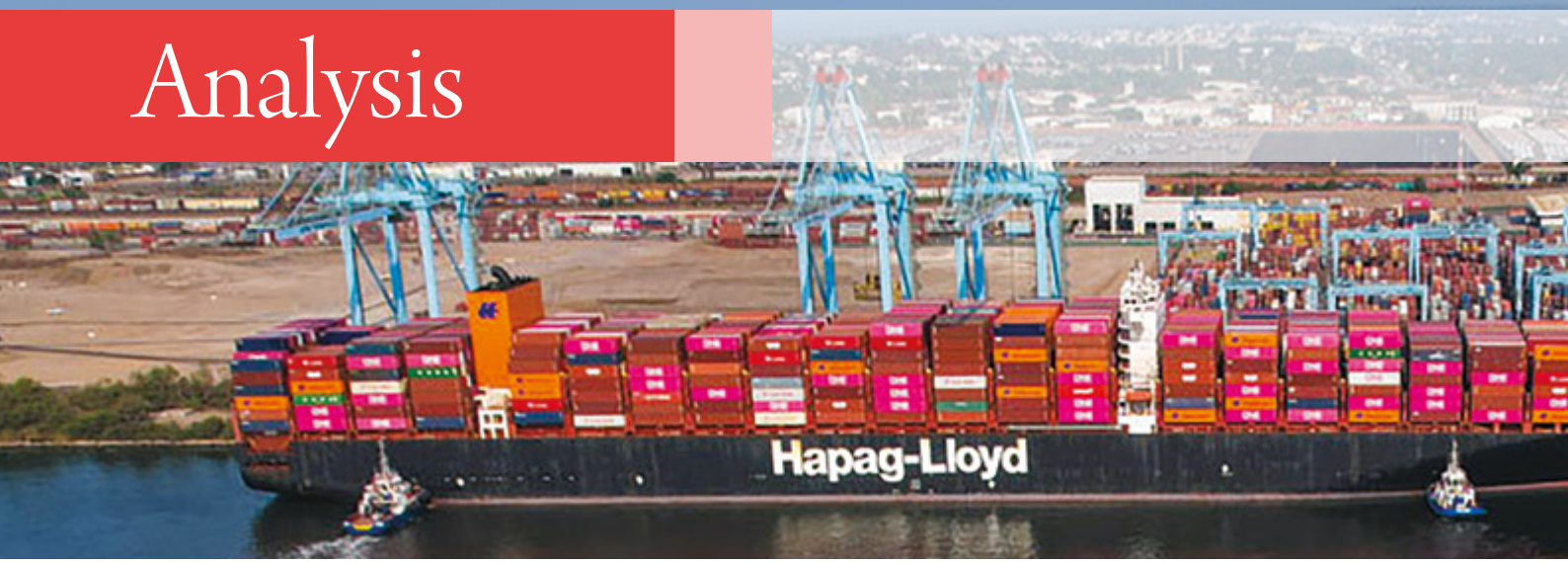
It is not that there is any negligence or lack of foresight in the process that has led to deficient equipment in the past. Rather it has often been produced in isolation from the real needs of its buyers (who will be reluctant to pay a premium price) and is often too complicated or sophisticated for its own good. And to compound the problem, the marine industry's propensity for introducing equipment where the first purchasers are frequently operating with prototypes, is in stark contrast with the procedures of the aviation or automotive sectors. Here, things are properly tested to destruction before being let loose on their ultimate consumer.

Now we are in the midst of a digital 'revolution', with artificial intelligence looming large, so it is even more important to ensure that all this clever technology does not end up further isolating the operator. And there is cause for concern, when you hear of ship machinery acting "as if it had a mind of its own" with its management systems behaving according to programs that take little account of physical circumstances. Executing a machinery shut- down sequence when in constricted pilotage waters because the machinery thinks that there is insufficient water under the keel is a not uncommon occurrence, so pilots report.

Marine engineers and technical directors alike have made it clear that they would like more robust and less sophisticated systems. Will this be taken seriously by equipment manufacturers? Or will we see ship systems in which the operator is increasingly relegated to role of "overseer" with little opportunity to intervene, other than calling the manufacturer, when the alarms activate. One thinks of recent incident investigations which, in one alarming case involving a cruise ship, revealed the real difficulties faced by ship's engineers with a plethora of alarms, system automatic shut-downs and a gale blowing a ship onto a lee shore. Over-sophistication in the ship's systems and the inability of the staff to understand what was going wrong was clearly one of the lessons that this investigation into this alarming incident

revealed. There is no shortage of similar examples, where the ability of the humans to cope with equipment-related emergencies points to a relationship going wrong.

These are not idle concerns, but reality. We have to embrace decarbonisation, with new and untried fuels, the requirement to switch from one fuel to another in certain sea areas and in the words of a serving Second Engineer, lots of new opportunities for things to go wrong. In such circumstances it is surely essential that the input of users is taken more seriously. The needs of the operators should not be ignored in favour of some big picture objective to 'save the planet' or make the ship X% 'more sustainable'. It also suggests that there is a need to take specific training appropriate to the ship and its equipment very much more seriously, if the humans are not to be left behind by the clever equipment.

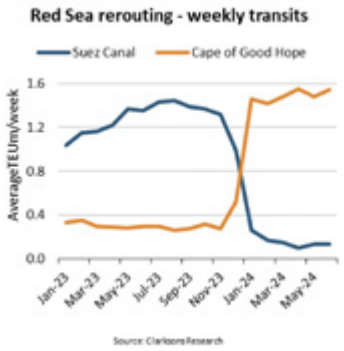


Containerships - Avoiding the Red Sea

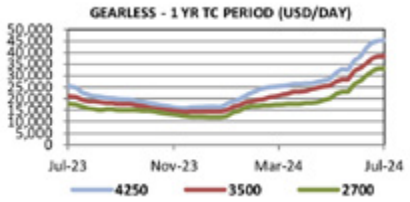
By Ian Cochran

In this market roundup, SMI turns its attention to the containership sector. For the past six months, this shipping segment has faced a spectacular fallout from the continued attacks on shipping in the Bab al-Mandab Strait, at the southern entrance to the Red Sea. The Houthi rebel attacks on shipping transiting the area have caused serious disruptions since last December, forcing containerships and other vessel types to divert around the Cape of Good Hope.

In July, the Houthis intensified their attacks on vessels transiting the Red Sea, despite a US coalition and European Union naval presence in the area.



According to the Washington Institute, the re-routing of ships, has caused a significant decline in traffic through the Bab al-Mandab Strait, including a 55% drop in containership transits. This disruption has particularly impacted key Saudi Arabian ports, such as King Abdullah Port and Jeddah and of course, Suez Canal transits.



Source: Bancosta

AP Moller-Maersk CEO, Vincent Clerc explained recently at an online event for customers that the coming months will be challenging for carriers and businesses, as the Red Sea situation stretches into the third quarter of 2024.

He said that by extending schedules to take the longer route around Africa, an extra two to three ships are needed, depending on the trade.

However, extra capacity availability was low to begin with and, across the industry, carriers' ability to bring in extra tonnage was limited. At the same time, demand for container shipments was firm, he said.

Routes between the Far East and Europe via the Suez Canal have been directly impacted, affecting Asian exports, including China. But, the disruptions have extended beyond the Far East/Europe routes to the entire ocean network, Clerc said.

This was due to Asia being impacted by congestion across key hub ports, causing delays and bottlenecks to ripple through the entire system. Ocean networks have also been re-organised with vessels being moved to different regions to better meet demand.

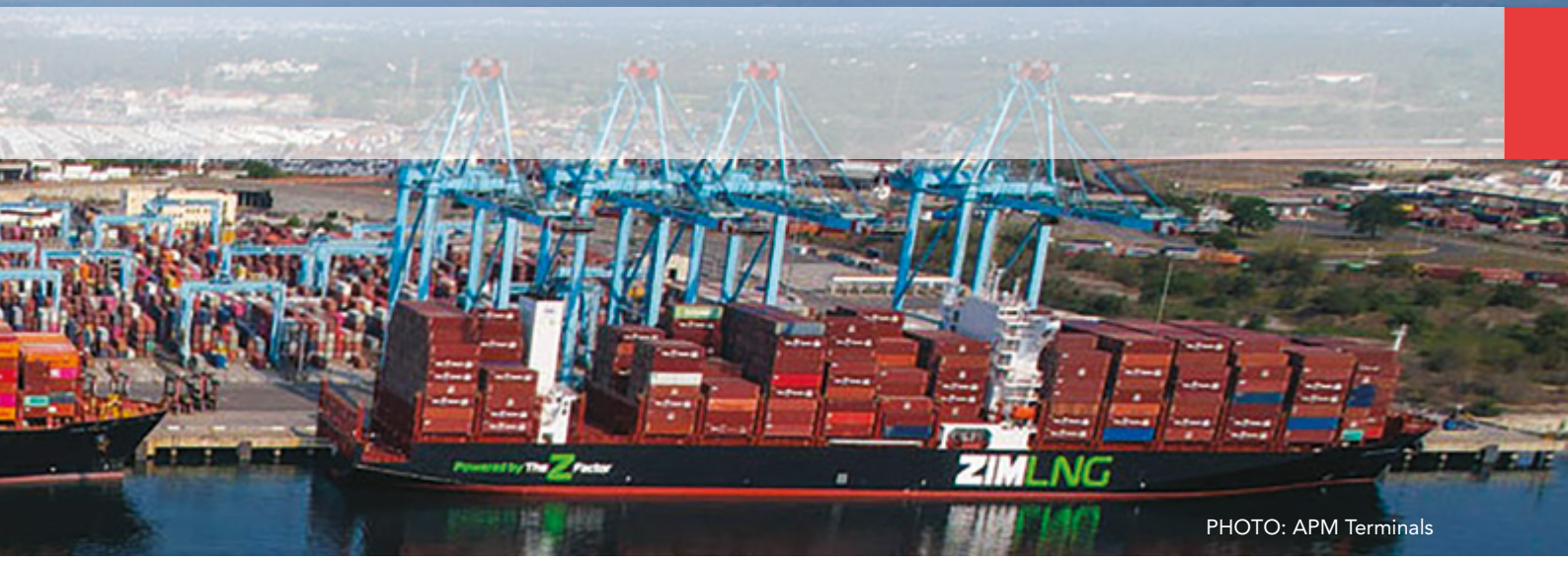


PHOTO: APM Terminals

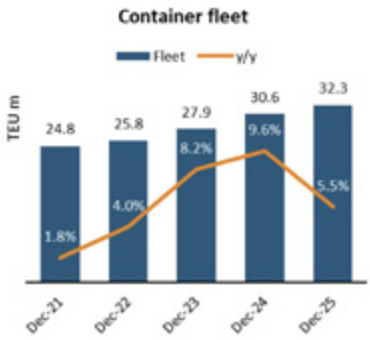
In general, the Cape route adds another 10-20 days to a schedule, depending on a vessel's speed, which has led to operators scrambling to charter in tonnage to cover missed or late port calls.

In its mid-year review, BIMCO agreed with Maersk, saying that there was no sign of the Red Sea situation easing. With an estimated volume growth of 5-6%, and growth in head-haul and regional trades predicted at 5.5-6.5%, demand for container vessels grew quickly in the first half of this year.

It was thought that next year's volume growth will not be enough to counter the fall-off in ship demand should operators return to Red Sea and Suez Canal transits, which by mid-July looked highly unlikely.

Although not keeping pace with current demand, supply is also growing quickly. Containership deliveries are forecast to hit a new record of 2.8 mill TEU this year. Ships increasing speed to counteract the longer route will also add to supply growth, BIMCO said.

As well as hub congestion, port worker stoppages and the threat of strikes has also exacerbated the situation. The latest threat is coming from the US East Coast and Gulf ports' longshoremen.



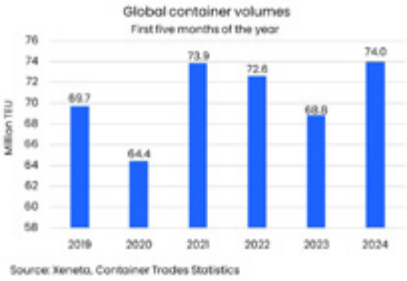
Due to the scramble for tonnage, containership timecharter rates had risen by 113% in June, compared to the end of 2023. BIMCO expected charter rates to soften in the second half of this year, which indeed is happening albeit from a very firm level and to fall further next year.

Secondhand containership prices also firmed but not to the same extent. The orderbook actually fell by 1.7 mill TEU in the first half of this year, but newbuilding prices had increased by around 12% on average by June. Increased tanker sector newbuilding activity helped to boost prices, BIMCO explained, by taking up available newbuilding slots.

As a result, a ship ordered today will not be delivered until around 2027/2028. As of June, two thirds of the newbuilding containerships were due to be delivered in 2027 and the remainder a year later, although there might be some slippage.

It is not only the ships that have been affected by spiralling costs, as the containers themselves have experienced a worldwide increase in spot rates.

Data released by Oslo-based freight rate benchmarking and market analytics platform Xeneta showed that average spot rates from the Far East to US East Coast had increased by 3.7% on 15th July to $10,045 per FEU. Into the US West Coast, spot rates increased by 2% to $8,045 per FEU.



While this meant that spot rates were up almost 150% on these trades since the end of April, the latest increases were far smaller compared to the 1st July rise of 22% into the US East Coast and 12% into the US West Coast.

A peak has also been reached on fronthaul trades from the Far East to North Europe and Mediterranean. Average spot rates increased by 4.7% and 3.5% on 15th July to stand at $8,480 per FEU and $8,150 per FEU, respectively, less than the increases of 17% and 10% recorded on 1st July.

New age of sail in the offing?

By David Tinsley

It could be said that the extent of discussion and trade media coverage of wind propulsion exaggerates the degree to which such systems actually figure in the global merchant fleet. However, the recent acceleration in the nomination of sail installations clearly denotes rising approbation and perceived validity of the technology among the global shipping community, as the decarbonisation drive becomes more urgent.

By July this year, some 45 large commercial vessels were operating with wind-assisted propulsion systems, and a further 10 were wind-ready. Although the orderbook, encompassing both newbuilds and existing ships for retrofit, is more difficult to ascertain, the rate of growth has led industry sources to forecast that the sail-endowed fleet will double by next year and will continue to expand in 2026 and beyond.

Whereas various paths in the energy transition and towards 'sustainability' currently present major drawbacks for operators of deep-sea vessels, be it the range limitation of batteries or uncertainty as to future costs and availability of alternative fuels, the possibility to harness wind energy can be an attractive proposition if the means of doing so are practicable and affordable.

While not the answer in itself to decarbonisation, recourse to wind propulsion can contribute to the use of a broader shipboard mix of solutions and help obviate a total reliance by shipowners on alternative fuels. Depending on prospective vessel trading patterns, wind energy may also offer comparative benefits as regards dependability of 'supply'.

Furthermore, sail power's ability to deliver even small percentages of a ship's overall energy needs can help offset the higher costs entailed in covering the bulk of the power requirement with 'green' alternative fuels, making a combination of technologies a viable option.

Technical consultancy Deltamarin has linked with UK-based BAR Technologies in

Cool Express, in ballast - two further E-class vessels are under construction in Japan. (courtesy, Cool Carriers)

the development of an Aframax/Long Range 2-category tanker series wherein a WindWings rotor sail system is integrated with a novel, aerodynamic superstructure.

Dubbed the Aquilo, the vessel type incorporates four WindWings ranged along the deck in staggered fashion, complemented by a wind-optimised hull and deck house. Simulations indicate that the measures as a whole should secure an average daily fuel consumption of no more than 26.8 tonnes per day at 14.5 knots, coming down to 12.6 tonnes at 12 knots on suitable trade routes.

Deltamarin has subsequently also partnered with Kongsberg Maritime to promote an 82,000dwt bulker design that would set a new benchmark in Kamsarmax efficiency through the headline adoption of three tiltable, rotor sails and two suction wing sails, complemented by hull air lubrication, slower speed settings and other arrangements.

The Mitsui OSK Lines (MOL) organisation has implemented a bold, long-term strategy focused on decarbonisation goals in which wind power will play a signal role. The delivery of a 64,000dwt geared bulker fitted with the home-grown Wind Challenger system represents the latest phase in the roll-out of the plan. Constructed by Oshima Shipbuilding, Green Winds is the second of nine MOL vessels for which Wind Challenger installations have been specified, only one being a retrofit. The group plans to have a total 25 Wind Challenger-equipped ships under its control by 2030, rising to as many as 80 by 2035.

The initial 18 months of operations with the first vessel embodying the system, the 2022-built, 100,000dwt coal carrier Shofu Maru, showed that the single, forecastle-mounted MOL/Oshima-developed Wind Challenger unit reduced daily fuel consumption by 5%-8% per on average, up to a single voyage maximum of 17%.

Preliminary data from Anemoi's three Rotor Sail array mounted in June 2023 on Tufton Investment's Cargill-chartered Kamsarmax bulker TR Lady indicate scope for annual fuel and emission savings of approximately 10%. Among the UK company's latest projects, five Anemoi Rotor Sails have been retrofitted by Yiu Lian Dockyards to the 388,000dwt Valemax ore carrier Berge Neblina. Owner Berge Bulk is optimistic that the system can render an 8% reduction in carbon emissions.

Prevailing wind conditions on the intended transpacific route between Japan and Chile were a key factor influencing the decision to retrofit wind-assisted propulsion technology to Nippon Marine's 53,800dwt combination carrier Koryu. A single, 35-metre high, five-metre diameter Norsepower Rotor Sail, installed in a forward position on the vessel in June this year, is expected to yield average fuel savings of around 5-6%.

The project was initiated by charterers BHP and Pan Pacific Copper with the aim of reducing greenhouse gas(GHG) emissions in the logistic chain. The Japanese ship transports copper concentrates from Chile to Japan, and makes the return voyage loaded with sulphuric acid. By harnessing wind energy to deliver a portion of the requisite propulsive power, the vessel's main engine can be throttled back, such that ship speed and transit time can be maintained at a lower fuel burn and lessened environmental impact.

The specific Norsepower application features a tilting foundation that allows lowering, so as not to impede cargo handling procedures or possible deployment where there is an air-draught restriction.

The Norsepower Rotor Sail and other rotor systems are modern-day derivatives of the Flettner rotor. As the wind stream flows around the revolving cylinders, the rotation creates an area of high pressure on one side and lower pressure on the other side. Through the phenomenon known as the Magnus effect, the pressure differential creates a force at right angles to the wind direction. On a vertical rotor, this assists in driving the ship forward.

The system allows the rotors to be turned at different speeds and in different directions, thereby 'trimming' the rig to the prevailing wind conditions. The adjustments are carried out automatically, obviating the need for additional crew or crew intervention.

London-based Union Maritime has endorsed wind-aided propulsion as part of the diversified fleet operator's strategy for optimising energy efficiency and realising sustainability goals. Four 18,500dwt newbuild petrochemical tankers from China will each be equipped with two Norsepower Rotor Sails of four-metre diameter. Customised to the vessel type, the outfit will feature Norsepower's proprietary explosion protected design for enhanced safety compliance with product carrier regulations. The project denotes the first application of the system under the new Bureau Veritas wind propulsion classification rules. The sail structures must meet a 35.5-metre air-draught limitation for navigating the St Lawrence Seaway and Great Lakes network, in accordance with charterer's requirements.

A further eight tankers of the class ordered by Union Maritime will be prepared for retrofitting with Norsepower Rotor Sails. The Finnish company has facilitated contract logistics in the region by setting up a production facility at Dafeng, China.

Earlier this year, Norsepower landed a considerable order to supply each of three newbuild ro-ro vessels ordered by Louis Dreyfus Armateurs (LDA) with six 35-metre rotors. The ships will be employed under charter to Airbus transporting main elements of A320 airliners from Europe to assembly plants in the USA.

LDA is also among the latest companies to endorse the eSAIL system conceived by the Spanish company bound4blue. It is anticipated that four 26-metre high eSAILS retrofitted to the chartered fruit juice carrier Atlantic Orchard will cut annual fuel consumption and CO2by at least 10% on ocean passage. On the home market, Marflet has become the first Spanish merchant fleet owner to invest in wind-assisted propulsion through the selection of four eSAILS for the retrofit of a 50,000dwt petrochemical tanker.

Reckoned to have laid a new milestone insofar as the degree to which a sail-assist system contributes to overall propulsion power delivery, the installation on the French deep-sea ro-ro Canopee denoted the commercial debut of the AYRO OceanWings solution.

Retrofitted some months after the vessel's December 2022 completion in the Netherlands, the four 363m2 Wingsails are expected to achieve average fuel savings of 15% during the course of the ship's regular transatlantic voyaging. Canopee has been purpose-designed for the transportation of Arianespace rocket components from European ports to French Guiana, the final destination being the Kourou base and launch site. The fullest advantage of the sails can be made on the return voyages in ballast to Europe, allowing load to be taken off the ship's two main Wartsila engines.

OceanWings can be used in wind speeds up to 80 knots, and offer a high lift effect in relation to the sail surface area, comprising the vertically-mounted wing and large flap section. The system is reefable and furlable as the sail structure and surface can be concertina'd down when not deployed. The fully-automated arrangements ensure that the angle of attack and camber of the wing adjust to wind speed and direction.

The Wingsails were assembled at AYRO's new factory in Ouistrehamn, the ferry output of Caen in northern France.

At the Posidonia 2024 event in Athens, AYRO announced the company's rebranding as OceanWings and simultaneously introduced an expanded Wingsail portfolio to expand market reach across the vessel type and size ranges. The new rigid OceanWings offering and the existing semi-rigid series share the same two-flap variable camber design, including Wingsail base and boom. The product line-up now includes critical configuration options such as a tilt mechanism.

French belief in wind-assist technology is also amply expressed in the activities and orderbook of the

Oshima-built 64,000dwt bulker Green Winds is the latest MOL-deployed vessel with the Wind Challenger system (credit: MOL)

country's leading shipbuilder, Chantiers de l'Atlantique, where the first in a series of luxury cruise vessels equipped with a proprietary sail system is in hand for the Paris-headquartered hotel, resort and vacation group Accor.

To be deployed under the latter's Orient Express Silenseas brand, the 116-passenger-capacity, 220-metre ship will feature three 100-metre tall, 1,500m2 SolidSail rigs, complementing four Wartsila dual-fuel engines of total 8,280kW output. It is claimed that the nascent first-of-class will rank as the world's largest contemporary sailship.

SolidSail technology has also been specified for the ambitious Neoliner project. The newbuild ro-ro cargo vessel, which will have a duplex rig and hybrid auxiliary diesel-electric power, will serve a fixed North Atlantic trading route.

Under construction by Turkish contractor RMK Marine, the 136-metre Neoliner is to be fitted with two 76-metre high, folding SolidSails, spanning a total 3,000m2. Due to enter service next year, she will offer a payload capacity equivalent to 1,500 lane-metres of ro-ro freight or 500 cars, or alternatively 265TEU containers. A number of luxury goods producers in France are understood to be ready to provide cargoes for the planned, eventual two-ship operation that will link Saint-Nazaire with Halifax and Baltimore via the Saint-Pierre and Miquelon archipelago, a French overseas collectivity.

Marseilles-based Compagnie du Ponant, operator of expedition-type small cruise ships, is involved a collaborative R&D project, dubbed Swap2Zero, which is developing an ocean-going passenger vessel featuring wind power among a raft of technologies focused on carbon-neutrality. At some 181 metres in length overall, and incorporating about 100 passenger cabins, the concept drawn up jointly with Stirling Design International of Nantes considers both the OceanWings and SolidSail systems.

Swap2Zero aims for zero-emissions operation by adopting a combination of six decarbonisation solutions. First and foremost will be a sail solution providing an average 50% of the ship's required propulsion energy. The overarching idea is that the project will have applicability potential for the rest of the industry.

The inexorable advance of carbon emission regulations, including the imminent introduction(1 January 2025) of the FuelEU edict, has given new impetus to the shipping community's consideration of increasingly visible, trading-tested wind-assist systems.

ingapore-based Berge Bulk has retrofitted a WindWings system to a Newcastlemax bulker (credit: BAR Technologies)

Putting the wind behind shipping's decarbonisation progress

By Jukka Kuuskoski,
Chief Customer Operations Office, Norsepower

The route to shipping's energy transition is still unclear. We are, realistically, far from seeing definitive alternative fuel choices that will spark the necessary chain reaction of infrastructure investment, vessel design and adjusted voyage planning. If there was ever a stark reminder, then Maersk's recent about-turn from methanol to LNG has highlighted that all bets are still off.

Despite this, regulatory deadlines grow closer and cargo owners are increasingly discerning about how shipping can contribute to the sustainability of their supply chains.

As the sector navigates its way through so many unknowns, it's obvious that shipping companies and their customers need solutions that can offer results and stability, now and in the long-term. In this context, wind assisted propulsion systems (WAPS) like the Norsepower Rotor SailTM (NPRSTM) are becoming a 'no brainer'. They offer ship owners and operators a way to minimize dependence on alternative fuels, increase energy efficiency, reduce emissions and comply with environmental regulations.

COMPETING FOR ALTERNATIVE FUELS

As demand for alternative fuels increases, so will the need for renewable electricity to produce it. However, considering shipping's demand for alternative fuels could require an additional 2TW of renewable energy generation capacity, and 1TW of hydrogen production capacity by 2050, relying on alternative fuels alone is not feasible.

According to this year's Maritime Forecast to 2050 by DNV, shipping's large-scale energy transition will require 30-40% of the estimated global supply of low-carbon alternative fuels. This is equivalent to 17 million tons of oil equivalent (Mtoe) per year by 2030. Other industries, from steel to agriculture, will also be vying for commodities like hydrogen and are well-coordinated to stake their claim. To compete for the volume of alternative fuels it needs, reaching over 500 million tonnes by 2040, shipping needs to aggregate demand and speak with a united voice.

Wind propulsion can wean shipping companies off a total reliance on alternative fuels and provide some stability amid concerns about availability and feasibility. Unlike alternative fuels, there is no need for infrastructure build out with both wind and WAPS readily available. Wind can be used more directly and efficiently with 1 unit (kWh) of electrical energy producing 15 kWh of energy output as propulsive thrust using the NPRS.

MAKING THE NUMBERS WORK

From a commercial perspective, the rationale adds up for adopting WAPS. Even if ship owners and operators opt for alternative fuel vessels, pricing projections by GMF and the Rocky Mountain Institute calculate that the potential cost of green ammonia in 2030 will range from $900 to $2,700 per tonne equivalent to the energy content of very-low sulfur fuel oil (VLSFO), and methanol $900 to $2,500 per tonne (VLSFO-equivalent), depending on location. Investing in energy efficiency solutions and being able to reduce fuel consumption by 5-25% on average could be the difference between being profitable or bankrupt.

The commercials are tipping the balance and investor confidence in clean technologies is also growing. With an increasing wealth of performance data, green finance initiatives and shorter payback periods of 3-4 years, especially when expensive alternative fuels come online, adopting solutions like the NPRS is now easier than ever. We're seeing interest grow significantly and

translate into new and repeat orders with installations of the NPRS more than doubling within 18 months.

Combining energy efficiency solutions, like wind propulsion with voyage optimization, takes these savings to the next level. A study with NAPA and Sumitomo Heavy Industries demonstrated that combining voyage optimization and the NPRS cuts emissions by up to 28% on average on the North Atlantic route. Such efficiencies and measures help improve operators' access to finance, commercial competitiveness, trade utilization, and profitability on an annual basis, while also maintaining a fully regulatory compliant vessel that retains its asset value.

Decarbonizing shipping will require an estimated investment of $1trn-$2trn by 2050 across retrofitted ships, new ships, and maritime infrastructure. Of this, about $350bn will be needed in the six years until 2030 alone. This is why collaborating with stakeholders across the value chain is critical, especially for creating new payback structures and green financing initiatives to make investments more accessible and equitable.

THE ROAD TO 2050

While the debates around fuel choice and whether the maritime industry is even a viable off-taker continue, tightening regulations are pushing shipping towards action with no time to wait and watch.

With shipping's introduction to the European Union's Emissions Trading System, it pays (literally) to save fuel and reduce emissions. Research from Clarksons based on 2022 trading patterns and an EUA price of $90 per ton revealed the total cost of EUAs for shipping will be $3.3bn next year, and could rise to $8bn by 2026.

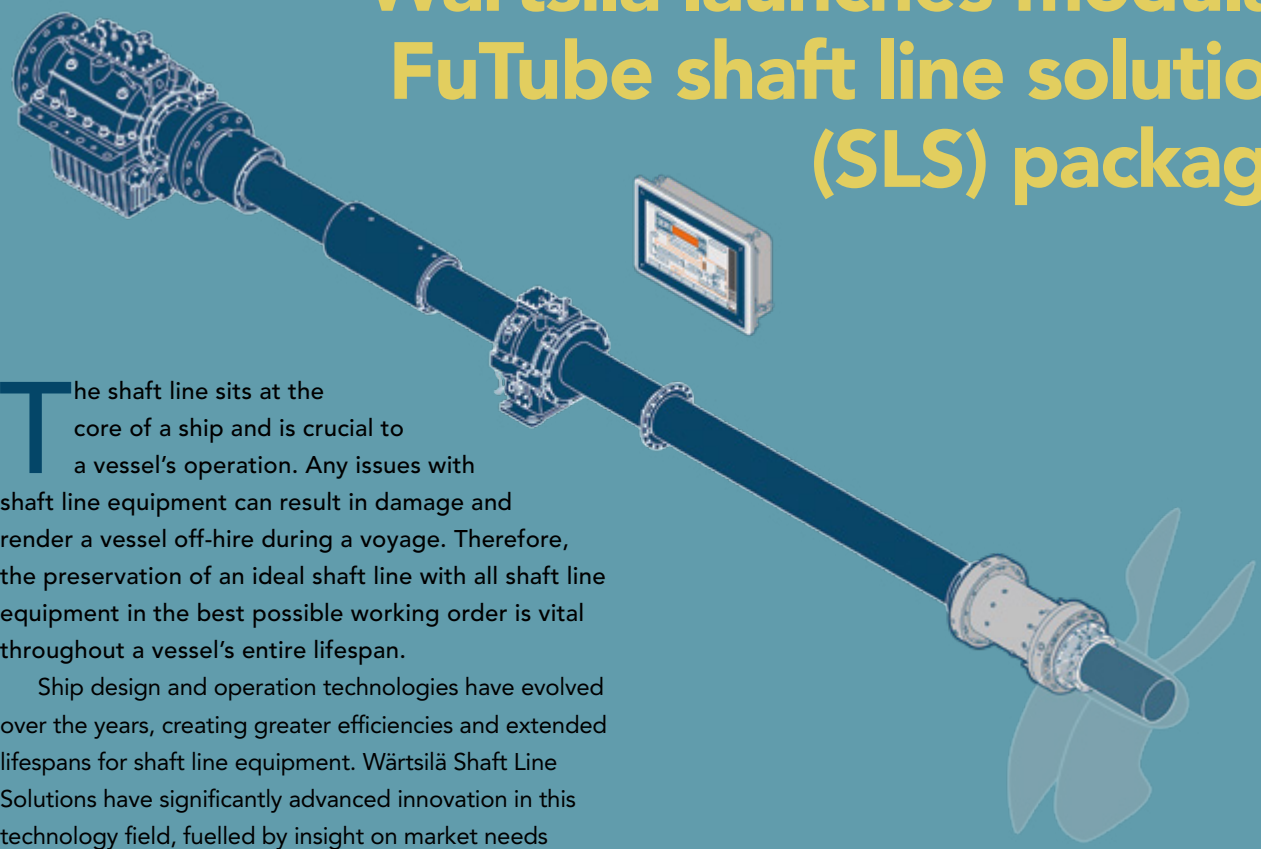
This is why the path to complying with these tightening regulations and maximizing return on investment will be anchored on efficiency. According to ZESTAs, around 40-60% of shipping's emissions can be removed by implementing energy efficiency measures and the rest from zero emission technologies.

The NPRS is a critical tool in complying with both IMO and EU regulations with fuel and emissions savings verified by independent third-parties, including major classification societies such as RINA, ABS, BV, ClassNK and CCS. These savings are particularly valuable in today's era of sustainability; not only does a retrofit or newbuild installation support compliance with regulations, the introduction of Scope 3 also raises the urgency to cut emissions and fuel consumption when transporting cargo and people, in a way that makes commercial sense.

Industry heavyweights like TotalEnergies, MOL, Vale, Louis Dreyfus Armateurs, Oldendorff Carriers and IINO Lines, among others, are already getting ahead and embracing wind propulsion with the NPRS. With the wind behind them, owners and operators can go beyond baseline regulatory compliance and tap into additional rewards. Looking ahead, FuelEU Maritime will come into effect in 2025 and companies with WAPS (retro)fitted will be eligible for a 'Wind Reward Factor'. This is applied to reduce the overall GHG intensity of the energy used- a perk no other energy efficiency technology offers.

The role of sails in shipping may be a tale as old as time but the plot has a new twist. With new technologies, fuels and regulations, it has never been more important to harness the power of the wind to save fuel and the planet. With a strong practical, commercial and regulatory rationale for adopting the NPRS, the industry doesn't have to wait to make a planet-positive impact. ●

Wärtsilä launches modular FuTube shaft line solution (SLS) package



The shaft line sits at the core of a ship and is crucial to a vessel's operation. Any issues with shaft line equipment can result in damage and render a vessel off-hire during a voyage. Therefore, the preservation of an ideal shaft line with all shaft line equipment in the best possible working order is vital throughout a vessel's entire lifespan.

Ship design and operation technologies have evolved over the years, creating greater efficiencies and extended lifespans for shaft line equipment. Wärtsilä Shaft Line Solutions have significantly advanced innovation in this technology field, fuelled by insight on market needs collected from end users in a systematic way. The latest innovation from Wärtsilä Shaft Line Solutions is a modular shaft line equipment package, FuTube, which was launched in March 2024 and developed based on extensive end user feedback and an approach by Wärtsilä to re-route traditional approaches to the procurement of shaft line equipment so that end users can specify individual SLS makers.

The development of the FuTube SLS package started in 2017 when Wärtsilä Shaft Line Solutions embarked on a project to listen to and learn from the industry. The aim was to develop a new offering that comprises Wärtsilä's entire portfolio of shaft line equipment in one complete package.

End user feedback gathered across 3,800 responses moulded the SLS package development. Through end users grading SLS aspects on positive business impact versus negative business impact, Wärtsilä could pinpoint end user pain points. These pain points were identified by layering aspects where the negative impact of a damaging scenario is high and the need for a solution is high. Pain points were taken into R&D activities to develop the new package solution in cross-collaboration between Wärtsilä's International teams.

Based on the feedback collected, the resounding and encouraging consensus is that, although the current state suffices for our operations, embracing these improvements would undoubtedly elevate our performance and effectiveness. the overarching three principal needs from end users were lowering operational costs, making the life of the crew easier and avoiding damages that stop vessels from operating.

ADDRESSING END-USER NEEDS

For ship operators and managers, a vessel becoming offhire during a voyage is a nightmare scenario that creates unplanned OPEX costs associated with fixing the problem and getting a vessel back in operation as soon as possible. The prevention of oil leaks or spills with 100% failsafe stern

tubes and seals is a high need from end users alongside bearing damage. For example, a shaft's whirling effects damaging bearings. Another example of a high need for end users is not having to stop a voyage because of damage taking place because the crew are unaware of any existing dangerous shaft line effects.

The resulting modular SLS package, FuTube, incorporates all Wärtsilä shaft line technologies, as follows:

- The Evotube System, a robust, eco-friendly system with a compact design that maximizes cargo space. It supports both oil and water lubrication systems and enables easy transitions between them, ensuring future-proofing for vessels.
- The IntelliSafe Bearing, a revolutionary smart bearing with advanced sensors and real-time analytics. It proactively responds to adverse conditions, preventing failures, and reducing downtime and costs for clients.
- 10-year AirGuard Seal, an evolution with extended maintenance intervals, cutting costs and promoting sustainability in maritime operations.
- Shaft Line Monitoring Equipment, a system offering real-time insights into the shaft line's operational health. By monitoring key parameters like shaft movements and vibrations, it enables proactive maintenance and early issue detection. This prevents breakdowns, optimizing shaft line performance.

Offering a comprehensive package that can be acquired in its entirety or as individual products, the providing flexibility to tailor solutions to each customer's specific needs. During the development phase, all the individual shaft line technologies were assembled on a test rig at the Wärtsilä Shaft Line Solutions factory site in Spain. This test rig was meticulously designed to replicate real-world scenarios and rigorously validate performance and reliability.

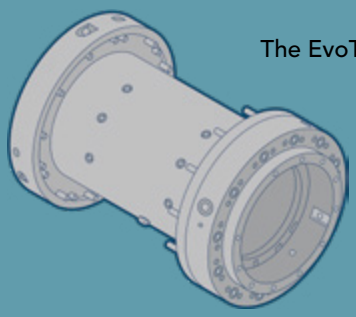
DRIVING SLS MARKET INNOVATION

It is not just end-user feedback that this modular SLS package is satisfying. In creating an SLS package, Wärtsilä is positively disrupting traditional approaches to shaft line equipment procurement in the industry. It is standard practice for shipowners to write the ship specifications but not to specify the shaft line make. Then, the shipyard chooses the shaft line equipment maker based on price, considering all makers and shaft lines as standard. Finally, the ship manager is the stakeholder in the chain, who buys the shaft line equipment, spares, and services during aftersales.

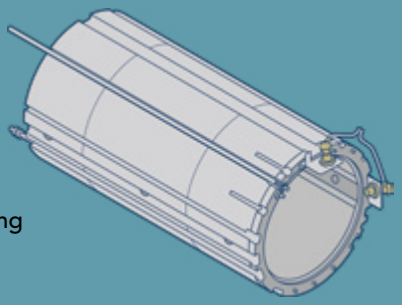
To support this, Wärtsilä is making the procurement of complete shaft line solutions as simple as possible by ensuring that an entire shaft line solutions package can be procured from them, as a SLS maker, by the shipyard following a request from the ship owner.

In supporting end users to simplify shaft line equipment operation and maintenance, Wärtsilä is supporting the industry to minimise disruptions caused by shaft line damages, offhire costs, and negative environmental impacts.

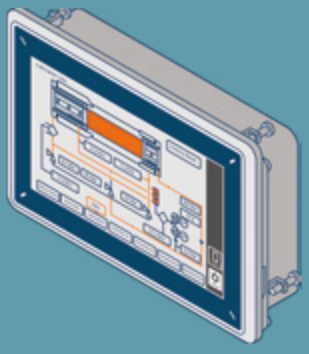
Operating 75 countries and supplying products for the whole shaft line, from seals and bearings to couplings, stern tubes and condition monitoring systems, makes it possible for an entire propulsion system to be fully serviced by Wärtsilä. With the introduction of the FuTube SLS package, end users can simplify shaft lines even further by selecting a complete package of solutions from one provider only that can access Wärtsilä's global servicing and support network.



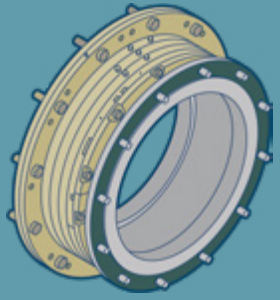
The EvoTube System



The IntelliSafe Bearing



Shaft Line Monitoring Equipment



AirGuard Seal

THE VITAL IMPORTANCE OF ON TIME DRY-DOCKINGS.

The Critical Nature of a Dry Docking Project

In the high-stakes world of maritime shipping, time is money. Every day a vessel spends in dry dock is a day it isn't generating revenue. Thus, the timely completion of dry docking services is paramount for shipowners seeking to minimize downtime and maximize profitability.

Dry docking is an essential aspect of ship maintenance, involving the inspection, repair, and maintenance of a vessel's hull and essential systems. The process ensures compliance with international regulations, Classifications' Societies while enhances the vessel's operational efficiency, and prolongs its service life. However, the inherent downtime associated with dry docking can be a significant concern for shipowners.

Delays in dry docking can lead to missed charters, disrupted schedules, and financial penalties. The cascading effects of such delays can ripple through the entire supply chain, impacting cargo deliveries and market dynamics.

Therefore, ensuring that a vessel returns to service on schedule is not just a matter of convenience; it's a vital component of maritime business strategy.

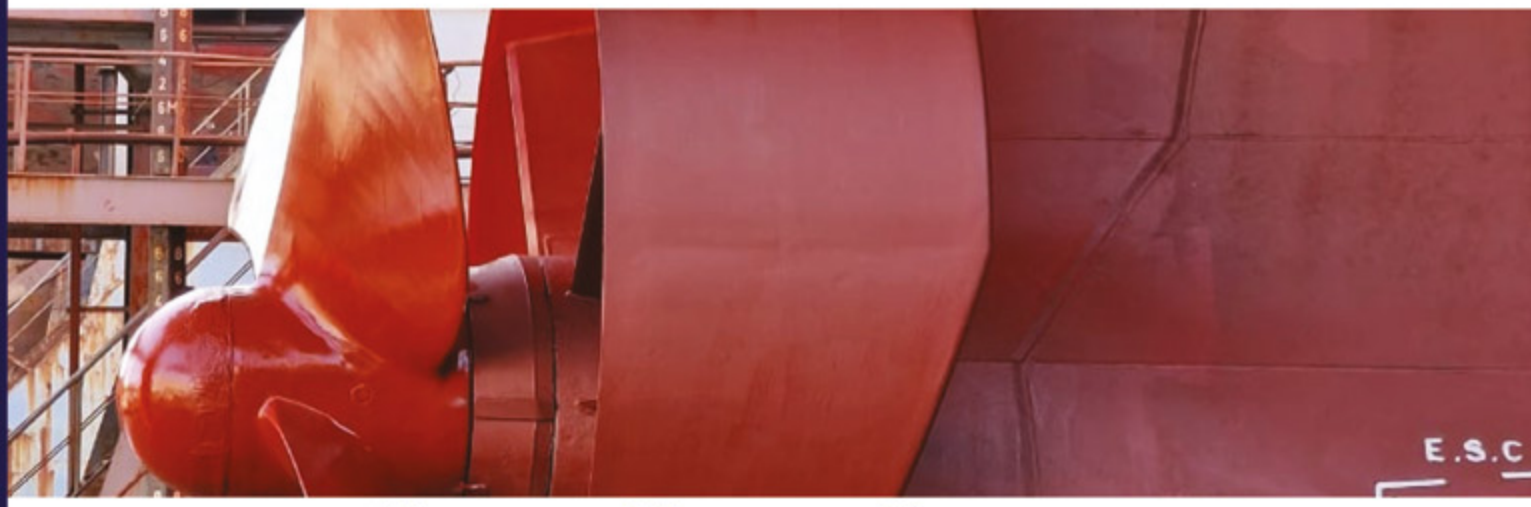
CARELL, for over 70 years now, have been the trusted partner for dry docking services in Greece for most of the world leading shipowners & ship-managers.

How to Ensure On Time Delivery

Meticulous Project Planning

Every successful dry docking project begins with meticulous planning. Experienced project managers coordinate seamlessly with all stake holders to develop precise timelines and detailed action plans.

CARELL
DRY DOCKINGS & SHIP REPAIRS



DRY DOCKINGS | AFLOAT REPAIRS | MARINE ENGINEERING | BWTS INSTALLATIONS | HYDROGEN ENGINEERING | ROBOTIC WELDING

This proactive approach minimizes unforeseen disruptions and ensures that each project phase is completed as scheduled.

Greek Ship-repair Craftmanship

Greece has a long and proud tradition of shipbuilding and repair. At CARELL, they are proud to continue this legacy by employing some of the best craftsmen in the industry. Their workforce is renowned for its attention to detail, dedication to quality, and innovative problem-solving capabilities.

Flexibility Across Greece

Ship repairs mandate flexibility and this is crucial for ship owners. The geographical diversity allows **CARELL** to serve clients more effectively, reducing transit times and accommodating diverse repair needs from smaller repair items up to major special survey and modifications.

Vertical Integration & In House Services

Vertical integration is a key differentiator in the service delivery. By offering a wide range of services in-house, CARELL can control over quality and scheduling.

From specialized steel & soft steel works and especially all mechanical engineering repair services mean that we can handle all aspects of a dry docking project internally.

This integration streamlines operations, reduces dependency on external subcontractors, and ensures that we can meet our promised deadlines without compromise.

we make ship repairs simple.

Rachael O'Connor

Are current VTS systems fit for the future of small, complex ports?

According to IMO guidelines, vessel traffic services (VTS) contribute to the safety of life at sea, navigation efficiency, and protection of the maritime environment.

However, the surge in maritime traffic, fuelled by international trade on the one hand and the global recreational boat market on the other, has proved that current VTS isn't suitable for small, complex ports. So argues Rachael O'Connor, Navtech Radar's business development manager - industrial automation division.

A report by Statista (Ocean Shipping Worldwide), highlights that approximately 11 billion tonnes of goods, accounting for 90% of the total merchandise globally, navigate the world's seas each year. For economic powerhouses like the European Union, maritime shipping dominates, constituting 80% of total exports and imports by volume and approximately 50% by value.

This uplift in maritime traffic, especially in nearby coastal areas, straits, and channels, has brought about increased congestion. Ports, crucial links in the maritime transport chain, have witnessed a transformation in navigation demands due to the rise in maritime transport of goods and the increasing size of ships today.

Furthermore, the global recreational boat market is on a growth trajectory, expected to reach an estimated $26 billion by 2030. This is driven largely by the rise of tourism, growing interest in outdoor recreational activities, water sports, and recent advancements in autonomous marine technology.

All this points to potential challenges, and with maritime growth and congestion comes a higher risk of accidents, most notably collisions. Half of the 2,400 global maritime incidents in 2022 occurred within ports or the terminal boundary.

VTS was initially designed to minimise traffic delays and improve flow efficiency, but over the years the growing threat around potential disasters in port approaches has led to significant changes in guidance. Subsequently, the digitisation of the maritime sector has meant that sophisticated VTS tools are being used not only for movements and communication between ships, ports and other agencies, but also to provide timely updates on tidal and weather conditions.

The IMO updated its guidelines on VTS, in 2021, to take account of various organisational, operational and technological developments that had taken place since the previous update in 1997. Contracting governments must arrange for the undertaking of VTS, where, in their opinion, 'the volume of traffic or the degree of risk justifies such services.' Likewise, there are further responsibilities that fall on governments, VTS operators, ports and ships to keep port operations, and personnel, connected and safe at all times.

Yet, amidst the evolving landscape of maritime transportation, the question emerges: are current VTS systems equipped to meet the unique challenges faced by small, complex ports? As ports and their traffic navigate tight channels, low bridges, and accommodate vessels of varying sizes, the need for tailored solutions becomes increasingly apparent.

While major ports often boast robust VTS infrastructure, smaller ports may find themselves lacking adequate support.

The small, complex port challenge

An IRB Industry Report Analysis valued the global VTS market at $266.2 million in 2023, which is projected to grow to $363.6 million by 2030, with an anticipated compound annual growth rate (CAGR) of 4.5% from 2024 to 2030. That's big business by any scale and the majority of that is being stumped up by port and harbour operators.

Typical VTS systems use a raft of modern technologies, which all come with a price tag both for capital outlay and installation, and for operating. It's clear then, that smaller, and more complex ports, need a more tailored solution to help manage this.

Secondly, the technology built for major ports may not be fit for smaller ones. Orthodoxy may suggest that radar systems as outlined in the cost conversation, are effective in many scenarios, but struggle to adapt to the intricacies of smaller ports. Challenges conventionally cited include low-resolution radar systems with large blind spots, or inadequate coverage of narrow waterways and under bridges, or even smaller objects that may be a potential collision hazard, such as kayaks or even swimmers.

Finally, many ports are extremely complex in their nature, with blind spots, varying water levels, narrow entries and sometimes only have the capacity to receive vessels in transit for refuelling, waste transfer or for the transfer of cargo. These have their own set of challenges when considering current VTS systems, albeit under the same guidance, and potential constraints and reporting procedures, as the world's largest.

HIGH-RESOLUTION RADAR

Radar has been a maritime mainstay for nearly a century and makes up one of the three key sensor technologies - alongside 'AIS' (automatic identification system), a broadcast system that allows for updating data on connected vessels automatically, and 'radio detection finder' - which helps to obtain maritime information that will help locate the direction and source of the radio signal.

With radar taking the lead on the transmission of navigational information to determine the size and speed of any incoming object to a distance of several miles, it's critical that this component of VTS can operate in and around small, complex ports, so situational awareness, and response efficacy within VTS operations are not compromised.

To address these challenges, it is essential to incorporate the latest high-resolution marine radars operating in the W-band (76-77 GHz). These advanced systems can augment traditional marine radar (X-band and S-band), offering high-resolution detection capabilities in all weather conditions. In addition, W-band radars are much smaller and require much less infrastructure overhead.

While X-band radars provide long-range detection, they invariably compromise on resolution to achieve their extended range. This trade-off can diminish their effectiveness in situations where distinguishing between different targets in cluttered spaces is vital. Consequently, this reduces their operability and effectiveness in smaller ports, creating a gap in sensing capabilities. W-band, however, has high update rates, meaning it can react to, or track and monitor fast moving objects, and see objects that are closer to other ones – known as target separation.

In this landscape of uncertainty, the integration of high-resolution radar technology emerges as a beacon of hope for small, complex ports. High-resolution radar offers unparalleled detection capabilities, in congested environments. These radars promise to enhance safety and efficiency where it's needed most, providing a critical layer of support for vessels navigating the intricate waterways of small ports.

But can current VTS systems be effectively deployed in small, complex ports, or do we need tailored solutions to navigate these intricate channels? The answer lies in a holistic approach that combines technological innovation, such as high-resolution radar, with a deep understanding of the unique challenges faced by smaller ports and the ability of providers to be flexible in responding to these.

More information about Navtech Radar's W-band radar for VTS systems can be found on the company website.

Navtech VTS detection and tracking

OCEAN Navigation Awareness Project with The Nautical Institute is working to improve safety of navigation

The OCEAN Project is a joint initiative between a number of EU/UK based organisations with the overall aim of improving the safety of navigation. The Nautical Institute is a partner, thanks to funding from UK Research and Innovation (UKRI), as **Capt. Aly Elsayed, Senior Technical Advisor at The Nautical Institute**, explains here.

The maritime industry is a developed and dynamic industry with a very good background and masses of data. We can do risk analysis on everything, but we want to ask how we can go beyond asking what the risks are to get better decision making.

The project as a whole is looking at both technical and human-based solutions to this central challenge, based around the premise that people make the best decisions, but need to be supported by good machines and technology. The aim is to strive for augmentation of human capabilities rather than autonomy.

What makes this different from past projects is the breadth and depth of the study. It is divided into 11 work packages – topics, in other words – with 13 consortium members, although not all members will look at all topics. The primary objectives of the project are:

- Improved navigator awareness;
- Improvement of successful evasion;
- Facilitating uptake of project outputs.

The partners in this project have a great deal of interest in design and the human factor. The primary leader of the project is the Western Norway University of Applied Sciences (HVL), which has one of the most active human factors in maritime team in the world. The members of the project want to improve safety by giving the decision maker the information they need when they need it, in a way that is easily understandable.

One of the reasons The Nautical Institute has been brought on board is our ability to test whatever is developed as an outcome with our users at sea, giving real, practical feedback. Typically, the European Commission decides what its priorities for the project are, and people then bid to fulfil the objective. In this case, The Nautical Institute was contacted in June 2021 by HVL and invited to bid to take part.

For The Nautical Institute, a key part of the exercise will be identifying and highlighting existing good practice. The industry is already very good at accident analysis and identifying mistakes – but we will be looking at why incidents don't happen. What are the systems and the criteria that

feed into safer operations? The Nautical Institute will start by trying to understand the existing roles on the bridge and how they interact. This will give us a clear outcome of the areas that we need to improve.

AREAS OF SPECIAL FOCUS

Another area that we will be focusing on in particular is to enhance training standards with regards to situational awareness. This is one of the basics of maritime education, but it is taught in very different ways around the world, and we will be looking at what methods are most effective. There is still a gap in how we teach Bridge Resource Management (BRM) – in some places, for example Colregs is taught very much as a standalone topic; in others it is integrated with practical scenarios, with the use of ECDIS, AIS, radar and so on. We will look at how this affects the learning process.

We want to fill in the gaps and make the knowledge widely available. The senior people on board must know what the juniors need to know, and vice versa.

Other work packages with which The Nautical Institute is involved within the scope of the project include protecting whales from ship strike. A large part of this will be about raising awareness of how whales behave, with outcomes here to be delivered through video and webinar, but another desired outcome will be new technology to detect and protect marine mammals.

A third focus will be raising awareness of the dangers posed by floating and semi-submerged containers. In presenting this outcome, we will be looking beyond the commercial sector, as the risk is particularly acute for smaller commercial vessels, such as fishing vessels, and leisure craft in particular. Another deliverable is to set up a European Navigational Hazard Database, trying to provide ships with near real-time warnings of objects in their area – potentially, Virtual AtoNs (Aids to Navigation) for whales and containers.

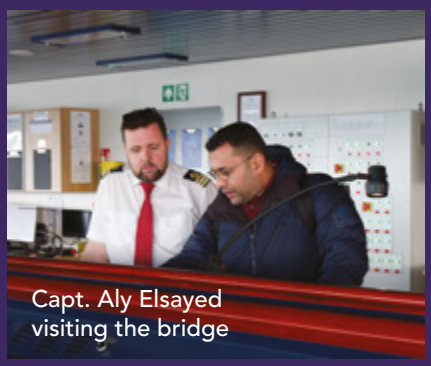
"There are also some parts of the project that are unique to The Nautical Institute, drawing on the extent of our connections across the industry, and particularly on our seafaring expertise. We will be looking at ways to innovate and introduce new technologies, but before that, we will be looking to link seafarers with software developers to ensure that seafarer needs are taken into account from the very earliest stages of development. This is done through interviews with selected professionals – mainly people who are still at sea – based on Applied Cognitive Task analysis (ACTA) methodology. This gives the participant freedom to explore what they need and want from a technology, rather than being tied to a list of questions which may be based on false preconceptions.

We are trying to create a common language between seafarers and developers. In particular, we are looking to develop a display which will minimise distractions and provide really useful information in a way that is easily understood.

The aim is that the system should integrate all the different information itself and then present that information in a user-friendly way, rather than swamping people with information.

SHARING THE NEWS

The Nautical Institute is managing dissemination, exploitation and communication for the project as a whole, sharing research and results with stakeholders across the maritime and environmental sectors. This includes making submissions to the IMO and other rule making bodies, and to academia and manufacturers, so that they can build on project findings to support seafarer decision making.



Capt. Aly Elsayed visiting the bridge

We will identify how the tools developed by the project can be used once the project is complete, perhaps for identifying navigational hazards and processing data to support decision making both at sea and ashore. And we will be responsible for the general promotion of the project via the website ocean-navigation-awareness.eu, press releases, newsletters, articles and to our members through Seaways.

The OCEAN Project strives to augment human capabilities through the application of technology, rather than promoting automation. The Nautical Institute is at the forefront of this work, developing these tools and sharing them with the industry for best effect – watch this space!

The OCEAN Project consortium partners

Maritime Future Summit

smm-hamburg.com /mfs
the leading international maritime trade fair

SMM

let's drive innovation

4 sept 2024 hamburg

Digital Route

Discover A.I.'s impact under the motto "Smart is green"

SMM, the leading international maritime trade fair, is inviting you to explore the latest developments in disruptive, A.I. based technologies for the maritime sector at the highly anticipated Maritime Future Summit.

Over the course of three sessions, technology leaders from key players and start-ups lay out revolutionary ways how to design and operate ships in order to achieve next-generation energy efficiency with regard to CII ratings. Choose your topics, boost your knowledge and make valuable contacts. Participation is free of charge – all you need is your SMM exhibition ticket.

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- SHIP FINANCE IN AN ERA OF CHANGE
- NAVIGATING THE SUPER CYCLE
- MULTI-SECTOR CORPORATE STRATEGIES
- WHERE TO INVEST TODAY? THE INVESTOR VIEWPOINT
- STEERING THROUGH TROUBLED WATERS – SHIPPING IN A DISRUPTIVE ERA
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Tuesday, September 10, 2024

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Objects of Desire

» Multifunctional fun!

This all-terrain, all-season machine combines snowboarding, skateboarding, surfing, and jetskiing on land! Originally designed for military and recreational use on dirt, sand and snow, it is revolutionising the Powersports market. With a 208cc engine, tank-style tracks, and skateboard-style steering, it offers unmatched versatility. Ideal for recreation, hunting, and more, it delivers year-round excitement.

New DVT Shredder
$8,999.00
dtvmotorcorp.com

» Automotive art gallery

Bugatti has announced a new one-off version of the Chiron Super Sport named the Golden Era. As you'd expect, this bespoke creation is trimmed and sprayed in a deep metallic gold. The devil's in the details, as this Chiron's bodywork is beset with sketches from the brand's history on both the driver's and the passenger's side of 19 sketches exploring Bugatti's heritage of previous models and is an automotive picture gallery.

The Bugatti Chiron Super Sport 300+
$3.9 million
bugatti.com

» Opulence in eyewear

A collaboration between Chopard and De Rigo Vision, this somewhat pricey eyewear is justified. Renowned for opulence and exquisite craftsmanship and made from 24-carat gold, these sunglasses feature polarised lenses with 100% UV protection and diamond encrustations. Produced in limited quantities, they offer exclusivity and high-end appeal. At just under half a million dollars, they must be among the most expensive sunglasses in the world and definitely not ones to be left by the poolside.

Chopard De Rigo Vision Sunglasses
$400,000
derigo.com

» The future of audio

The Fiio R9 music player is a top gadget for 2024 and the all-in-one high-end system for audiophiles. Featuring an android touchscreen, twin 8-channel ESS Sabre ES9038PRO DACs, and THX AAA 788+ amplification. This formidable piece of kit supports high-res audio and various formats, broad ranging connectivity, HDMI ARC and audio inputs, making it a premier choice for advanced home audio and gaming enthusiasts, with integrated Intel Arc graphics making it a powerful device for portable gaming.

Fiio R9 music player
£1,400
fiio.com/

» Kitchen masterpiece

We couldn't help flagging The Château 165 by La Cornue, a 65" range, for some high-end kitchen chic. These metallic works of art feature a vaulted gas oven, an electric oven, and five range top configurations. Available in over 45 standard finishes and customisable colours, including trims including brass, stainless steel, chrome, and more. La Cornue was established in 1908 and creates some of the most unique, cherished kitchen masterpieces around. Certainly, a masterpiece for the kitchen. Prices vary and are on request.

165 Range Cooker
From £50,000
lacornue.com

» AWAKE on the water

For an exhilarating experience try one of the latest RÄVIK Jetboards by AWAKE, offering high performance and innovative design for all skill levels. Giving stability and versatility for beginners, while the RÄVIK S is designed for advanced riders seeking dynamic manoeuvres. These top of the range Jetboards bring a new level of excitement and accessibility to water sports, combining high performance with innovative design.

The RÄVIK 3
€12,810 upwards
awakeboards.com

Restaurante Lasarte

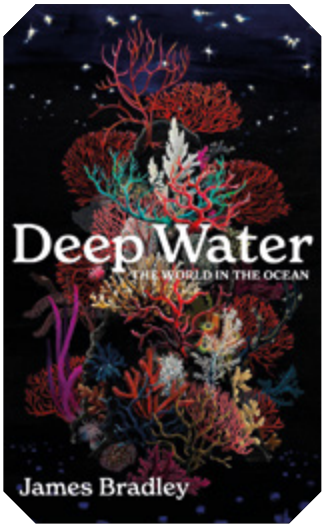
08008 Barcelona (Spain)

Opening its doors in 2006, this superb restaurant was awarded with 3 Michelín stars in 2017. Lasarte is much more than chef Martín Berasategui's gastronomic vision for Barcelona. It's a spiritual project with the very best team at its forefront that strives to delight diners with every aroma and flavour. The new Lasarte Restaurant is modern and spacious, with light, textures and dominance of oak giving it its unique personality. Open Wednesday to Saturday. Call (+34) 93 445 32 42 for reservations or visit restaurantlasarte.com/

Deep Water: the world in the ocean

By James Bradley

Scribe UK



Oceans are created, shaped, and sustained not just human life, but all life on earth, and perhaps beyond, encompassing history from evolution to exploration and our present: from beach holidays to transporting food and goods; and, as rising sea levels and warming water reshape coastlines and the climate, our future. Deep Water is a reckoning with humankind's complex relationship with the ocean, a book shaped by tidal movements and currents and lit by the presence of other ways of being. Speaking of the environmental catastrophe taking over, suffused with the glories of the ocean and sharing the efforts of scientists and researchers whose work helps us understand it. This book offers new ways of understanding humanity's place on our planet, and shows that the oceans might yet save us all.

Zanele Muholi

Tate Modern, London

tate.org.uk/visit/tate-modern

South African visual activist Zanele Muholi is showing at London's Tate Modern and capturing the breadth and power of an extensive body of work dedicated to presenting a multifaceted view of Black LGBTQI+ individuals. Originally opened near the start of the pandemic, this show has now been expanded with more recent work, all tackling big important themes like labour, racism, sexism and sexual politics.
From now until January 26, 2025

Beyonce on Tour 2025

Worldwide

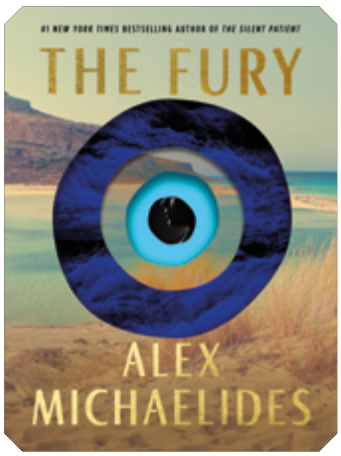
Get ready to immerse yourself in a world of music, dance, and unmatched star power as Beyoncé prepares to set the stage on fire with her upcoming tour in 2025. The queen of pop has announced the much-anticipated Beyoncé Tour 2025, promising fans and newbies an unforgettable and sensational experience like never before. With her powerhouse vocals, electrifying performances, and mesmerising stage presence, Beyoncé is all set to captivate audiences worldwide. For more information and tickets visit concert2025.com/

The Fury

By Alex Michaelides

Published by Celadon Books

A masterfully paced thriller about a reclusive ex–movie star and her famous friends, whose spontaneous trip to a private Greek island is upended by a murder. From the #1 New York Times bestselling author of The Silent Patient, tells a tale of murder, yet at its heart, it's a love story. Lana Farrar is one of the most famous women in the world who each year invites her closest friends to escape the English weather to spend Easter on her idyllic private Greek island, cut off by the wind…and a murder.



Feel the 4-ORCE with the impressive **Ariya**

By Rob Auchterlonie

One of the first things you notice about electric cars is the distinct lack of a good old fashioned front grille.

In its place will be a large slab of solid bodywork, because with no engine upfront needing cooling air flowing over it, the slats of old are about as much use as mudflaps on a tortoise.

But it's still all about airflow and low drag co-efficient, hence the slippery shapes you see on the roads.

Take the Nissan Ariya here. Big solid black front panel, but shaped at the sides for the air to flow along the flanks. It's a big looking car and builds on Nissan's reputation for building decent family orientated SUVs.

Every model in their range includes some form of electric power and with the all-electric Leaf now in its second generation, the commitment to battery technology is evident.

Similar in size to the X-Trail, so plenty of family practicality, Ariya takes things a step further in the quality stakes as well as ticking the boxes for its all electric drive.

There's plenty opposition in the family car class, and Ariya gives you a choice of a 63kWh model with a 250 mile range, or the 87kWh variant with a range of up to 329 miles. Go for the e-4ORCE dual motor all wheel drive with its extra performance and range takes a modest hit to 310 miles.

You won't be scratching your head over a lengthy choice of spec – just two on offer here, Advance and Evolve. What might make you scratch your head is the sheer quality of the interior finish. It's among the best you can get in this class.

There's subtle use of grey wood-effect trim which marries up well with the alcantara and leather trim used across the dash and seating. Subtle shades that work well for a cosy environment.

Nissan Ariya e-4ORCE Evolve
Price: £54,840 (£57,410 as tested)
Engine: Electric motor, 87kWh battery
Power: 239bhp
Torque: 221 lb/ft
Transmission: single speed auto
Top speed: 124mph
0-62mph: 5.7 seconds
Range: 322 miles
CO2 emissions: 0 g/km

It comes with a lot of kit, and there are touch controls for the heating and ventilation set in a smooth panel below the 12.3 inch infotainment screen that actually work very efficiently.

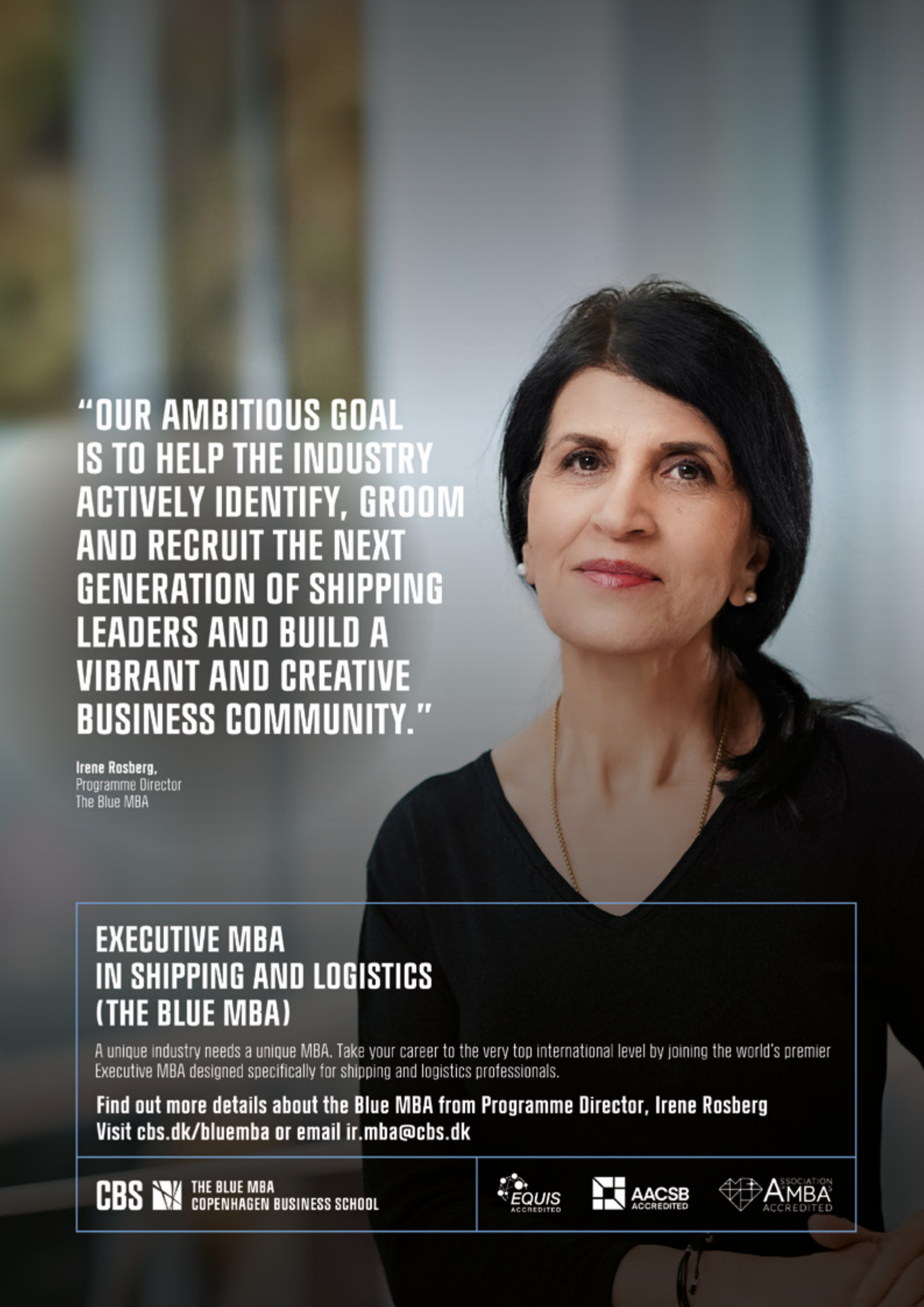
The sliding centre console is a neat touch too, housing a phone charging pad and the ability to move the whole ensemble fore or aft for the most comfortable position for the driver. With no transmission tunnel, there's a big open space down by your feet, so beware of any badly placed and untethered handbags that might slide across unexpectedly…

Ariya is a tall and heavy machine but the overall driving experience is one of a car that doesn't have as much body roil as you might expect, helped by the big battery pack giving it a low centre of gravity.

The ride is comfortable, the steering is precise and there's an overall feel of confidence in the way it deals with corners and pretty well any road condition you throw it at.

For family buyers thinking of making the switch to all-electric motoring, this very capable SUV might just be the perfect choice, and worth a look before the market gets even more congested as other manufacturers enter the race for your money.

Prices in the UK range from £36,645 to £59,025. ●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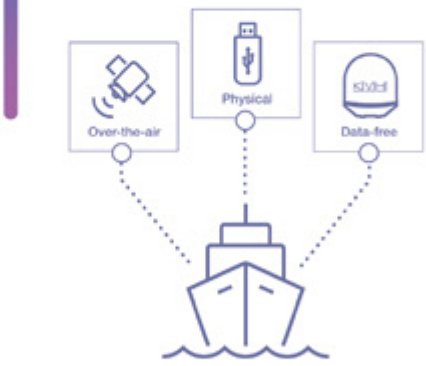

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