



Ship&Offshore | Schiff&Hafen

Daily News

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Including



This is the first time that Rotor Sails will be installed on board a container vessel

Source: Maersk

Anemoi and Maersk to install first boxship wind sail

UK-based Anemoi Marine Technologies is to supply a Rotor Sail system for a Maersk-owned 8,700-TEU Lima-class container ship. So far, the vessel has not been named.

The wind power company, located in the City of London, will be celebrating the deal. Not only is the deal the first wind power installation on board a container ship, it will also be installed on a vessel owned by the world's second largest container line.

The 35m-high sail, with a diameter of five metres, will be installed on the bow and integrated with other shipboard systems. The project is set for mid-2027 when Anemoi will provide support throughout the engineering and installation procedures. The vessel is expected to operate on voyages in the north and south Atlantic basins where prevailing wind speeds most frequently lie in the Beaufort Scale Force 4-7 range.

Maersk's Head of Fleet Technology, Ole Graa Jakobsen, commented: "Wind-assisted propulsion is one of several promising maritime solutions with the potential to improve vessel efficiency and reduce emissions. It has already been tested in other parts of the shipping sector, and we see this pilot with Anemoi as a valuable opportunity to build practical experience and assess its relevance for our fleet and for container shipping more broadly."

Clare Urmston, Anemoi CEO, said: "We're delighted to be working with Maersk on this pioneering project. It's a strong example of how collaboration can support the adoption of wind-assisted propulsion, and we look forward to carrying out the installation and working together as the project progresses." The Maersk initiative follows a series of deals that Anemoi has closed with leading dry bulk owners and charterers. Of particular note are the installations on a number of the world's largest bulk carriers.

They include the 400,000dwt Valemax bulk carriers *Sohar Max*, owned by Oman's Asyad Shipping, and the *NSU Tubarao*, owned by Tokyo-based NS United Kaiun Kaisha. Both of bulkers, with five sails each, are on charter to Brazilian iron ore mining giant, Vale International SA. The charterer also has the 325,000dwt *Grand Pioneer*, with four sails and owned by Taiwan's U-Ming, on long-term charter until 2045.

Meanwhile, Singapore-based Berge Bulk has four Anemoi sails on three large bulk carriers, the 325,000dwt *Berge Mulhacen* and *Berge Neblina*, and the 208,000dwt Newcastlemax *Berge Maru*. The company also has installations on the 82,000dwt kamsarmax bulkers, *Axios* and *TR Lady*, and the 64,000dwt ultramax, *Afros*.

Anemoi Marine Technologies at SMM:
Hall A4 / Stand 329

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The new sizes enable the company to address the requirements of the world's largest cruise vessel

Kongsberg Maritime extends pod range to 22MW

Kongsberg Maritime has expanded its Elegance range of propulsion pods in a drive to target large cruise ships, RoRos, and RoPax vessels. The current 7.5MW power ceiling in the company's Elegance range has been boosted almost three-fold to a new maximum of 22MW.

The company's Anton Westerlund, Vice President Product Management, Thruster Systems, revealed the company's strategy. The Elegance range is already well-established in the mid-sized cruise and passenger vessel sectors, he said. But now the company is targeting the largest cruise vessels entering the market as well as large RoRo's and RoPax ships.

"The foundation is already strong," he said. "What we are doing with Elegance Pod is scaling a platform that has demonstrated excellent hydrodynamic performance, reliability and operability, and making it relevant for the next generation of large cruise vessels."

Westerlund emphasised the importance of minimising noise and vibration on board. "Passenger comfort is not a secondary consideration, it's a core requirement," he declared. "We've worked extensively to ensure that the propulsion system contributes positively to that experience, both in terms of noise and vibration, but also manoeuvrability."

The launch of the higher-power Elegance Pod range is supported by a service infrastructure that has been developed in parallel with the product itself. The company has a global network of service engineers and support hubs positioned in strategic locations to service cruise and RoPax operations worldwide.

As spiralling fuel costs focus attention on wind power, Kongsberg Maritime and a consortium of Norwegian companies and research institutions have launched Wintegrate, a research initiative to advance the adoption of wind power in shipping. The project, supported by a grant of NOK 68 million from Norway's Green Platform initiative, will promote technologies including sails of various types, routing, and control systems.



Kongsberg Maritime AS at SMM:
Hall B6 / Stand 104

Source for both images: Kongsberg Maritime AS

Cruise operators urged to prioritise efficiency retrofits as decarbonisation pressure mounts

Retrofitting existing cruise ships will play a central role in the sector's decarbonisation efforts, according to speakers at a Cruise Lines International Association (CLIA) panel discussion at SMM. Panellists highlighted energy efficiency, digital optimisation and long-term planning as the industry's most practical pathways to lower emissions.

Morgan McCall, senior director, Decarbonisation & Energy Performance at Norwegian Cruise Line (NCL), said cruise operators face a unique challenge in balancing environmental performance with passenger expectations. "We are still providing a guest-driven product," she said. "We can't devalue what the guest is looking for by having always the most optimum or the most energy efficient." McCall pointed to HVAC and chiller upgrades as among the most effective retrofit measures currently available, noting that recent projects have delivered a "40 to 60% improvement" in system performance. Arthur-Hans Thellman, head of Policy RDI & Regulatory at Meyer Werft, argued that retrofit success "...does not start in the dry-



Photo: Charlie Bartlett/Schiff&Hafen

Panellists repeatedly stressed the importance of data-driven decision-making

dock," but "with a smart decision and concept at the design phase."

Panellists repeatedly stressed the importance of data-driven decision-making. Maikeel Arts, Head of Cruise at Wärtsilä Marine, described digital optimisation and performance monitoring as "priority number one", while emphasising that energy-efficiency investments remain the most defensible option amid regulatory uncertainty.

Luke de Freitas of Silverstream Technologies said operators increasingly want to validate technologies under real operating conditions before committing to fleet-wide

deployment, adding that "there's no silver bullet" capable of delivering net-zero emissions on their own.

The consensus among the panel was that energy-efficiency upgrades, supported by collaboration and robust operational data, offer the clearest near-term route for cruise operators seeking to reduce emissions while preparing fleets for future fuels and tightening regulations.

[Please join our discussion on engine modifications and retrofits today at 13:15 on the Energy Efficiency Stage in Hall A4](#)

VDMA and CIMAC present compact expert talks at SMM

Thursday, September 3rd 2026

- 12:00 How Digital Workflows Improve Global Maritime Service Execution**
Christian Marbaise – Bauer + Kirch (Language: English)
- 12:20 CIMAC Circle about ECRAM – Preview**
Daniel Erdmann – CIMAC (Language: English)
- 12:40 On Line cylinder oil monitoring**
Tarmo Mäkelä – Parker (Language: English)
- 13:00 Market update global shipbuilding / business trends for the marine equipment industry**
Hauke Schlegel – VDMA Marine Equipment and Systems (Language: English)
- 13:40 Mega-Watt Measurement: Advanced Hydraulic Dynamometer Technology for High-Power Testing (Engines & Turbines)**
Kangki Lee – Zöllner Energy Systems (Language: English)

- 14:00 "The Gray Market" - Naval Shipbuilding and Fleet Maintenance**
Katrín Caldwell, Daniel Hirschmann – VDMA (Language: German)
- 14:20 On Track Toward Decarbonization: Alternative Fuels in Hybrid Systems**
Stefan Krahn / Karsten Wichert – Baumüller Anlagen - Systemtechnik (Language: English)
- 14:40 Beyond compliance: Practical innovation for the future of marine emissions**
Venkata Koneru – D.E.C. Marine AB (Language: English)
- 15:00 Global Maritime Trade Shows – Highlights and Current Trends**
Hauke Schlegel – VDMA Marine Equipment and Systems (Language: German)

Partners pioneer phase two in air lubrication

Everllence is celebrating a year of partnership with Silverstream on the development of a new hull lubrication system which derives its power from engine scavenged air – the Engine Supported Air Lubrication (ESAL).

Conventional air lubrication systems (ALS) use a compressor powered by a supply of energy from the ship's generators, relying on the inefficient conversion of fuel into electricity as a precursor. This can sometimes use a substantial amount of electricity; a compressor on an in-bal- last vessel wider in beam must generate considerable air pressure for air lubrication to work, quickly offsetting efficiency gains.

Though using engine scavenge-air as a feedstock for the compressor would marginally increase the temperature in-cylinder, Everllence's Rasmus Holm Bidstrup emphasised that this difference would be within engineering tolerances and would not lead to increased nitrogen oxides, carbon monoxide, or other pollutants.

Though Bidstrup was unwilling to give a number in terms of the efficiency of ESAL versus a conventional ALS, he agreed that deriving the compressor power from that

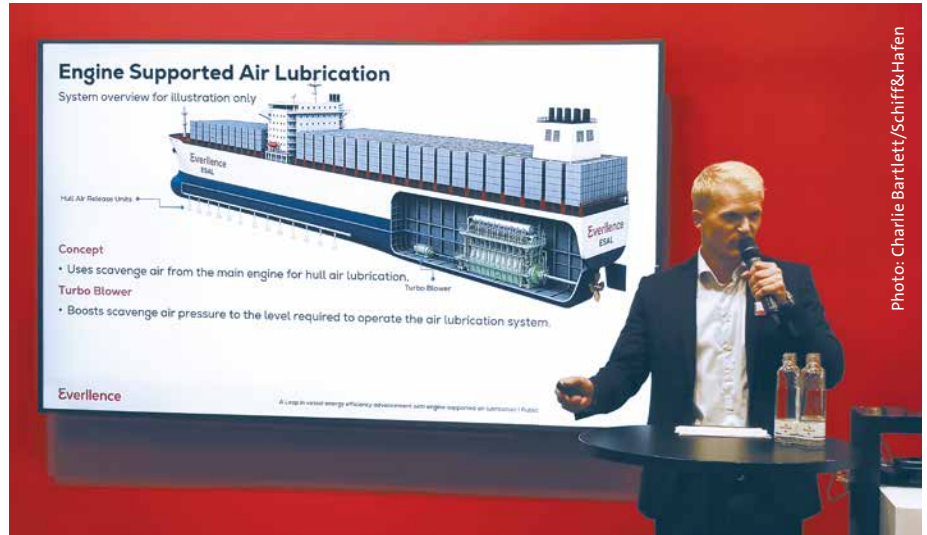


Photo: Charlie Bartlett/Schiff&Hafen

At SMM, Everllence announced a new technology, called Engine Supported Air Lubrication (ESAL)

of the engine itself helped to skip a critical energy conversion phase, and the penalty associated with it.

For ESAL, he said, "... you might sacrifice 1% of extra fuel, in exchange for significant efficiency gains [of up to 6%]" – which appears to be a net gain, in efficiency terms. Challenges of ship draught remain, as the energy required for ESAL needs to be scaled, like conventional ALS, to the depth

and water pressure at which the bubbles are released.

Bidstrup suggested that in due course there could be further efficiency gains that, so far, have been 'left on the table'. One possibility, for example, could be to use waste heat from the engine to drive rotor sails.

Everllence at SMM: Hall A3 / Stand 301

One connected platform for the time charter lifecycle

Ankeri is presenting its Time Charter Operating System, a connected software platform that helps shipping companies manage the time charter lifecycle in one environment.

Celebrating its tenth anniversary in 2026, Ankeri continues to expand its operating system with capabilities that connect planning, execution and decision-making across time charter operations.

Designed for shipowners, managers, brokers and operators, Ankeri provides the infrastructure to maintain a single source of truth across the time charter lifecycle. By connecting charter party terms, vessel performance, operational events, emis-

sions management and settlements, the platform brings commercial, technical and accounting teams together around the same operational data, creating a scalable



Visitors will be able to explore how Ankeri brings together Time Charter Execution and Emissions Management

foundation for future capabilities, including AI.

At SMM, visitors will be able to explore how Ankeri brings together Time Charter Execution and Emissions Management, including Charter Party Management, automated invoicing and settlement, performance management, reporting, data integration, and support for ETS, FuelEU Maritime and CII. The latest additions, Fleet Transition and Ankeri AI, build on this connected operational foundation, enabling long-term scenario planning and AI-powered insights grounded in operational context.

Ankeri at SMM: Hall B6 / Stand 514

Photo: Manuel Bosch/Schiff&Hafen

Alfa Laval's Sonihull keeping hulls clean in Hormuz

The stalemate in the Strait of Hormuz has led to long periods at anchor for large numbers of vessels which are designed for, and accustomed to, long periods of steady operation. However, seas across the region are some of the world's shallowest, warmest and liveliest, a petri-dish-like environment which leads to extremely high rates of fouling.

"The vessels that have been stuck in the Middle East in that really hot temperature – the fouling is unbelievable, some of the pictures I've seen," declared Mark Bruce, Global Head of Sales at Sonihull, acquired this year by Alfa Laval. "A lot of their coatings rely on movement, which doesn't work if the vessel is stuck."

Ultrasonic cleaning technology has been in use for some time, and the concept was even pitched by several companies in the early days of the ballast water treatment rush. High-powered ultrasonic waves create very small cavitation bubbles which can either kill or remove invasive species. The same technology – albeit at a much lower power – is being used in Sonihull's trans-



"We have to keep the power low, because if you use too much power, it can lead to pitting and corrosion on the surface, and damage the coatings."

"We fit around the forward stern seal and we do targeted concentrations of ultrasound. It travels from the stern seal through to the propeller blades. When propellers are turning in general, they are not affected by fouling because of the natural reactions that happen and [organisms] boil off. Conversely when they are stationary – that is when they are really experiencing fouling. And that's where these become really relevant because they are able to offer that protection while the vessel is stationed [in the Middle East]."

"Our test results show that the level and frequency of noise is low enough that it's not going to have any effect on marine mammals or anything like that," Bruce said, adding that there are already around 1,000 vessels in operation with Sonihull installations.

Sonihull uses high-powered ultrasonic waves that create very small cavitation bubbles

ducers, which use ultrasonic sound to effectively strip vessel surfaces of fouling. These coffee-cup-sized devices are ideal for removing fouling from areas of the ship that would be impossible to clean with a hull-mounted robot, such as the sea chest and propeller. "The power that we use is extremely low, 3.6 watts, like a light bulb," explained Bruce.

Alfa Laval at SMM:
Hall A1 / Stand 226

Autonomous drone tech to boost person-overboard safety

Hamburg-based Salvor, a brand of Hoppe Marine GmbH, has launched a fully autonomous drone platform to support search and rescue operations at sea. The autonomous system, Assist, launches within 90 seconds once an alert has been issued.

Statistics reveal that a person-overboard incident occurs on average once every two-to-three weeks. They can often be fatal, typically occurring in the hours of darkness and often involving poor weather and cold water. It can take several minutes to muster rescue teams. The Salvor Assist system is supported by a shipboard search algorithm which estimates the likely search area, factoring in external conditions including wind and current. It is set up to guide the drone to the person in the water, using thermal AI detection, day or night.

The system then drops inflatable rescue equipment together with an AIS position beacon that broadcasts the person's exact location to navigation systems on board the ship, to other vessels nearby and to other rescue teams. The result is a halving of



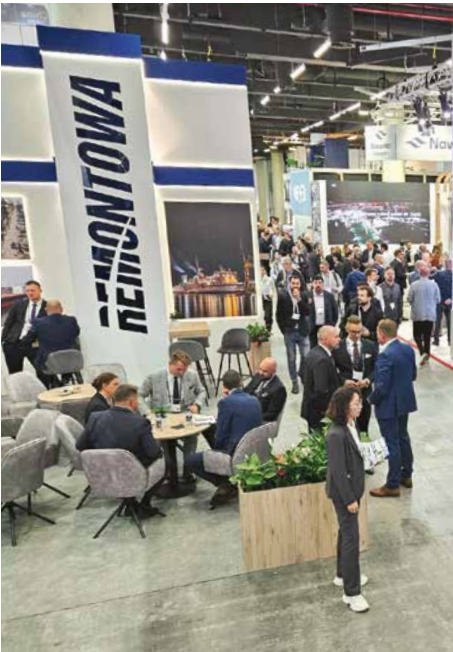
Assist is a fully autonomous drone platform for maritime search and rescue

search-and-rescue time and is often faster than even the launch of a rescue boat.

The modular Assist platform can also be deployed in other circumstances. It can, for example, be used to inspect ships' hulls or to gauge corrosion in cargo holds. It can also assist emergency response procedures, identifying smoke or fire.

The technology is now moving from pilot-supervised operation towards a higher autonomy level and a supervised pilot installation on a cruise vessel by the end of the year. Salvor was developed within the innovation unit of Hoppe Marine and is protected by a filed German patent application. It is set to be spun off into an independent company in the future.

Salvor at SMM:
Hall B8 / Stand 121.1



Photos: Kathrin Lau, Manuel Bosch/Schiff&Hafen



Launch Event Today:
3/9/2026

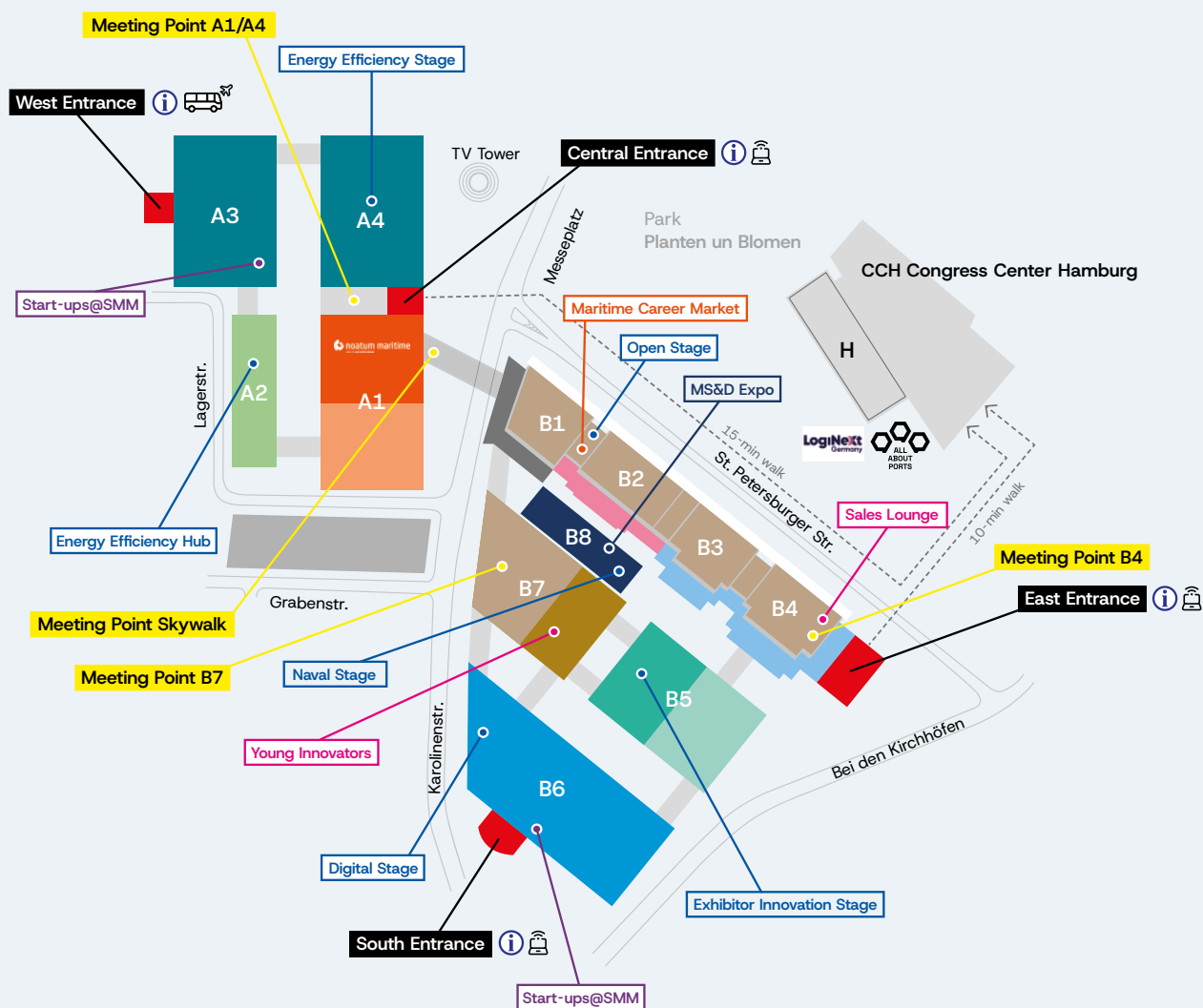
1:45–2:30 pm
Open Stage
Maritime Career
Hall B2

SHIP YOUR TALENT



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- Hall A1** ■ Ship operation equipment, environmental technologies
■ Deck equipment, cargo handling systems
- Hall A2** ■ Pumps, valves, compressors, energy efficiency technologies
- Hall A3/A4** ■ Prime movers, propulsion systems and new fuel technologies
- Hall B1-B4 Upper Floor** ■ National pavilions
- Hall B2 Ground Floor** ■ Shipyards, shipbuilding industry
■ Production equipment, ship engineering and design
- Hall B3/B4 Ground Floor** ■ Shipyards, shipbuilding industry

i Information point

🔌 Charging lounge

- Hall B5** ■ Interior outfitting, heating, ventilation, air conditioning
■ Safety equipment, fire protection, marine coatings, corrosion protection
- Hall B6** ■ Navigation and communication
■ Electrical equipment, electric drives, automation, lights, sensors and indicators, software and IT
■ Marine technology
- Hall B7** ■ National pavilions
■ Shipbuilding materials
- Hall B8** ■ NEW Maritime security & defence



THURSDAY, SEPTEMBER 3rd

- | | | |
|---|---|--|
| <p>10:30 Session I: Secure Offshore Infrastructures
Offshore Dialogue
<i>Energy Efficiency Stage</i></p> <p>10:30 Welcome Remarks
MS&D International Conference
<i>Maritime Security & Defence Naval Stage</i></p> <p>10:30 Smarter ships through improved integration with the new MTP automation standard
VDMA e. V. - Marine Equipment and Systems
<i>Digital Stage</i></p> <p>11:00 Panel 1: Europe's Maritime Capabilities
MS&D German Maritime Institute (DMI)
<i>Naval Stage</i></p> <p>11:30 Trust in numbers: Building credible benchmarking in shipping
BIMCO
<i>Digital Stage</i></p> <p>11:30 From the Coast to the World – Maritime Careers Between Local Roots and International Opportunities
Career Forum
<i>Open Stage</i></p> <p>11:45 Session II: Secure Offshore Energy
Offshore Dialogue
<i>Energy Efficiency Stage</i></p> | <p>12:45 Efficiency, Safety, Sustainability: What AI Delivers for the Maritime Industry Today
AI for Hamburg GmbH
<i>Digital Stage</i></p> <p>13:00 Unlocking Europe's unique shipbuilding advantage
SSI
<i>Exhibitor Innovation Stage</i></p> <p>13:15 Retrofitting the fleet: the case for marine engine upgrades
DVV Media Group GmbH
<i>Energy Efficiency Stage</i></p> <p>13:45 Ship your talent - Launch of the maritime careers campaign
Career Forum German Maritime Centre
<i>Open Stage</i></p> <p>14:00 Panel 2: Maritime Warfare Requirements
MS&D German Maritime Institute (DMI)
<i>Naval Stage</i></p> <p>14:00 LetsROC - Paving the Path for MASS Fleet Operations: Human Factors Research on ROC Design
inTrim GmbH
<i>Digital Stage</i></p> <p>14:00 Powering sustainable shipping with automotive components
Scania CV AB
<i>Exhibitor Innovation Stage</i></p> | <p>14:30 Battery Power and electrification
DNV SE
<i>Energy Efficiency Stage</i></p> <p>14:30 From One Vessel to a Network: Confirming Russian Military Affiliated Activity Over Critical Infrastructure
Windward
<i>Exhibitor Innovation Stage</i></p> <p>15:00 Accelerating Energy Efficiency in Practice: Technologies, Barriers and Collaboration
Danish Export Association
<i>Energy Efficiency Stage</i></p> <p>15:00 Nuclear powered shipping: from realizing the first demonstration ships, to competitive nuclear propulsion
DNV SE
<i>Digital Stage</i></p> <p>15:15 Panel 3: The Underwater Domain
MS&D German Maritime Institute (DMI)
<i>Naval Stage</i></p> <p>15:50 Maritime Career Market goes International
Career Forum DVV Media Group GmbH
<i>Open Stage</i></p> <p>17:30 Wine o'clock
<i>All stages</i></p> <p>17:30 Career Happy Hour
Career Forum
<i>Open Stage</i></p> |
|---|---|--|

More information about the conference and panel programme:



Selection, no claim to completeness, all information without guarantee.

Partners to fill gap in offshore wind installation sector

Naval architects at Finnish design house, Deltamarin, and marine engineering specialists at Barcelona-based OffshoreTronic have signed an Exclusive Engineering Consultant Agreement to develop a new class of jack-up installation vessels for the world's largest offshore wind projects.

Details of the Vitruvian class of monopile installation vessels were released yesterday at SMM. The largest ships yet will fill what experts predict is set to become a large gap in the installation market. There are currently no vessels capable of handling next-generation 20-30MW turbines likely to enter commercial service by 2030.

The monopile foundations for these giant structures will be positioned on monopile foundations up to 130m long and weighing up to 5,000 tonnes. The largest vessels in service today are only capable of handling monopiles in the 3-3,500-tonne range.

In what is termed a transformative step, the Vitruvian vessels will be 179m long with a beam of 75m. The new jack-up class will need to be serviced by new wind turbine installation vessels purpose-built to handle offshore components including towers, nacelles, and giant turbine blades.



Source: Deltamarin Oy

Vessels of the Vitruvian design can be deployed in the world's largest offshore projects

Deltamarin's Sales Manager, Cargo and Offshore, Kristian Knaapi, commented: "Crucially, the design will be built from the ground up to be commercially viable – balancing capex and opex across the vessel's

full lifecycle, and positioned for worldwide operations well into the next decade."

Deltamarin Oy at SMM:
Hall B1 / Stand 209

Indian Register plans new Hamburg office

The Indian Register of Shipping (IRS) is to establish an office in Hamburg and is already in the process of registering its new German entity. The office will provide the base for India's planned expansion in the European market, targeting engagement with maritime entities including ship-owners and managers, shipyards, equipment manufacturers, technology companies and research firms.

The office will support a two-directional flow of business engagement, facilitating access for European entities to India's expanding maritime sector, shipbuilding capabilities, and future shipping development enshrined in the country's Maritime

India Vision 2030 and Maritime Amrit Kaal Vision 2047. The IRS will be engaged in supporting overseas shipping companies as they engage with Indian partners and establish joint ventures by providing type approvals, certification, and compliance services.

"Hamburg is a natural strategic location for IRS as we strengthen our presence in Europe," declared IRS Executive Chairman, Arun Sharma. "Our objective is to build closer relationships with the maritime industry, facilitate access to India's growing shipbuilding ecosystem and support the adoption of advanced technologies. We see potential for collaboration in areas such as green shipping, alternative fuels, decarbon-

isation, digitalisation and smart ship solutions."

Dr Rolf Strittmatter, CEO of Hamburg Invest, commented: "The decision by the Indian Register of Shipping to establish a presence in Hamburg demonstrates the city's attractiveness as a leading global hub for shipping and maritime services and further strengthens our international maritime community. We were pleased to support IRS throughout its establishment process and look forward to welcoming the company to Hamburg as a valuable addition to our dynamic maritime ecosystem."

Indian Register of Shipping at SMM:
Hall B2 / Stand 326

Hybrid propulsion fits more power into less space

At SMM 2026, propulsion specialist REINTJES is presenting the TME Hybrid System, a compact unit in which an electric motor and generator have been integrated directly into the gearbox. The design reduces installation space significantly and simplifies the scope of supply to a single package.

The patent-pending TME supports PTI and PTO modes as well as boosting, and gives vessels the flexibility to switch between diesel and electric propulsion. The scope of supply includes a control panel with frequency converters and all electrical equipment required for operation. The electric motor covers a power range of 40 to 280 kW and is pre-assembled and fully tested at REINTJES, reducing both installation effort and commissioning time. Emission-free and low-noise operation makes the TME particularly suitable for use in coastal areas and ports. Target applications



Photo: Manuel Bosch/Schiff&Hafen

The Hybrid System, the key element of Reintjes' presentation

include ferries, yachts, supply and workboats, as well as naval and government vessels.

REINTJES at SMM:
Hall A4 / Stand 211

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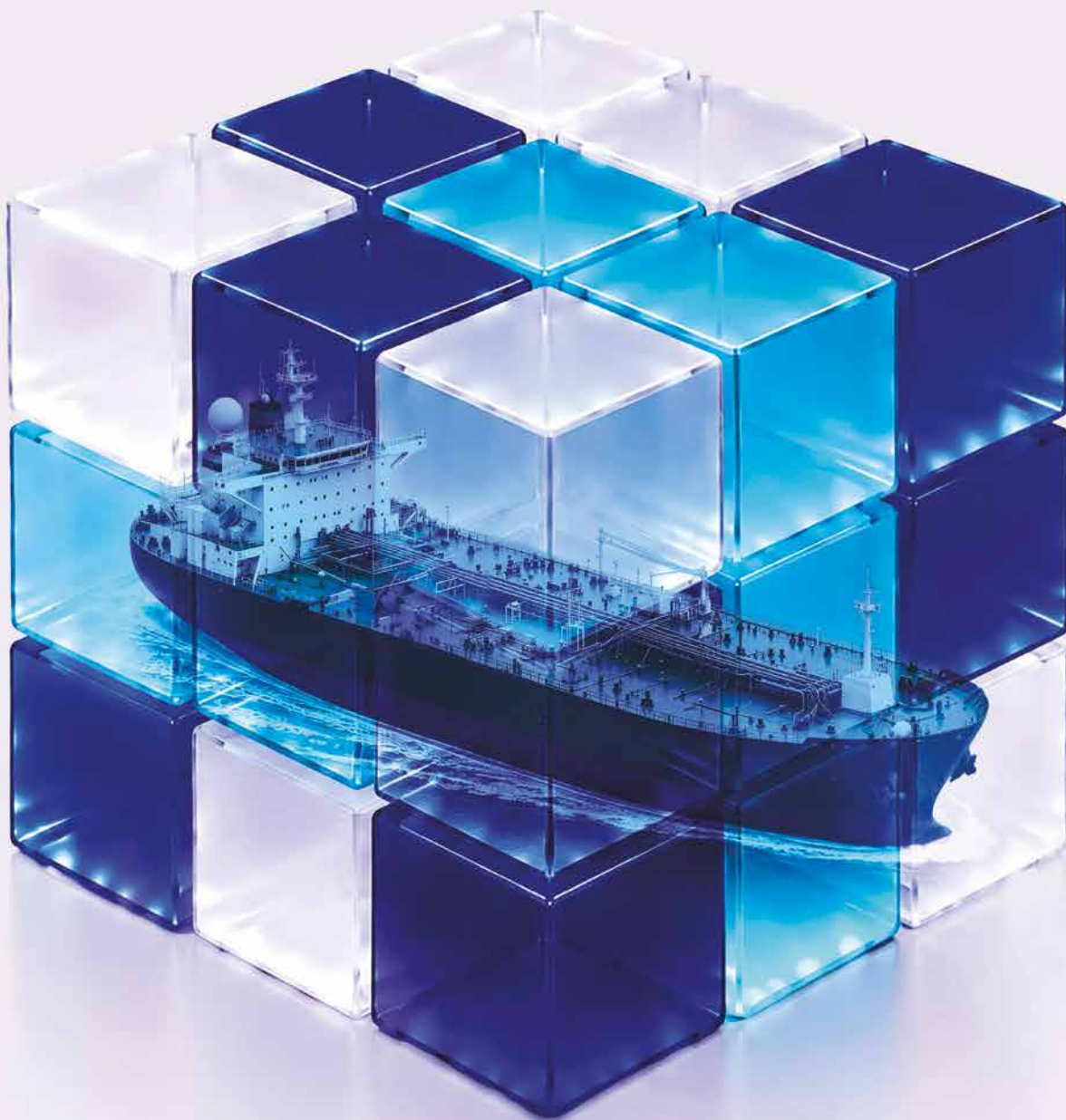
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whole vessel to unlock measurable
efficiency and operational gains

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Retrofit Research Programme





Partnerships and Resilience main topics at ALL ABOUT PORTS opening

On Wednesday morning, Jens Meier, Managing Director of Hamburg Port Authority (HPA) and President of the International Association of Ports and Harbours (IAPH), welcomed the start of the new event and its two sections, ALL ABOUT PORTS (aap) and LogiNext Germany. They are taking place for the first time alongside SMM 2026 on Wednesday and Thursday at the Congress Centrum Hamburg (CCH).

Earlier, Claus Ulrich Selbach, Vice President of Exhibitions, Maritime and Energy at Hamburg Messe und Congress, had explained the concept behind aap. The aim, he said, is to provide a holistic view of port-related issues. At SMM, with its clear focus on shipbuilding, there had been no place for port topics, even though there are naturally points of connection – it is, as Selbach pointed out, rather like 'baking is not cooking'.

Jens Meier emphasised that the current challenges facing ports could only be overcome through reliability, strong partnerships and trust. Cooperation is therefore vital for ports worldwide, and forums for exchange such as the aap are essential. During the opening panel, Dr Wiebke Mellwig, Head of the Waterways and Shipping Department at the Federal Ministry of Transport, also underlined the importance of partnerships from a governmental perspective.

Resilience is also a key issue for ports. On this point, Mellwig made clear that whilst the state merely sets the regulatory framework, it is the responsibility of companies to build up their own resilience. Meier had addressed the additional financial safeguards as, he pointed out, resilience equals redundancy. Meier added that building resilience is a team game based on trust.

The first panel session of the opening ceremony was rounded off by Vijay Kumar, Secretary to the Government of India in the Ministry of Ports, Shipping and Waterways. He outlined India's objective of quadrupling port capacity by 2047. He



Official opening with Jens Meier (middle), Dr Wiebke Mellwig (middle), all panellists and the organisers of ALL ABOUT PORTS

noted that this expansion has major implications for port operators worldwide, particularly as India is implementing the expansion of its ports through a public-private partnership model.

Kumar also highlighted the role of Indian ports in the production, storage, bunkering and export of alternative fuels. Three hydrogen ports are currently being developed, and the first green corridors with Europe have been agreed. With regard to shipping corridors, he urged an end-to-end approach, stressing the need to keep the entire supply chain in view.

In a second round of discussions, port executives from Singapore, Canada, Israel, India and Germany came together. Once again, resilience was the key topic. Shaul Schneider, Executive Chairman of the Ashdod Port Company, said that it is essential to be prepared for crisis situations in order to maintain operations in the event of an emergency.

For Sushil Kumar Singh, Chairperson of the Deendayal Port Authority & Indian Ports Association, geopolitical crises, trade barriers and decarbonisation are



Dr Wiebke Mellwig emphasised the importance of international partnerships in a conversation with Vijay Kumar and Jens Meier (from left)

the major disruptors for ports at this time. Against the backdrop of the current tariff dispute between the US and Canada, Scott Penney, CEO of the Canadian Port of Argentinia, emphasised: "We are also here in Hamburg because we want to discuss cooperation with the European Union."

To meet these challenges, a clear strategy is needed, but so too are partnerships based on trust, said Yi Zhuan

Chin, Deputy Chief Executive (Industry & Corporate) at the Maritime and Port Authority of Singapore. This brought things back full circle to Jens Meier's opening speech. During the final discussion, Meier emphasised that, for a while, ports had been concerned solely with capacity and costs. Now, however, the focus was back on security and ensuring the resilience of global supply chains.



At yesterday's panel „Geopolitics at the Port Gate: Foreign Investment, Security and Resilience“, organised in cooperation with the German Maritime Centre (DMZ), Frederic Auel Research Associate Security & Geopolitics at DMZ, discussed with Matthias Wittenburg, Senior Executive Advisor at Strategy & at PwC, Danique de Jonge, Senior Policy Advisor at European Sea Ports Organisation and Agatha Kratz, Partner & Director of Rhodium Group (from left), how ports can remain open to foreign investment while protecting their critical infrastructure and strategic interests. The panelists agreed that ports are international by design, even without foreign direct investments. While investments are crucial, knowing who is investing is key to maintaining national control. However, Matthias Wittenburg stressed: „Software is more dangerous than money“, highlighting the risks from embedded IT systems.



ALL ABOUT PORTS / PROGRAMME

**Thursday,
SEPTEMBER 3rd**

9:30 Opening of Day 2 at the Logistics & Digitalization Stage
Logistics & Digitalization Stage

10:00 What's next in Energy Transition and Digital Transformation
DVV Media Group GmbH
Energy & Sustainability Stage

10:00 Transformation of Ports Through Digitalization and Automation
Association of German Seaport Operators
Transformation & Resilience Stage

10:00 The Prompt-a-thon®: How (Generative) AI Is Changing the Way We Think About Logistics
Logistics & Digitalization Stage

10:35 Funding the Future: Navigating Europe's Maritime Landscape for Port Ecosystems
German Maritime Center
Transformation & Resilience Stage

10:35 Responsible AI Is Not an IT Project: On Leadership, Accountability, and Building Resilient Organizations in Complex Systems
Stronger4tomorrow
Logistics & Digitalization Stage

11:30 Autonomous Cargo Handling – How Far Can Automation Go in Ports?
Maritimes Cluster Norddeutschland
Transformation & Resilience Stage

11:30 Critical Supply Chains: How Data Intelligence and Collaboration Strengthen Supply Security
Logistics & Digitalization Stage

13:30 Flotte Hamburg GmbH & Co. KG – an urban fleet from green to zero emission
Hamburg Port Authority
Energy & Sustainability Stage

13:30 SmartKai: Shore-Based Collision Prevention for Ships and Port Infrastructure
Maritimes Cluster Norddeutschland e.V. (MCN)
Transformation & Resilience Stage

13:30 Open Logistics Foundation: Why only open solutions can truly advance logistics
Logistics & Digitalization Stage

14:05 Harmonize Multimodal Data Exchange – Building Interoperable Data Spaces for Ports and Logistics
Transformation & Resilience Stage

14:05 Concrete. Steel. Digital. Building the 3rd pillar with digital standards as common language
Energy & Sustainability Stage

14:05 More Than Just a Warehouse: What Must the Logistics Real Estate of the Future Deliver?
Logistics & Digitalization Stage

15:30 Multimodal TransPORT: Expectations vs. Reality
Hafen Hamburg Marketing
Energy & Sustainability Stage

15:30 Operating Critical National Port Infrastructure Under Crisis
Hamburg Port Authority
Transformation & Resilience Stage

15:30 From Research to Reality: Lessons Learned from Automation and Digitalization for Resilient Logistics
Logistics & Digitalization Stage

16:00 What If Your Supply Chain Worked Like Aviation?
Logistics & Digitalization Stage

16:05 The Role of Ports in European Defense Policy – Logistics Hubs, Safe Havens, and Targets All at Once?
Transformation & Resilience Stage

16:05 The Emission-Free Port – Pathway to a Resilient Energy Future
Maritimes Cluster Norddeutschland
Energy & Sustainability Stage



Making the transition to efficient and sustainable short sea shipping and port operations by 2035 was the focus of yesterday's panel "Short Sea Shipping 2035: Navigating the Transition to a Sustainable and Competitive Future" organised in cooperation with the German Maritime Centre (DMZ). Maurice Delattre, Regional Director (Europe) at the Port of Amsterdam; Hanno Brohme, Head of Port Energy Solutions at the Hamburg Port Authority; Laura Langh-Lagerlöf, Managing Director of the Langh Group; and Timo Beyer, Head of Operations at Lübecker Hafen-Gesellschaft mbH, shared their perspectives with Henning Martin, Project Manager for Short Sea Shipping at the DMZ (from left). Participants emphasised the importance of green corridors for bringing stakeholders together. While these projects raise visibility, they are often difficult to put into practice.

The end of just-in-time for European ports?

To meet the moment in a geopolitically and climatically unstable new world, European ports must take nothing for granted, and urgently and aggressively diversify their energy use, import and handling capabilities. This was the unanimous verdict among panellists the yesterday's discussion "Powering Europe's Future: The Critical Role of Ports in Energy Supply Security conference", held at the Congress Center Hamburg (CCH) yesterday.

Amid excitement about diversification in energy supply, Senior Supply Chain Analyst at S&P Global Ines Nastali pointed out that renewable energy would not be exempt from supply constraints. Ports need "... diversification in transport sectors, project cargo, component deliveries. "Unhelpfully, the situation in the Strait of Hormuz has led to the supply of raw materials being disrupted as well, leading to price increases and those prices becoming less attractive for investment. At the Port of Dover, they were super-excited there had been the delivery of a transformer, after shortages in the specific

steel needed set them back three years." Clearly, just-in-time in Europe is dead. "We need to move away from economies of scale and just-in-time," said Volker Ebeling, SVP New Energy, Supply & Infrastructure at MB Energy, an independent energy company based in Hamburg. "We need buffers, a plan B." "Two things make us vulnerable as Europe: we are an open society, and we have perfected 'just-in-time' – in containers, in solid bulk, in energy," agreed Boudewijn Siemons, CEO and Vice

President for Europe at Port of Rotterdam. "We must move to 'just-in-case'. Master-planning – integrating the national energy systems. If, during the recent energy outage, Spain had had more interconnectors to France, it might not have happened." Integrating the network of ports, similarly, would allow energy to be imported to the European hinterland regardless of which coast is used. "We need to be more Europe, not less Europe," Siemons added.



European ports must diversify their energy use as a matter of urgency

DNV: Regulatory uncertainty demands flexible fleet strategies designed for many possible futures

Regulatory uncertainty is increasing pressure on shipowners to make investment decisions that remain viable across a wide range of future scenarios. According to DNV's 10th Maritime Forecast to 2050, which has just been released right on time for SMM 2026, stronger global regulatory signals could accelerate the uptake of energy-efficiency measures, enabling the global fleet to consume up to 25% less energy by 2050. The alternative could well be a scenario in which regulations are driven by regions.

The latest Maritime Forecast to 2050 by classification society DNV examines four regulatory scenarios, ranging from adoption of the IMO Net-Zero Framework (NZF) in its current form to its outright rejection, which could lead to a period of prolonged regulatory gridlock. It explores the implications of these outcomes for fuel demand, energy efficiency uptake, and long-term fleet fuel and technology strategies.

Cristina Saenz de Santa Maria, CEO Maritime, DNV said: "Ships ordered today will operate well beyond 2050, but many of the factors shaping their future performance remain uncertain. Regulatory requirements are advancing faster than the fuel, infrastructure, and technological systems needed to support them, making long-term investment decisions increasingly complex.

"The industry therefore needs greater clarity and alignment among all stakeholders to provide the confidence required for long-term investment. In the meantime, shipowners need strategies that deliver benefits today while remaining resilient across a range of regulatory and market outcomes."

Energy efficiency is one of the most immediate and practical levers available to shipowners, delivering value across regulatory outcomes whether implemented at the newbuild stage or as a retrofit. A case study of a retrofit involving hydrodynamic improvements on a 5,000 TEU container vessel showed potential annual fuel savings of 16%, with a payback time of around one-to-four years depending on future fuel prices.

Retrofits can add similar value across many ship types and with sufficient planning can typically be completed during a standard class-renewal drydocking.

The development of the marine low-GHG fuel market remains a key challenge. While significant progress has been made in expanding alternative-fuel capabilities of vessels, scaling fuel production depends on confidence that demand will materialise.

DNV projects shipping demand for low-GHG fuels to range by wide margins from 4-22 million tonnes of oil equivalent (Mtoe) by 2030, and 33-185 Mtoe by 2050, depending on regulatory outcomes, with uptake also shaped by future availability of shore power, plug-in hybridisation, nuclear power, and onboard carbon capture systems.

Current project pipelines indicate a maximum global supply of 270 Mtoe by 2030, although actual volumes are likely to be lower due to project delays and other uncertainties, and shipping will need to compete with other industries for its share. However, the cost of reducing emissions varies significantly between fuel pathways, with abatement costs ranging from about 180 to 1,290 USD per tonne of CO₂ abatement, highlighting the importance of regulation and market incentives in enabling low-GHG fuel markets to develop.

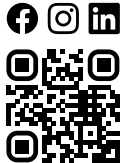
Øyvind Sekkesæter, lead author of Maritime Forecast to 2050 said: "Scenarios explored in this year's report show how different regulatory futures can lead to very different outcomes in energy efficiency uptake, fuel demand, and consequently, GHG emissions. By testing fuel and technology choices across multiple scenarios, shipowners can identify strategies that create value today while preserving flexibility as regulation, fuel availability, prices, and technologies evolve. Strategies that each owner choose will also be dependent on fleet type and operating context."

DNV at SMM: Hall B4 / Stand 221



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Photo: Manuel Bosch/Schiff&Hafen

Wärtsilä presents a new rudder design – alongside several services displayed at the booth

Twin foils make the rudder part of the propulsion system

As the maritime industry gathers at SMM, much of the efficiency discussion will focus on fuels, engines and emissions control. Yet one of the most familiar components on board, the rudder, also has an important role to play. Conventional rudders steer by sitting behind the propeller and redirecting its flow, but this can add resistance and limit how effectively propulsion and steering work together.

Wärtsilä's Gate Rudder™ takes a different approach. Instead of placing a single rudder blade behind the propeller, the concept uses twin foils positioned on either side of it. Designed as an integrated propulsion and steering concept from the earliest vessel design stages, the foils can contribute to thrust performance during transit and redirect force laterally during manoeuvring. This

supports improved course-keeping and helps vessels hold speed more effectively through manoeuvres.

For owners and designers, the value lies in considering the hull form, propeller, steering system and operating profile as one hydrodynamic package. Depending on vessel type and profile, vessels equipped with Gate Rudder technology have reported fuel savings of up to 20% compared with conventional arrangements, alongside improvements in ship handling, noise and vibration. At SMM, Wärtsilä highlights how smarter aft-ship design can help unlock efficiency gains without adding propulsion complexity.

Wärtsilä at SMM:
Hall A3 / Stand 108

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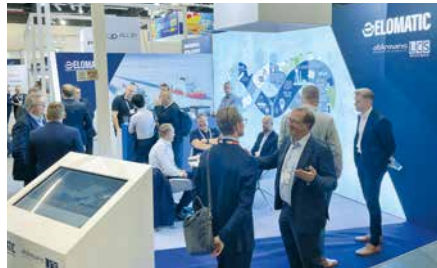
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For more information visit us at the **SMM - hall A4 booth no. 211**
www.reintjes-gears.com

Why smarter shipyard development will define maritime competitiveness

As the maritime industry continues to contend with accelerating technological, geopolitical and regulatory change, shipyards have emerged as not simply strategic assets that support industrial policy; they have become critical enablers of the maritime energy transition. During SMM, Elomatic will showcase how engineering expertise, shipyard optimisation and digitalisation can ensure yards are equipped with the capability required to support this rapidly evolving landscape.

With East Asia accounting for around 90-95% of global newbuild order volume, governments across Europe and North America are increasingly investing in domestic shipbuilding infrastructure, workforce development and fleet programmes in order to remain competitive. However, expanding physical capaci-



Elomatic experts at the company's both

ty alone will not be enough. As vessels incorporate alternative fuels, hybrid systems and increasingly sophisticated technologies, yards must also develop the processes required to manage greater complexity efficiently. For Elomatic, shipyard optimisation means treating the yard as one connected system, linking engineering, procurement, plan-

ning and production to improve visibility, coordination and delivery. Alongside this, its Aura APM platform gives owners and operators a clear view of dry dock projects, bringing plans, documentation, permits and contractor tasks into a single controlled workflow. The result is shorter yard time, fewer errors and faster decision-making.

This integrated approach will become increasingly important as the industry scales alternative-fuel vessels and retrofit programmes. By combining digital integration, optimised workflows and engineering expertise, shipyards can turn first-of-a-kind projects into repeatable capabilities, improving efficiency while accelerating maritime decarbonisation.

Elomatic at SMM: Hall B1 / Stand 210
(Maritime Finland Pavilion)

Parker presents technologies for reliable and efficient vessel operations

At SMM 2026, Parker Hannifin focuses on technologies for reducing vessel downtime, improving equipment reliability and lowering energy and maintenance requirements.

The company is presenting the NFM-100 membrane for generating ni-

trogen as a protective gas in hazardous areas, the Online Ferrous Wear Meter for monitoring oil condition, and products from the Racor brand. Parker also addresses regulatory requirements associated with new marine fuels and provide information on hose products for newbuilds, retrofits, moderni-

sation projects and service applications. Further topics include support for shipyard and system integrator projects, as well as improving the reliability of critical onboard systems in commercial and military shipping.

Parker Hannifin at SMM: Hall A3 / Stand 412

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Visit us at SMM: Hall A4, Booth 326 and at WindEnergy: Hall B5, Booth 425

Maritime connectivity strengthens cyber resilience

As the shipping industry gathers in Hamburg, cyber resilience is high on the agenda, with Marlink contributing to the conversation on protecting both IT and operational technology (OT) environments while meeting evolving regulations in an increasingly complex geopolitical landscape. The company protects its customers through a global network of Security Operations Centres (SOCs), providing 24/7 threat monitoring, incident response and expert support.

Marlink also showcases the role of its Possibility Portfolio in helping shipowners simplify increasingly complex digital operations through integrated connectivity, cyber security, cloud and edge services. Among the latest additions to the portfolio is Sealink Multi-LEO, which uses intelligent network orchestration to maximise the performance of multiple low Earth orbit networks, delivering resilient, flexible and operationally consistent connectivity for global maritime operations.

Another Marlink focus at SMM is the XChange NextGen. The company's new, next-generation edge platform bringing together secure onboard applications, cyber protection and digital services across connected vessels and fleets.



Photo: Manuel Bosch/Schiff&Hafen

Protecting IT and OT environments is in focus of Marlink

Marlink also explores how GMDSS is reshaping maritime safety communications, and how its technology-agnostic approach helps operators deploy compliant, resilient services across multiple technologies while simplifying the transition to new capabilities.

Marlink at SMM: Hall B6 / Stand 427

Lifting equipment withstands demanding maritime conditions

Whether onshore, offshore, or subsea: safety, corrosion resistance and reliability are crucial for lifting solutions in the maritime environment. RUD uses the opportunity at SMM in Hamburg to demonstrate how these requirements can be fulfilled through collaborative partnerships, development expertise and DNV-certified lifting equipment under the motto "We share the load".

As a highlight, RUD presents the new ACP-TURNADO OCEAN-STAR, the first lifting point approved by DNV for subsea environments. Its spring mechanism ensures that the lift bail automatically aligns with the direction of the pull. It also has a highly durable zinc



Photo: Manuel Bosch/Schiff&Hafen

RUD presents lifting equipment

flake coating for optimised corrosion protection. Moreover, the show features a wide range of solutions for a diverse array of maritime applications, from multi-directional load-bearing lifting points and swivel eye bolts that can rotate 360° to various hoist rings.

Among end components, RUD is showcasing the ROV-HOOK. This is the result of a development partnership with Subsea7, a global provider of offshore solutions and services. Specially designed for offshore and subsea applications, the hook can be safely operated using standard ROV (Remotely Operated Vehicle) manipulators with its twin-trigger mechanism and automatic locking latches. The outwardly opening safety latch can only be opened by operating two release triggers. When the underwater robot releases the trigger, the latch closes automatically and remains securely locked, thus preventing the load from being released unintentionally. The optimised design also reduces the risk of the unintentional snagging of components. A ROV-HOOK will be displayed on the stand to enable visitors to see how it works. The company also provides information regarding potential partnerships.

RUD's trade fair offer also covers digital tools for the planning, selection, application, documentation and inspection of high-quality lifting equipment. These include a configurator for lifting points and lifting equipment and the RUD BUDDYtron app, which can be used to access product data and operating instructions at any time.

RUD at SMM: Hall A1 / Stand 321

Alternative fuels demand reliable measurement

At SMM 2026, VEGA is showcasing level and pressure measurement technology for ships, yachts and challenging applications in the maritime industry.

The focus is on robust and reliable systems, supported by a partnership-based approach that extends beyond the supply of products. A key focus includes applications involving alternative fuels such as LNG, methanol, ammonia and hydrogen. These substances place high demands on safety, material resistance and measurement accuracy. VEGA will present sensor technology developed for use under extreme conditions, including corrosion-resistant materials, durable sensors and maintenance-free designs. VEGA also highlights its support throughout the entire lifecycle of a vessel, from planning and commissioning to maintenance and modernisation. Through its VEGA-care service, the company provides global reachability, technical support across time



Photo: Manuel Bosch/Schiff&Hafen

Level and pressure measurement technology at the VEGA stand

zones and rapid response through regional contacts. VEGA also supports customers during critical project phases such as commissioning, classification and drydocking. High product availability, short lead times and flexible processes support new-build

projects, retrofits and urgent replacement requirements. Trade visitors can discuss specific maritime applications with VEGA experts at the company's stand.

VEGA at SMM: Hall B6 / Stand 101

DNV awards Vulkan and DEF AiP for electric motors

Vulkan, a marine and industrial drive firm, and dynamic E flow GmbH (DEF) have been awarded Approval in Principle (AiP) by DNV for the electric motor the partners have developed which uses innovative capcooltech® technology.

The transformative technology, widely used in the motor industry, is based on hollow conductor containing coolant in the motor windings. This prevents overheating and results in better performance. A key benefit is that the DEF motors can be

50% smaller than comparable machines and up to 75% smaller than conventional air-cooled machines. The motors are significantly more powerful at the same volume and can provide ten times more effective cooling performance.

"This innovative technology opens up a wide range of new fields of application for us," declared Robert van Riemsdijk, Vulkan CCO. "Together, we are focusing on systems that are not only more efficient, but also more sustainable and future-proof. The DNV AiP is a true milestone for us on the path to product launch."

DEF Founder and CEO, Michael Anton Naderer, added: "With Vulkan at our side, we can drive maritime electrification on a large scale ... The DNV AiP opens the door for us to enter major shipbuilding projects."



Photo: Vulkan Group

The companies are celebrating the AiP at SMM

Vulkan Group at SMM:
Hall A3 / Stand 302

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