

## Ship&Offshore | Schiff&Hafen

## Daily News

In association with



From left: Bernd Aufderheide, Dr Ulrich Nussbaum, Kitack Lim, Esben Poulsson

Photos: Wroblewski

## Shipping at a watershed

As the ribbon was cut by leading dignitaries to herald the official opening of SMM 2018 yesterday, speakers and delegates at a range of panel sessions and seminars assessed the future of global maritime transport, a major industry that is undergoing fundamental changes to many of its long-established business models. It was no coincidence that one of those cutting the ribbon was Kitack

Lim, Secretary General of the International Maritime Organization where deliberations over the last few years have led to a raft of new regulations which will present unprecedented challenges for all those involved in shipping's complex value chain. The mood amongst exhibitors, speakers and visitors, was positive. Global shipping still faces plenty of challenges but many believe that the

worst of the recent downturn is now behind us. Meanwhile, the rapid progress of radical new digitalisation and related technologies offers the potential for huge efficiency gains and completely new operating procedures. A range of new exhibitors from new countries are participating this year and SMM organisers have focused on new technology developments including 3D printing,



## Change of mindset needed, expert suggests

Outdated analogue procedures must be digitalised and standardised. This was the view of Hubert Hoffmann, CIO and CDO of MSC Germany, when he addressed the Maritime Future Summit at SMM earlier this week. One of distinguished range of speakers, Hoffman declared in a keynote speech that it is not technology itself that presents the main challenge, but rather the need to change our way of thinking. Business and bureaucratic processes in ocean shipping, he said, have barely changed over the last eighty years, and the same applies to port registration procedures which have still not been harmonised globally.

Mark O'Neil, CEO of Columbia Marlow Holding, addressed the subject of whether digitalisation



Hubert Hoffmann, CIO & CDO of MSC Germany, set the stage for the conference

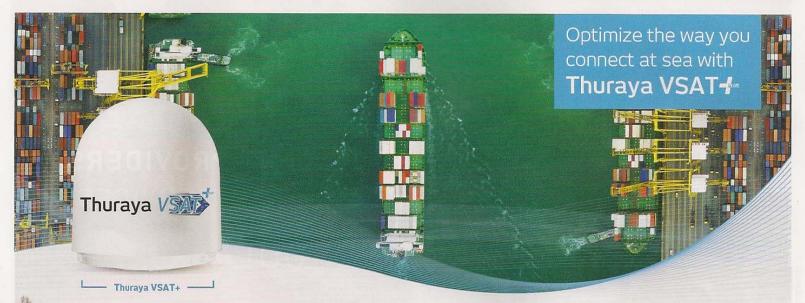
Photos: HMC/Maack

will primarily enable optimised work processes. The process of digitalisation, he suggested, would not happen in some sort of abrupt revolution as had sometimes been suggested by the media, but would be more likely to progress as an evolu-

tionary process. Speaking from a ship manager's perspective, he insisted that the key focus should always be the customer's technical needs.

Ulf Siwe, a manager at the Swedish Maritime Administration, revealed how the Government-

supported Mona Lisa project in which Sea Traffic Management (STM) procedures had been developed, had led to a range of benefits for the operators of the 300-odd ships in the scheme. A common and automated communication standard for ships



A fully integrated high throughput Ku-Band service with unlimited L-Band backup, Thuraya VSAT+ converges high speed and resilience in one solution. This solution provides a unique experience, boasts smoother, faster connectivity onboard vessels across oceans, seas and ports.

As an established provider of marine satellite communications services, Thuraya understands the ins and outs of the maritime markets' needs. This expertise has enabled us to deliver innovative value-added products and solutions to fishing, naval, coast guard, merchant and leisure vessels, in addition to operators of all kind of shipping lines for over 20 years.

Find out more about our VSAT+ service and solutions.

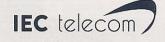


Thuraya VSAT+ Solution

Comprehensive solution offering Enjoy the benefits of a singular, powerful satellite communications solution that merges Ku-Band VSAT and L-Band services to deliver one robust offering backed by an extensive network.

As you rely on one service for all your maritime communications, VSAT+ saves time, and delivers operational efficiency and improved decision-making. With a fixed-pricing model, its usage eliminates billing complexities and presents an attractive cost-saving option.

One experience
Thuraya VSAT+ empowers marine crew and officers to seamlessly use one service for multiple vessel applications, thereby facilitating all-round maritime efficiency.





» If autonomous ships travelling the oceans, a legal framework will be needed «

be comments the comments of th

Wu Sun, Deputy General Manager of the China Classification Society (CCS)

and ports had been established, he said, which had resulted in a reduced administrative burden on crew, particularly with respect to reporting requirements. Optimised routes had led to significant fuel savings and more effectively coordinated port

» Big data will enable the use of ultra light, extremely robust materials «



Kohei Matsuo, Project Director R&D at the Japanese National Maritime Research Institute

calls. Meanwhile safety had also improved as a result of better collision avoidance and a lower risk of groundings.

As some speakers noted in other sessions early in the SMM week, the IMO's 2050 greenhouse gas emission goals are unlikely to be

» Becoming a true pioneer by taking the right steps at the right time «



Ulf Siwe, Manager at the Swedish Maritime Administration

met unless some radically different fuel and propulsion technologies are developed. Mikko Lepistö, director of Software and Automation Operations at ABB Marine and Ports Business, spoke about how to cope with disruptive markets. He said

that the company believes in network integration as a means of improving performance and is now offering its customers remote condition monitoring systems enhanced by augmented reality. He warned, however, that the development of fuel cell technology – the focus of a number of current research and development projects – would be a significant challenge.

DNV GL's Pierre C. Sames, director of Maritime Technology, noted that the concept of the 'digital twin' had been accepted by the industry quite quickly. He spoke about the potential benefits of this technology, noting that the digital twin can be used to determine the most fuel-efficient ship design or to estimate the likely lifespan of individual components. Stronger algorithms, likely to improve over time as more data becomes available, should lead to more accurate predictions, he said.

