



Ship&Offshore | Schiff&Hafen

Daily News

No 4 | 04 September 2026

Including



Panellists agreed that the retrofit market is essential against uncertain marine fuel backdrop

Photo: Manuel Bosch/Schiff&Hafen

Shipyards, class ready for alternative fuels – but market is not, say retrofit panellists

Some relatively new vessels on the water today will still be in operation at the middle of the century, and yet the industry is no closer to settling on a definitive fuel of the future than it was at the time of the last SMM. A lack of certainty is making itself felt. In its absence, the retrofit market surges in importance.

“We have seen a decline in the uptake of engines for green fuels, to just 30% [of the newbuild orderbook],” said Thomas Leander, Vice President and Head of Solutions at Everllence. “Getting started with the smaller retrofits is the way to go. Even if you convert fuel in ten years’ time, you will still have seen the benefit.”

Paul Herbert, Principal Technical Specialist with classification society Lloyd’s Register, made it clear that class societies are not the ones holding up alternative fuels. “Regardless of the fuel type, we have systems approved,” he said. “I personally worked with methanol on *Stena Germanica* in 2015. We

are ready to approve any fuel type, and it’s been done.”

And meanwhile, the shipyard capacity is there too, insisted Sergei Kravchenko, Chairman of the Board of Tallinn Shipyard. Yards are poised to convert existing vessels to methanol, LNG or ammonia, he said, if their customers want. “European shipyards are ready to retrofit – the market is not,” he declared.

“The economics break first. You need more space, bigger tanks, for the same power. Hydrogen is two times more expensive, ammonia is two-and-a-half times.” For the moment, he added: “My suggestion is hybridisation and retrofits.”

Thomas Leander blamed the split incentive problem – the familiar three-way stalemate between shipowners, charterers and ship managers – for shipping’s hesitancy thus far to invest in incremental upgrades to vessels. “To get the three parties together to work for a common cause is difficult, but they will all benefit,” said Octavi Sadó Garriga, Head of Fleet Performance

& Efficiency at the Maersk McKinney Moller Center for Zero Carbon Shipping. Sooner or later, panellists agreed, shipping customer demand would break the stalemate. “Right now, everybody is screaming for capacity. But in a few years we will reach a point of overcapacity,” Leander said, indicating that charterers would soon be free to pick winners based on green performance and optimisations. “We also make our own decisions, as consumers – ZEMBA [Zero Emission Maritime Buyers’ Alliance]. You will prefer goods to be transported with companies that want to do it in a green way,” but Kravchenko dashed out-of-hand the notion of carbon capture devices being installed on existing ships, indicating that it would be prohibitively expensive to retrofit one. “A CCS is a factory on your ship. It could cost \$25 million. If the ship costs \$15-20 million. So, what for? It might make sense for a new-build, but not for a retrofit – unfortunately for the shipyards! It’d be a great retrofit project, very profitable!”

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SMM DAILY NEWS is published daily during SMM 2026 by DVV Media Group GmbH Heidenkampsweg 73-79 D-20097 Hamburg Phone: +49 (0) 40 237 14-100 Email: info(at)dvvmedia.com

PUBLISHING DIRECTOR:
Manuel Bosch

EDITORS:
Kathrin Lau (resp.)

CONTRIBUTING EDITORS:
Katharina Kütemeyer,
Paul Bartlett, Charlie Bartlett,
Robert Prellwitz

LAYOUT:
Christoph Jöns

DISTRIBUTION:
Markus Kukuk

PRINT:
v. Stern'sche Druckerei,
Lüneburg

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Nuclear powered ships back on the agenda

Nuclear promises something no other ship propulsion technology could match. ‘Bunkering’ once every five to ten years, depending on the fuel, vast heat and power in a far smaller unit than a conventional marine engine; more space for cargo, and every incentive to speed up and grab market share from conventionally-powered competitors.

But there are big hurdles to overcome. Opening yesterday's Nuclear powered ships: from realising the first demonstration ships, to competitive nuclear propulsion discussion, DNV's Ole Christen Reistad, Senior Principal Researcher, Nuclear, highlighted the unique demands of maritime nuclear power. Marine reactors must operate safely in a harsh environment, remaining secure even in the event of hijacking.

Martin Köpke, Manager Decarbonisation, Hapag-Lloyd Regulatory Affairs & Sustainability, recounted the iniquitous history of his company's operation of nuclear-powered ship *Otto Hahn* in the 1970s. While the reactor itself functioned successfully, the vessel suffered unending access restrictions, com-

plex diplomatic negotiations and high costs, and was never allowed to use the Panama or Suez Canals. “The economics on the vessel was relatively more expensive, basically more than twice [the cost],” Köpke said. *Otto Hahn* was eventually re-engined with diesel machinery in 1979.

Dimitris Monioudis, chairman of Intercargo's Technical Committee, said the dry bulk sector remains sceptical of many alternative fuels and believes nuclear “should be on the table” – but demanded internationally harmonised regulations through the IMO, robust insurance frameworks and suitable emergency response capabilities. “If you can't insure your vessel, it's a non-starter,” he said. Despite the challenges, panellists agreed that commercial demonstration projects could emerge as early as the 2030s. “I had to change my mind,” Köpke conceded. “It will probably come in our professional lifetime.”

Come and join us today at the panel “Nuclear-powered shipping: a competitive edge, a decarbonisation pathway or a capex-heavy threat?” at the Energy Efficiency Stage at 10:30



When SMM 2026 closes today, it can look back at a lot of novelties, one of them being the Naval Hall B8. For the very first time Hamburg Messe und Congress dedicated an entire hall to technologies and systems for naval vessels, maritime surveillance, communications, underwater applications and further systems for maritime security and defence. The Naval Hall showcased the full spectrum of maritime security and defence technologies, ranging from shipbuilding and naval systems to communications, sensors, navigation, automation, underwater technologies and satellite-based solutions. Among the exhibitors were Rheinmetall Naval Systems, Kongsberg Ferrotech, Bosch Rexroth, Rohde & Schwarz, Telespazio, Emerson – Damcos, PGZ Stocznia Wojenna and ELAC SONAR. Across the wider exhibition grounds, companies including Fincantieri, Damen Shipyards, Navantia, Fassmer, Anschutz and Hensoldt presented additional solutions for maritime security and dual-use applications.

Photo: Manuel Bosch/Schiff&Hafen

Photo: Manuel Bosch/Schiff&Hafen

**Blue Stunde.**

More than 400 SMM visitors followed the invitation of the GMT joint stand to Blaue Stunde on Thursday afternoon. In casual atmosphere, chats were continued and new contacts made.

Italy champions innovation and sustainability in the maritime industry

Twenty-two Italian companies are showcasing forward-looking technologies and products for the international shipbuilding and maritime industries at the Italian Trade Agency's joint stand at SMM 2026. Their portfolios range from sustainable propulsion, environmental and energy systems to high-tech components for navigation, communication, ship safety and modern shipbuilding.

The exhibitors represent the full maritime value chain – from established traditional businesses and family-owned companies to innovative newcomers and dynamic SMEs. Their presence highlights the strength and diversity of Italy's maritime industry and offers inter-

national partners opportunities to develop new business and technology partnerships. According to Ferdinando Fiore, Director of the Italian Trade Agency in Berlin, SMM



The Italian Trade Agency is responsible for promoting Italy's international trade and supporting Italian companies in the global marketing of products made in Italy

provides an ideal platform for presenting the innovative strength of Italy's shipbuilding, marine technology and supplier industries to an international specialist audience while further strengthening economic cooperation with Germany, Italy's most important trading partner.

Sustainability is a key focus for the participating companies as the maritime sector moves towards lower-emission shipping. Their technologies support greater energy efficiency, digitalisation and the development of alternative propulsion technologies, including hydrogen, fuel cells and hybrid systems.

Italian Trade Agency at SMM:
Hall B3 / Stand 302

Photo: Manuel Bosch/Schiff&Hafen

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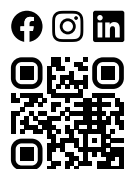
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1 000 – 2 300 rpm



PM THRUSTER
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600 – 1 800 rpm



MAIN PROPULSION
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Oswaldstrasse 1
D-63897 Miltenberg
oswald@oswald.de
+49 9371 9719 0
www.oswald.de



Photos: Manuel Bosch/Schiff&Hafen

German Maritime Centre launches campaign addressing young professionals

The German Maritime Centre (DMZ) unveiled its new initiative ‘Ship your talent’ at SMM on Thursday. The campaign, targeting young professionals, is designed to raise awareness of the maritime sector and its wide range of career opportunities.

DMZ President Dr Reinhard Lüken, who is also Managing Director of the German Shipbuilding and Marine Technology Association (VSM), and Dr Wibke Mellwig, Head of the Waterways and Shipping Department at the German Federal Ministry of Transport, kicked off the campaign with a symbolic ribbon-cutting ceremony.

DMZ Managing Director Dr Matthias Catón emphasised that for it to thrive, the initiative requires the involvement of industry stakeholders. Just as the DMZ is organised as a cross-sector thinktank, a number of maritime industry associations have been involved in designing the campaign. Among others, the Association of German Shipowners (VDR), the VSM, the Central Association of German Seaport Operators (ZDS) and the German Shipbrokers’ Association (ZVDS) have contributed.

“The campaign aims to create a framework and foster a sense of belonging,” explained Hanna Maurer, Communications Officer at



Dr Reinhard Lüken and Dr Wibke Mellwig symbolically cut the ribbon to launch the new maritime career campaign.

the DMZ which provides visual assets that can be used by companies in the maritime sector. “Ship your talent” is aimed at young professionals at various stages of development – from those exploring career options to others who wish to change their career path; career counsellors can also benefit, as can employees already working in the sector. The campaign itself is designed as a play on the word “ship”. Alongside the campaign visuals, a website serves as a central information hub, explained Hannah Lindemann, working in the Communications Team of DMZ. Social media activities across various platforms are designed to make the maritime sector visible, with the aim of encouraging the audience to post and comment. The striking, bold, all-capital lettering serves as

an analogy for the sector, Lindemann said. After all, the maritime world is all about “big ships and large installations”.



Once again, the SMM Maritime Career Market will take place on Thursday and Friday, featuring 14 exhibitors and offering young people the opportunity to learn about training and career opportunities.



The need for people continues to take centre stage

At Thursday’s Panel “MCM Goes International” on the Open Stage, moderator Kathrin Lau, Editor-in-Chief Schiff&Hafen / Ship&Offshore, asked panellists from all over the world how the maritime sector in different countries is responding to labour shortages and competition for young talent. Accompanying her on stage were: Danae Bezantakou, CEO at Navigator Shipping Consultants Ltd, Nina Okkels Gary, Head of Education and Recruitment at Danish Maritime, Pierre-Louis Gosselin-Lavoie, Development Officer, Centre de Services Scolaire des Navigateurs, Université Laval, Pratyush Kumar, Assistant Vice President at Invest India, Dr Yaser

Mohammadian Roshan, Senior Manager Research Partnerships at the University of British Columbia, and Mihaela Popa, Recruitment Manager at RINA. “We try to show how specific technologies like artificial intelligence can be utilised in the maritime sector,” explained Yaser Roshan. “You have to ensure that young people like a 17-year-old can see the maritime sector as an interesting job. The jobs are attractive but no-one knows about them. That’s the problem.” Danae Bexentakou (bottom right) said: “We have to create more role models, go to the schools, and explain what a Captain is, what an Engineer is.”

Daniamant showcases five marine safety innovations

Daniamant is introducing five new products from its marine safety portfolio at SMM: the W4-VIR Visible and Infrared Lifejacket Light, the W4-EX Intrinsically Safe Lifejacket Light, the SL9005 Salinometer, the DanEI-300 Wheelmark-Approved Electronic Inclinometer and the ODEO Lux Electronic Visual Distress Signal Device.

The W4-VIR combines visible and infrared flashing LEDs, helping search and rescue teams locate survivors with standard vision and night-vision goggles. Automatic water activation, modular clip options and approvals to MED/MER/SOLAS, USCG and EASA ETSO-C85b requirements support flexible use. Designed for hazardous environments, the intrinsically safe W4-EX provides automatic activation, compact installation and more than eight hours of high-intensity flashing light. The SL9005 Salinometer uses conductivity measurement for real-time salinity monitoring in freshwater generators and marine boilers. It includes configurable alarms, remote monitoring and relay outputs for pumps and external alarms.



Photo: Manuel Bosch/Schiff&Hafen

Daniamant is displaying its new safety equipment at SMM

Daniamant will also present the DanEI-300, the first electronic inclinometer certified to IMO carriage requirements for container ships and bulk carriers, and the ODEO Lux electronic visual distress signal. The pyrotechnic-free device offers SOS signalling,

multicolour and optional infrared output, 360-degree light distribution and extended operating life.

Daniamant at SMM:
Hall B6 / Stand 120

New pilot valves boost performance and fuel flexibility

Two new pilot valves released by Bosch Rexroth raise efficiency and cut fuel burn on Everlence two-stroke engines, the companies claim.

The Electronic Fuel Injection (ELFI) controls injection timing and injection volume per cylinder, and the Electronic Valve Actuation (ELVA) actuates the exhaust valve across the load range. The new pilot valves control the two functions in the same way as conventional valves, but consume about 20% less energy.

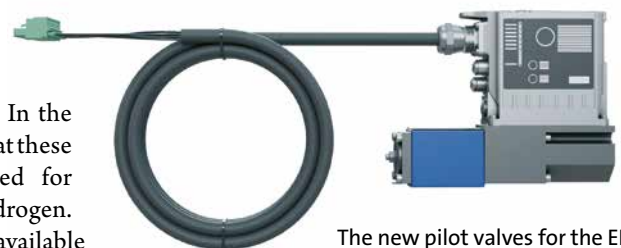
Tests have been completed by both companies confirming performance and endurance targets and high repeatability

even under the most demanding conditions. Combined with a step response time of less than 5ms and a frequency of more than 200Hz, they can precisely reproduce the required injection profiles, the companies said.

Both valves are also compatible with future fuels, including methanol and ammonia. In the long term, it is possible that these fuels could be produced for ships by using green hydrogen. The new valves will be available from the second half of 2027 with delivery times, in extremis, of up to 24

hours via Bosch Rexroth's global service network.

Bosch Rexroth AG at SMM:
Hall B8 / Stand 217.4



The new pilot valves for the ELFI and ELVA functions of modern two-stroke marine engines from Everlence Source: Bosch Rexroth AG

Retrofits now a priority for many existing ships

“We can’t decarbonise by newbuilding alone,” declares Paul Herbert, Principal Technology Specialist at Lloyd’s Register (LR).

“Existing ships will continue to carry a large proportion of the world’s trade for many years to come. Of course, retrofitting is not an alternative to newbuilding, but it is a necessary complement.” Retrofitting, he says, is an essential component in shipping’s decarbonisation drive, both within commercial and technical frameworks.

“We only have to look around us to see what is happening,” he says referring to recent extreme climate-related issues across the world.

“Charterers and customers are as concerned as anybody and, for shipowners, the commercial cost of failing to prepare for future regulations and market demands is growing.”

He points out that Scope 3 emissions have climbed to the top of many companies’ environmental agendas. Most of the world’s major charterers have robust ESG strategies in place and emissions, he says, are now a key focus for cargo owners, charterers, financiers and investors.

A certain amount of spot business may fall under the radar for the moment, but longer-term fixtures of whatever type are likely to come under close scrutiny. The unspoken inference here is that shipowners and operators who fail to adopt proactive decarbonisation strategies will find their ships at the back of the chartering queue and their owners likely to be pressed for discounted rates. Herbert is not overly concerned about delays to the Net-Zero Framework, due to be discussed again at the IMO from November 30. This, he says, is because global shipping has developed a momentum of its own and doing nothing is not an option.



Paul Herbert, Principal Technology Specialist at Lloyd’s Register.

Photo: Lloyd’s Register

Evidence is demonstrated by the IMO’s upcoming 12th session of the Sub-Committee on Carriage of Cargoes and Containers which will discuss safety and ship design issues relating to the use of methyl/ethyl alcohol-fuelled ships. This, he explains, has been left on one side for some time but is now a firm priority. It demonstrates shipping’s drive to take up fuels that are less environmentally damaging.

Herbert outlines how LR’s Maritime Decarbonisation Hub has been set up to assist owners with retrofit strategies for existing vessels, as well as new ones. A ship’s age, trading pattern, and likely fuel use are key determinants in the scale of retrofitting that make technical and commercial sense. “I think any retrofit is technically feasible provided that certain conditions are met,” he says, “but it also needs to be commercially credible. It’s a combination of the two.”

Experience has shown that propeller optimisations, air lubrication systems, wind-assisted propulsion and hull op-

timisation are amongst the first emissions-saving initiatives that may be considered. Retrofitting a dual-fuel system might also be possible but more expensive and would depend on the remaining life of the ship.

“The greenest fuel is the fuel that you’re not burning,” Herbert declares. And he points out that this has a direct impact on a ship’s energy efficiency design index (EEDI) and its energy efficiency existing ship index (EEXI) and, in operational terms, its carbon intensity indicator. This relates directly to possible fuel penalties such as the EU Emissions Trading System and FuelEU Maritime.

Herbert reveals that he has worked on several methanol projects in which there are “hardly any show-stoppers” from a technical perspective. However, fuel availability is a significant issue and one project has been placed on hold for the moment supposedly because of this risk.

Lloyd’s Register at SMM:
Hall B2 / Stand 198



"The clouds will move away" for ports

Photo: Manuel Bosch/Schiff&Hafen

Ports must form new collaborations to move forward

With a handful of exceptions, observers have noted slow momentum with the rollout of shore power, electrification, and the supply of alternative fuels at ports. This, despite the expectations being lavished upon them that they will soon be co-located renewable energy facilities, shore power connectors, and ammonia and methanol refineries.

Diverging incentives are making it difficult to meet all these goals at once, SMM Daily News heard at the All About Ports: What's next in Energy Transition and Digital Transformation panel yesterday.

Roland Teixeira de Mattos, President and General Secretary of European Onshore Power Supply Association (EOPSA), told audience members that the "wrong people" were being asked

to roll out vast and complex electrical network infrastructure that would allow vessels to plug in at port. Instead, he recommended that ports be brought together with utility providers, the real experts in electrification. "If we think about the trillion dollar subsidies that the oil and gas industries get – imagine if we could have access to the same amount of money!"

Ted Lomond, President and CEO of energy company, North Atlantic, in St John's, Newfoundland, suggested that regulation would be needed to push development in port energy systems, but that it would need to be "agile" and capable of responding quickly to changes to the status quo. Not everybody was in position to be as proactive as North Atlantic, after all.

"We're in a privileged position, to have

much cheaper marine electricity than Europe will ever have. We have six gigawatts of hydro, two gigawatts of wind, in an area the size of Germany with just 30,000 people.

"Ports aren't moving fast enough, but it's like a three-legged race – you can only move as fast as the people you're tied to. I'm tied to my customers – the ships."

And meanwhile, the IMO is beset by division, making forward progression in regulation a challenge.

"The IMO is going through a tough time. The US is not a big shipping nation, and if you look carefully, the US and Canada have been very strong in renewables and shore power," said Teixeira de Mattos.

But, he concluded, "The clouds will move away and we'll start working like professionals again."

Customer value as compass for triple transformation

The Logistics & Digitalization Stage on Wednesday focused on global perspectives relating to the future of logistics and supply chain management. The discussion was based on the Federal Logistics Association study "Trends and Strategies in Logistics and Supply Chain Management," which identifies the triple transformation of digitalisation, sustainability and resilience as its central theme.

Prof Dr Martin Schwemmer, Professor of International Transport Economics and Logistics at Heilbronn University and moderator of the discussion, identified seven disruptive trends currently facing companies worldwide and asked: "How can companies determine which ones really matter?"

For Johannes Berg, Director Corporate Affairs at Hamburger Hafen und Logistik AG (HHLA), what matters is determined above all by the customer. "The customer sets the trends and decides what they need." At times, however, the customer's priorities can change considerably. "If you had asked companies about important trends a few years ago, keywords such as 'sustainability' or 'ESG criteria' would have come up. Today, the focus is primarily on costs, reliability and productivity."



At the aap-session "Ready for Triple Transformation? Digitalization, Sustainability and Resilience," the panellists discussed global perspectives on the future of logistics and supply chain management

Photo: Ingo Neuling/DVV Media Group

Wolfgang Lehmacher, former Director and Head of Supply Chain and Transport Industries at the World Economic Forum, represented the perspective of Asian companies. He reported that steadily growing trade barriers affecting business with the EU and the US are currently posing a problem for companies from Asia. "Fragmentation, protectionism and mistrust are threatening the resilience of supply chains and presenting Asian companies with new challenges," he declared. Although current trends in supply chain

management are highly diverse, the digitalisation toolkit offers a wide range of tools for increasing security and efficiency. "To achieve this, every company needs a digital strategy tailored to its individual requirements while remaining adaptable to unforeseen events," Lehmacher said. But Berg pointed out: "Artificial intelligence will not be able to solve every problem. "Take the dilapidated rail infrastructure or natural phenomena such as low water levels. Ultimately, we have to tackle the causes of these problems ourselves."

Shipping's environmental footprint in the spotlight

Emissions, underwater noise, ballast water and construction works are damaging marine ecosystems – notably in ports.

During the panel discussion 'Port Operations and Marine Ecosystems – Understanding Impacts and Driving Change', moderator Klaus Maak, MCN, Frank Schweikert, founder of the German Ocean Foundation, Stefan Leschka, Head of Port Consultancy for Europe/ the Middle East at DHI Wasy Group, and

Niels Mohrenz, partner at Jongen, highlighted the impacts, their interrelation-



Presenter Klaus Maak, Frank Schweikert, Stefan Leschka and Niels Mohrenz (from left) analyse ways to improve ecosystems

ships and specific ways to reduce these environmental impacts.

It emerged that, in areas such as waste management in German ports such as Hamburg there are already standardised rules, but seafarers are often unaware of them.

In other areas, such as sediment management, regulations could still be improved at an international level. Fundamentally, however, the state of the ecosystems in and around the ports is not good.



What determines port choice and competitiveness today and what will matter in the future? These questions were at the heart of the ALL ABOUT PORTS panel on Wednesday "Compete, Connect, Transform: Rethinking Port Competitiveness" organised in cooperation with the German Maritime Centre (DMZ). Christina Prieser, VP Asia Pacific and Associate Partner at Hamburg Consulting; Hendrik Peterburs, Vice President Global Logistics at Enercon; Mirja Nibbe, Managing Director of CMA CGM; Prof. Dr Sebastian Jürgens, President of the Association of German Seaport Operators; Sin-Yee Loh, Regional Director (Europe) at the Maritime and Port Authority of Singapore explored these issues together with Johannes Puckeldwald, Advisor for Ports and Infrastructure at the DMZ (from left). An important issue raised was the fact that port competitiveness is more than cargo throughput. Panellists stressed reliability, productivity and flexibility, as well as hinterland and inland connections.

Corruption, organised crime and "espionage" a major concern for ports

Criminal infiltration of ports and shipping operations is evolving beyond traditional cargo theft and drug smuggling, with industry experts warning that corruption remains the critical enabler behind organised crime in maritime logistics.

Speaking during a conference panel on corruption and criminal infiltration, Saga Appavo, Global Compliance lead at the Maritime Anti-Corruption Network (MACN), said corruption often begins with seemingly minor demands made to ships' crews. "Imagine a captain on board a ship at 2 a.m. in the morning," she said. "His ship is supposed to clear customs before dawn and he's welcomed by an official that asks him for a small fee. Nothing official, nothing on paper."

She argued that corruption should not be viewed solely as an abstract ethics or compliance issue, adding that "corruption has a financial impact" and creates significant operational and human risks for shipowners and seafarers. MACN has supported more than 10,000 vessel calls through its reporting and assistance systems and currently maintains a database containing

70,000 reports of corruption-related incidents.

"Without that data, there is no way we can approach a government or local authority and try to start building changes," she said. Geert Vandervelden of the Belgian National Drug Commission stressed that drugs are only one part of the problem. "Their main objective is money," he said of organised crime groups, noting that corruption and infiltration must occur before narcotics can move through supply chains. Describing the actions of criminal organisations as "espionage", he warned that they increasingly target individuals rather than companies, "looking for people like you and me".

Captain Deepak Gupta, director QSHE &

Marine Standards and Assurance at Oldendorff, described the pressures faced by masters when confronted with illicit demands. "He or she feels helpless," he said, explaining that delays, detention and even imprisonment remain concerns in some jurisdictions. Gupta argued that anti-corruption measures must be backed by visible support from owners and partners rather than relying solely on written policies.

From the technology perspective, Dr Sven Reimers, Corporate Resilience & Governance at DAKOSY AG, an IT and software service company in the logistics sector, highlighted the role of digital cargo-release systems in reducing opportunities for manipulation. By replacing traditional PIN-based container release processes with traceable digital authorisations, he said ports can create a documented chain of responsibility for cargo collection.

Despite the scale of the challenge, panelists emphasised that collective action between shipping companies, port authorities and technology providers is producing results. As Appavo concluded, "The good news is that it's not inevitable. We see progress when we work collectively, public sector and private sector."



Cross-sector collective action on corruption is producing results

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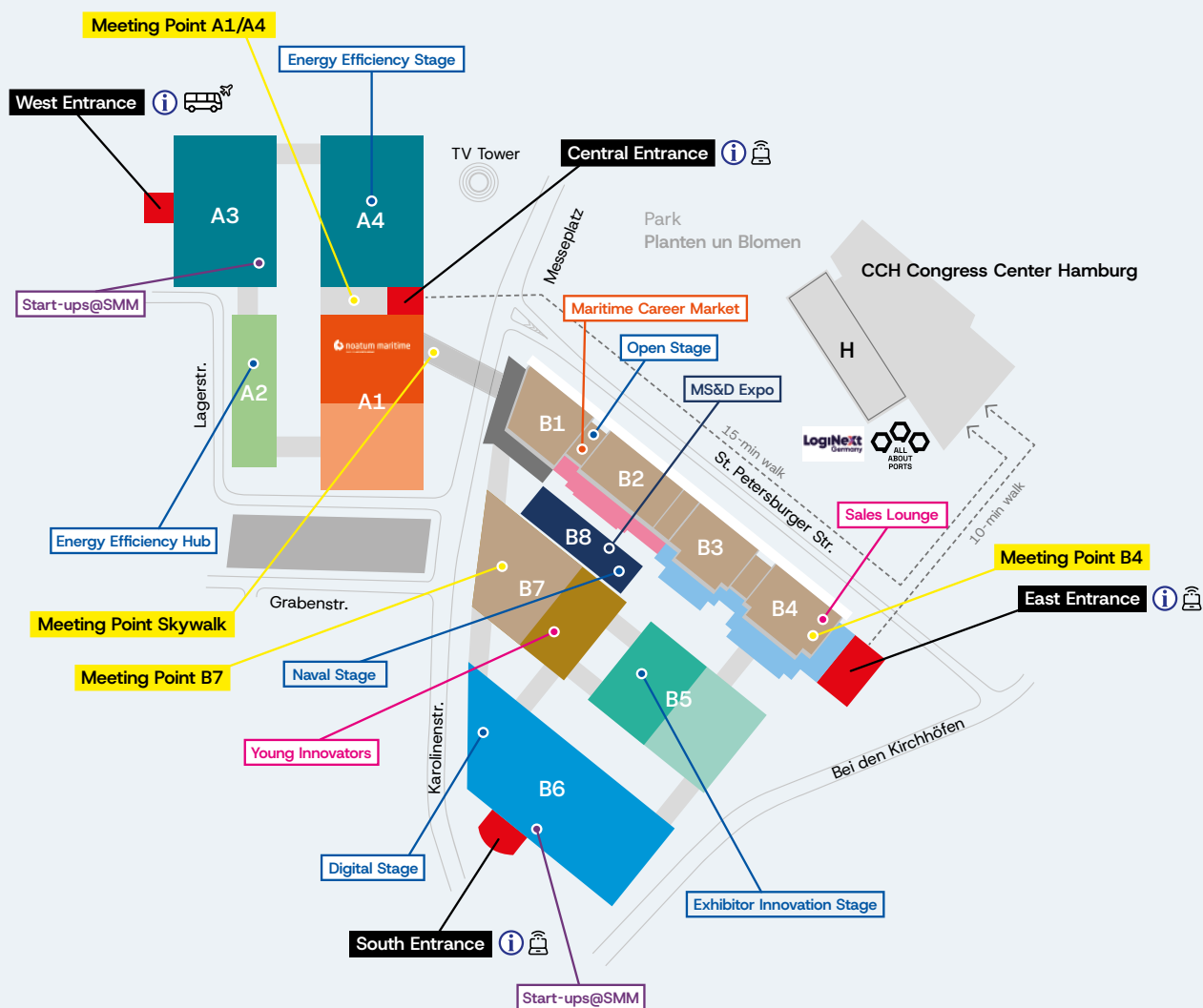
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- Hall A1**
- Ship operation equipment, environmental technologies
 - Deck equipment, cargo handling systems
- Hall A2**
- Pumps, valves, compressors, energy efficiency technologies
- Hall A3/A4**
- Prime movers, propulsion systems and new fuel technologies
- 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

- 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

Information point

Charging lounge

Photo: Hamburg Messe und Congress Ibrahim Ot



FRIDAY, SEPTEMBER 4th

- | | | |
|---|---|--|
| <p>10:30 OpenBridge: Scaling Human-Centered Design for the Next Generation of Shipping
Ocean Industries Concept Lab (OICL)
Digital Stage</p> <p>10:30 MS&D – Keynote
MS&D German Maritime Institute
Naval Stage</p> <p>10:30 Entering the Maritime World: Ahoy, Future! The Maritime Industry Introduces Itself
Career Forum German Maritime Center // Maritime Cluster Northern Germany // German Shipowners' Association // VSM
Open Stage</p> <p>10:30 Nuclear-powered shipping: a competitive edge, a decarbonisation pathway or a capex-heavy threat?
DVV Media Group GmbH
Energy Efficiency Stage</p> <p>11:00 Panel 4: Current Developments of Maritime Security
MS&D German Maritime Institute (DMI)
Naval Stage</p> <p>11:30 Fuels & Efficiency - Pathways to the Maritime Energy Transition
DNV
Energy Efficiency Stage</p> <p>11:30 AutoGnom: One Project, Many Facets – From Research Vessel to Harbor Ferry
Career Forum Flensburg University of Applied Sciences
Open Stage</p> | <p>11:30 Innovation: From Concepts to Trials, Transformation and Global Leadership
Noatum Maritime - AD Ports Group Abu Dhabi Ports Company PSJC AD Ports Group
Exhibitor Innovation Stage</p> <p>11:40 Vietnam Shipbuilding & Maritime Industry: From Capability to Opportunity
Vietnam Shipbuilding Industry Association
Digital Stage</p> <p>12:00 Back pressure challenges in modern marine systems - reliable valve design, sizing and selection
Goetzke KG Armaturen
Exhibitor Innovation Stage</p> <p>12:10 Studying the Sea, Building Boats – Theory meets Waterbike
Career Forum Schiffbaucaampus Deutschland
Open Stage</p> <p>12:15 The Next Era of Maritime Operations: One Operator, One Fleet
HavocAI
Exhibitor Innovation Stage</p> <p>12:15 Panel 5: Manned and Unmanned Systems
MS&D German Maritime Institute (DMI)
Naval Stage</p> <p>12:30 Powering the Next Wave of Clean Shipping - Carbon-neutral technologies for next-generation shipbuilding
AVL List GmbH
Exhibitor Innovation Stage</p> | <p>12:40 Sustainable Maritime Engineering – A New Master's Programme at the University of Rostock
Career Forum University of Rostock
Open Stage</p> <p>13:00 Cap San Diego – The Past and the Future
Career Forum Cap San Diego Cap San Diego Betriebsgesellschaft – gemeinnützig
Open Stage</p> <p>13:10 Green shipping starts with people: qualified, motivated and valued seafarers
Deutsche Seemannsmission e.V.
Energy Efficiency Stage</p> <p>13:15 Closing Remarks
MS&D
Naval Stage</p> |
|---|---|--|

**More information
about the
conference and
panel programme:**



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



Photo: Agwa

At SMM, visitors can see a live growing unit and try fresh greens grown by the system

Fresh produce for healthier, more resilient maritime operations

Agwa helps maritime and offshore operators improve crew wellbeing, sustainability and operational resilience through autonomous onboard food production powered by artificial intelligence.

Designed for vessels, FPSOs, offshore installations and other remote environments, Agwa enables crew to grow and harvest fresh produce year-round directly on board. Its AI-powered Virtual Agronomist manages growing conditions with minimal crew

involvement, using only water, electricity and connectivity.

By reducing reliance on conventional provisioning chains, Agwa provides a more reliable source of fresh nutrition during long rotations. In safety-critical settings, nutrition influences crew health, morale, fatigue, cognitive performance and quality of life – factors that underpin safe, resilient operations. The system also helps operators cut food waste, packaging and provisioning-related emissions.

For shipowners, managers and offshore operators, Agwa addresses four industry priorities: crew welfare, operational resilience, sustainability and digitalisation. It also demonstrates how AI can deliver practical, everyday value in maritime operations.

Agwa's systems are already deployed on board vessels owned, managed and operated by leading maritime organisations including Synergy Marine, Eastern Pacific Shipping, Capital Ship Management and Anglo-Eastern.

Bridging connectivity and cyber resilience

Visitors to Tototheo Global's booth can explore how integrated connectivity, data and digital systems can help create smarter, more resilient maritime operations.

As maritime connectivity accelerates, the industry is entering an era where communications, vessel data, fleet performance and cybersecurity can no longer be treated as separate priorities. The convergence of satellite communications, 5G, IoT and edge computing is creating increasingly connected vessels. At the same time, this

increasing connectivity creates a larger and more complex cyber risk surface.

The growing adoption of multi-orbit satellite networks is providing greater flexibility and resilience, while integrated technology platforms can help turn increasingly diverse data streams into actionable insights, Tototheo said. This has implications well beyond communications. Integrated data can support intelligent voyage optimisation, improve fleet performance and compliance monitoring, while enabling operators to identify anomalies and respond to emerging risks more quickly.

Cyber resilience therefore needs to be considered as part of fleets' wider operational architecture, rather than as a stand-alone IT concern.

According to the Cyprus-based company, the priority for shipowners and operators, is to build a connected infrastructure that can deliver bottom line value from new digital tools and integrated systems while remaining ahead of evolving cyber risks so that disruption can be prevented.

Tototheo Global at SMM:
Hall B3 / Stand 140 (Cyprus Pavilion)

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seatrade-europe.com



22–24 September 2027
Mumbai

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inmex-smm-india.com



17–18 November 2027
Hamburg

International conference and exhibition supporting holistic approaches to the transition of port infrastructure and operations.

allaboutports.com



08–09 December 2027
Hamburg

The leading technology, security and procurement conference and exhibition for the maritime security and defence community in Europe.

smm-hamburg.com/msd2027

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