

SHIPPAX

FERRY CONFERENCE 23



BACK IN THE MED



SHIPPAX WELCOME RECEPTION

For speakers, sponsors, and exhibitors.

Hotel Catalonia Ramblas, Barcelona, 23 April









SHIPPAX  SHIPPAX FERRY CONFERENCE  







CONFERENCE REPORT



TEXT: BRUCE PETER
 PHOTOS: GEORGE GIANNAKIS

The opening of the plane door in Barcelona Airport brought a first breath of warm Mediterranean spring air. The city was enjoying the Saint Jordi religious festival, involving the giving of red roses and the buying of books. There was a massive book fair in the streets with big queues for auto-graphs from famous authors - and hundreds of thousands of book-lovers had come to shop at the many street stalls.



In the evening, on the swimming pool terrace of the Catalonia Ramblas Hotel, located near the famous Ramblas, the first delegates to arrive, including exhibitors and some of the Shippax team, were served a supper of tapas with drinks. The other Shippax organisers were already onboard the year's conference ferry, the CRUISE BARCELONA of Grimaldi Lines, and were en route from Civitavecchia to Barcelona, beginning the process of working out how the ferry's public spaces would be converted to host the conference. Unlike the Baltic cruise ferries, on which conferences are a standard activity, the CRUISE BARCELONA is primarily a transport ship, carrying passengers, cars and freight across the Western Mediterranean. On the crossing to Barcelona, the passengers included many young people who enjoyed a deck disco party.

By the time that the very different clientele of 477 conference delegates from Shippax boarded, the CRUISE BARCELONA had been transformed by a thorough scrub-down, the placing of potted plants in corners and flowers on tables and the building of a temporary screen and stage on the lido deck. It's always impressive how passenger ships can be so quickly altered, pleasing one clientele with techno music on one crossing and then, a few hours later, a completely different clientele, in this instance of ferry industry professionals, on the next.

In the early evening, the delegates gathered on the sun deck around the swimming pool for welcome drinks, performances by a show dance team, an introduction from the conference moderator Frederik Erdmann and the Shippax team and a brief overview of the history of the Shippax Ferry Conference over 20 years by Bruce Peter.



The Shippax team dressed up in gold for the 20 years anniversary.



SHIPPAX AWARDS



The Shippax Awards were handed out, which this year included the new category “Shippax Lifetime Achievement Award”. A special “Shippax Loyalty Award” was also handed out to representatives of the companies that have attended all the conferences since the start in 2003.

The sun shone, the drinks flowed, sponsored by BRAX, and canapes were served. Dinner, sponsored by RINA, was then enjoyed in the restaurants. At 9 pm, we set sail from Barcelona for Civitavecchia.



Levante Ferries, Molindris+Associates, and Kopoukis Naval architects.



Wallenius SOL, and KNUD E. HANSEN (CIMC Raffles not present)



Presley, our first “registered” dog delegate.



Tallink, dSign Vertti Kivi & Co, and Rauma Marine Constructions



Steen Friis Design, OSK-ShipTech, Guangzhou Shipyard International, and P&O Ferries



Attica Group, and Brødrene Aa.



OSK-ShipTech, TT-Line GmbH & Co. and Jinling Shipyard.



KNUD E. HANSEN, Grimaldi Group, and Jinling Shipyard.



Shippax Lifetime Achievement Award
Ann-Sofie Forss, Chartering/Sale & Purchase Manager, Stena RoRo





SHIPPAX LOYALTY AWARDS

“Shippax Loyalty Award” was presented to representatives of the companies that have attended all the conferences since the start in 2003.



Ehrenberg Sørensen Kommunikation.



BRAX Shipping.



Barry Rogliano Salles, BRS.



Deltamarin.



DFDS



DNV.



Hogia Ferry Systems.



Marioff Corporation.



Stena Line & Stena RoRo.



TTS / MacGregor.

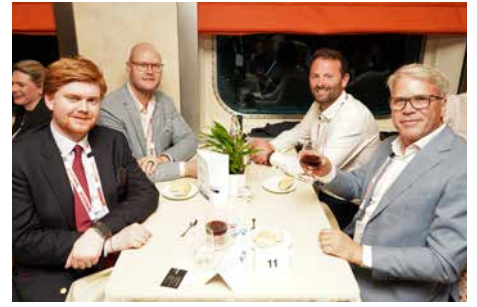
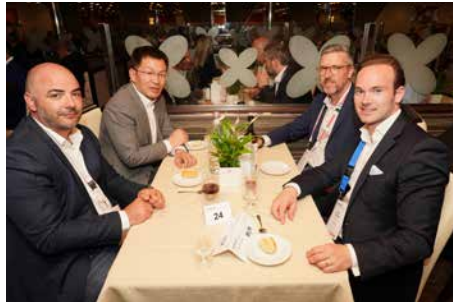




Welcome drink sponsored by BRAX SHIPPING.













Dr Emanuele Grimaldi, Grimaldi Group



Roger Vimme, Telenor Maritime. Main sponsor with partners.



Are Paulsrud, Color Line

Following a quiet and smooth night and breakfast sponsored by North Sea Offshore Technology, the conference programme began. Dr Emanuele Grimaldi, Managing Director of Grimaldi Group, welcomed the delegates to the 20th Shippax Ferry Conference in the CRUISE BARCELONA's main lounge. He reflected on the challenging times faced at present on account of geopolitical dangers and legislative challenges. He noted how discussion and lobbying are important for the success of the ferry industry. There followed presentations by the first of two Main sponsors. Roger Vimme of Telenor emphasising the benefits for business efficiency of unifying hosting services and digitising



Giosuè Vezzuto, RINA. Main sponsor.



Bjørn Johan Vartdal, DNV



Alan Lam, Shippax



Emanuele Grimaldi, Grimaldi Group



Torben Carlsen, DFDS

onboard processes, the advantages of such streamlining being emphasised by Are Paulsrud of Color Line. Giosuè Vezzuto of RINA, our second Main sponsor, explained the green challenges facing the ferry sector and emphasised RINA's provision of assessment advice and strategies to operators.

Alan Lam introduced the long-range operators' panel debate, noting the outstanding revenue performance of many operators. Dr Grimaldi emphasised the greener credentials and greater efficiency of his group's many newbuildings.

Torben Carlsen of DFDS observed that the downturn caused by the Russian invasion of Ukraine was not as bad as had been feared while Christophe Mathieu of Brittany Ferries emphasised the need for quality of onboard service, though noted that it is hard to recruit staff at present while, in the wake of Brexit, passport control in Britain and France is no longer as harmonised as previously, leading to long queues at busy times. The company's revitalised fleet of E-Flexer ferries is proving highly beneficial, he stated. Pierre Mattei of Cor-

sica Ferries Group explained his company's policy of retro-fitting existing vessels and how the ferries will begin to 'plug in' to shore supply in Toulon later this year. Peter Ståhlberg of Wasaline told of revenue growth of 50 per cent in the past year thanks to the cargo capacity of the new ferry AURORA BOTNIA, which gives a 57 per cent smaller output of CO2 than the previous vessel. Being very far north, it will not be easy to get alternative fuels to the company's ports, however. With regard to the risk of fires on ferries caused by



Emanuele Grimaldi, Grimaldi Group, Christophe Mathieu, Brittany Ferries, Peter Ståhlberg, Wasaline, Pierre Mattei, Corsica Ferries Group, and Torben Carlsen, DFDS



Ingemar Gustavsson, Actemium



Roger Trinterud, Kongsberg Maritime

lithium ion batteries, Dr Grimaldi observed that it is a complex risk and that the classification societies have an important advisory role. On the matter of crew recruitment, Christophe Mathieu argued in favour of hiring from local communities and he criticised the short-term hiring of cheaper crew from further afield by other operators. The ferry industry should be part of society, he observed. Torben Carlsen stated that DFDS attempts

to be a caring employer, recruiting crews locally and having ferries under local flags. 'We like to compete – but not on who can lower the terms for the crews', he concluded. Dr Grimaldi pointed out that his company is reckoned to be Italy's best employer in the logistics industry – a matter of pride for him. He noted with sorrow the poor treatment of seafarers globally during the Covid pandemic.

In individual presentations, Roger Trinterud of Kongsberg Maritime spoke about the use of camera-based sensors for automatic manoeuvring and Ingemar Gustavsson of Actemium talked about OPS for sustainability in port environments.

There followed presentations from Stefan Sonesson, Arjen van der Wolf and Per Westling about the life-transforming work of Mercy Ships.



Per Westling, Stena RoRo, Arjen van der Wolf, Mercy Ships, and Stefan Sonesson, Mercy Ships



Roberto Chiesa, GF Piping



Keith Greenfield, Wightlink



Axel Meynköhn, Wyker Dampfschiffs-Reederei Föhr-Amrum GmbH

Following an excellent luncheon, sponsored by Actemium, Roberto Chiesa of GF Piping systems gave a presentation on piping, entitled 'Making your flow sustainable.' The short-range operator's panel debate was prefaced with a market analysis by Frederik Erdmann, showing a 52-year-old German-built ferry operating in the Fiji Islands to demonstrate the vast geographical range of the short-range part of the ferry industry. In Europe, short-range operators are in the vanguard of decarbonisation, often as a result of local political pressure to adopt alternatives to fossil fuels. But, as the Fiji example

showed, short-duration ferries are often quite elderly.

Keith Greenfield of Wightlink named cybersecurity, decarbonisation and post-Covid recovery as his current priorities. Wightlink runs around 100 sailings a day and about as many passengers are carried as travel between Dover and Calais, so digital systems are vital for smooth operation. Axel Meynköhn of Wyker Dampfschiffs-Reederei Föhr-Amrum GmbH spoke of the benefits of shipboard digitisation for communication and systems management. Kevin Hobbs of Caledonian Maritime Assets Limited contrasted his previous experience

in commercial shipping with his current post in a company fully reliant on governmental investment. CMAL owns 37 ferries, operated by CalMac Ferries and NorthLink, and it has been at times challenging to achieve sufficient political focus. At present, six major vessels are on order and a small vessel replacement programme comprising up to ten electric ferries is under development. It takes a crisis for politicians to act, he observed. Jaak Kaabel of AS Kihnu Veeteed, an Estonian operator, agreed that politics and ferries can be a challenging mix. Leanna Lakes of Red Funnel pointed out that, operating



Kevin Hobbs, Caledonian Maritime Assets Limited



Jaak Kaabel, AS Kihnu Veeteed



Leanna Lakes, Red Funnel



Matteo Sartori, Wärtsilä



Arnaud Le Poulichet, Brittany Ferries



David Tyler, Artemis

on its purely commercial basis, it is possible to borrow to invest, but with fuel prices having increased by 160 per cent, there remain stiff challenges to be overcome. Red Funnel has also had difficulties in recruiting, particularly in its catering department, and has recently suffered industrial action. An apprentice scheme and partnerships with schools and universities are among its attempts to encourage young people to consider the idea of a career in the merchant navy.

The next presentation focused on the latest and most sophisticated variant of the remarkable Stena RoRo E-Flexer ferry type, which nowadays forms the backbone of the Brittany Ferries' fleet. The fleet renewal programme with LNG-hybrid E-Flexers for the

future, its design and operation was described by Matteo Sartori of Wärtsilä and Arnaud Le Poulichet of Brittany Ferries. David Tyler from Artemis Technologies talked about its company's 100% electric foiling craft.

After coffee, sponsored by Stena RoRo there was a panel session on high-speed ferries. Mike Wake of Austal, explained how much more efficient and capacious fast ferries have become. He then suggested alternative solutions for making the next generations of vessels yet more efficient. One idea might be two-speed ferries, able to maintain high speeds in summer and slower speeds in winter. He concluded with his favourite Austal-built craft, the trimaran BENCHIJIGUA EXPRESS, operating in the Canary Islands,

which has never had a cancelled sailing in 18 years. Robert Clifford of Incat spoke with characteristic wit about an innovative electric catamaran concept with a shallow draft, capable of speeds of up to 35 knots.

Wilco van der Linden, who after a diverse career in shipbuilding now represents Regent Seaglidars, showed a video of the remarkable, futuristic craft which can float, foil and fly, making use of the 'ground effect', enabling speeds of up to 40 knots in foil mode and 160 knots in fly mode. Tor Øyvin Aa of Brødrene Aa, the Norwegian fast ferry designer and builder of the first pure electric catamarans, described the use of carbon fibre construction to achieve high strength while saving weight.



Robert Clifford, Incat

Wilco van der Linden, Regent Seaglidars



Tor Øyvin Aa, Brødrene Aa

Mike Wake, Austal



Tuomas Häkkinen, NAPA



Petter Öhman, ABB Marine & Ports

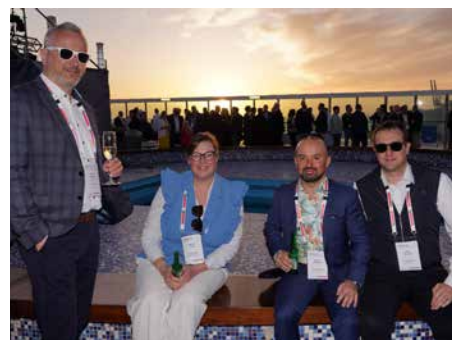
The day's last presentations were by Tuomas Häkkinen of NAPA on 'Enhancing Ship Safety and Operational Efficiency with Data and Simulation' and by Petter Öhman of ABB Marine & Ports on the use and servicing of Azipod marine propulsion systems.

After all of that, Happy Hour drinks were served in the exhibi-

tion area, sponsored by ABB Marine, followed by a pre-dinner drinks party sponsored by Grandi Navi Veloci which took place around the sun deck pool in beautiful early evening sunlight. The conference gala dinner, sponsored by Grimaldi Lines, was excellent. Given that the CRUISE BARCELONA's crew are not used to serving a la carte meals

to any more than a couple of hundred regular passengers, the task of providing 477 such dinners all at once was a challenge to which the restaurant staff rose superbly well.









Johan Roos, Interferry



Kaushik Jadhao, Shell



Jesper Aagesen, DFDS

The second day of conference presentations and panels once again dawned sunny but with a fresh breeze and began with breakfast, sponsored by Actemium. In the main lounge, the conference recommenced with the first of two sessions concerning alternative fuels and decarbonisation. Notwithstanding many delegates' late nights, the seats were well-filled by 9 am with those wishing to learn about the latest developments and possibilities.

Johan Roos of Interferry briefly reviewed the difficulties faced by the ferry industry in influencing the direction of the Energy Efficiency Design Index to be sensibly applicable to ferries. This was merely the first of a succession of pieces of decarbonisation legislation which the industry is facing. The recommendation for ferry operators is to use electrical power in port and to convert auxiliary engines to burn alternative fuels. Kaushik Jadhao of the global energy company Shell, himself a former mariner, described its studies into future fuels and their reliable supply, including the development of a 'green corridor' between Rotterdam and Singapore. Shell has global influence and wishes to participate in large-scale decarbonisation projects in shipping. Liquid biofuel is the most available carbon-neutral fuel at present; ammonia nitrogen will be available in the medium-term. With regard to electrification, Shell wants to establish more port charging stations and to act as an integrator for shipowners.

Jesper Aagesen of DFDS stated that the company's most recent newbuildings were the last to be constructed burning conventional fuel. DFDS's ambition is to steeply reduce its carbon production by 2030 and so a five-pronged strategy has been developed to achieve this. For short routes, such as Dover-Calais, DFDS believes in electrification, whereas methanol and ammonia will be the best alternative fuels for the longer routes. DFDS has recently signed a Memorandum of Understanding between the ports of Dover, Calais and Dunkerque to introduce electric ferries on the Dover Strait routes by the end of the decade.

Alberto Portolano of Grimaldi Group emphasised the need to split the solution to the operation of vessels into three sections – at berth, manoeuvring and operation at service speed – and to consider the best combinations of electric and hybrid solutions for each. He also showed a concept design for a hybrid ferry with one large main engine and triple-screw propulsion, the outer shafts being electric pods, enabling speed to be varied according to the season.

The next decarbonisation panel was opened by Pino Spadafora of RINA who called for a 'renaissance' in shipping to move away from the 'dark ages' of the carbon-fuel era



Alberto Portolano, Grimaldi Group



Pino Spadafora, RINA



Mia Elg, Deltamarin



Nikias Ioannidis, LMG Marin



Judit Nyári, Aalto University,

and into a new era. RINA's role is to support the transition. Far from being only a classification society, the group now includes RINA Consulting, which is Italy's biggest engineering advisor involved in green technology research and deployment. Mia Elg of Deltamarin described the 'path' from the current situation of diesel-power towards the future use of e-methanol. The ro-pax of the future will use carbon-neutral fuels, will be highly digitally enabled and will be efficiently operated. Nikias Ioannidis of LMG Marin, responsible for designing over 50 mainly smaller coastal and short-haul ferries, argued that the more sophisticated and costly ferries of the future

will have longer lives to offset their higher initial capital costs. A new double-ended electric ferry for Scandlines' Rødby-Puttgarten route will be charged via a 25 MW power cable installed at Rødby. The Norwegian Hydrogen-powered ferry HYDRA, already in service, provides a test-bed for this emergent technology. Judit Nyári, a PhD graduate of Aalto University, explained her investigations into whether ferry passengers might be willing to pay higher fares to travel on vessels propelled using green technologies. Passengers were found to be ignorant of the issues at stake and so one conclusion is that ferry operators ought to educate their customers better to

understand these. A survey found that passengers had significantly positive feelings about green fuels in general, but negative ones about fossil fuels. Passengers who have been through higher education are more willing to pay more for travel using low-carbon fuel. Sebastian Ebbing of the German Shipowners' Association spoke about emission trading, which he argued would strengthen business cases for investment in green technologies.

There followed an individual presentation by Mike Howie of Trelleborg Marine & Infrastructure on the use of the AutoMoor automatic mooring system. After coffee in the exhibition area,



Sebastian Ebbing, German Shipowners' Association



Mike Howie, Trelleborg Marine & Infrastructure



John Roger Nesje, SEAM

sponsored by Stena RoRo, John Roger Nesje of SEAM spoke about power from fuel cells, illustrating a forthcoming ferry for Torghatten Nord with a 6.4 MW capacity in hydrogen fuel cells. Next, Alan Lam provided a contextual analysis of current orders for new ferries, prefacing panel presentations on six current ferry newbuilding projects. Over 400 million tonnes of either ammonia or e-methanol would be needed to replace the current burn of marine diesel. A vast increase in green electricity production will be needed to produce these alternatives. In contrast with the automotive sector, where

fuels are provided and customers have an obligation to use them, shipowners feel the obligation without the alternative fuels being as yet provided.

The third panel of the morning focused on ferry newbuildings. Dario Bocchetti of Grimaldi Group spoke about its massive newbuilding programme, comprising mainly car carriers and also con-ro freighters for deep-sea international trade, but also a long series of KNUD E. HANSE-designed hybrid ro-ro freight ferries for Mediterranean routes, plus two ro-pax ferries for Finnlines' Finland-Sweden traffic. Massimo Soprano of KiwiRail focused on the



Alan Lam, Shippax



Dario Bocchetti, Grimaldi Group



Massimo Soprano, KiwiRail



Christer Bruzelius, Gotlandsbolaget

development of two large new ferries designed by OSK-ShipTech and being built in South Korea to carry freight, cars and passengers across the Cook Strait between the North and South islands of New Zealand – one of the stormiest domestic ferry passages in the world. Another part of the passage, Marlborough Sound, is scenically beautiful and environmentally sensitive, so considerable attention has been paid to the hull form to reduce the production of wave energy. Christer Bruzelius of Gotlandsbolaget informed about the company's future hydrogen-driven ferry concepts for a 28-knot ro-pax known as 'Gotland Horizon' and a turbine-powered Austal catamaran known as 'Gotland Horizon X.' The



Kristian Lind, OSK-ShipTech



Jim Anderson of Caledonian Maritime Assets Ltd (CMAL)

latter will have a 450-car capacity and a 35-knot speed, enabling islanders to make viable trips to the mainland and to run an intense summer schedule. One terawatt of additional electricity generation per annum will be needed to produce the hydrogen and new wind turbine parks in the Baltic Sea will generate this. Kristian Lind of OSK-ShipTech then spoke about the design of a new double-ended electric ferry type for the Molslinjen-operated Ballen-Kalundborg and Bøjden-Fynshav Danish domestic routes, the main aim being to save weight and thereby energy.

Jim Anderson of Caledonian Maritime Assets Ltd (CMAL) focused on the development of a new generation of up to ten electric small ferries it is developing for Scottish Western Isles services. Just over a decade ago, CMAL first built hybrid ferries and the new ferries will be developed with its long-term naval architecture partner, Navalue.

After the lunch break, Nicklas Ebersson and Stefan Scheja of the Ports of Stockholm spoke about its expansion and development projects, then the Greek interior architects Apostolos Molindris and Maria Dede of Molindris+Associates showcased the new interiors of the converted Greek domestic ferry SMYRNA DI LEVANTE. There followed the final panel presentations of the 2023 Shippax Ferry Conference on the subject of using design as a tool to enable energy-savings. Francesca Arini of KNUD E. HANSEN spoke of the need to revise ferry accommodation provision better to connect with the needs and aspirations of today's and tomorrow's passengers while providing a more uniquely nautical experience. Bente Medelbye Hansen of Steen Friis Design showed her company's sustainable cabin design, using more sustainable materials and with a biophilic aesthetic.



Nicklas Ebersson, Ports of Stockholm



Stefan Scheja, Ports of Stockholm



Maria Dede, Molindris+Associates

Apostolos Molindris, Molindris+Associates



Francesca Arini, KNUD E. HANSEN



Bente Medelbye Hansen, Steen Friis Design



Theodore Kopoukis, Athanasios Kopoukis



Roberto Prever, Naos



Mike Corrigan, Interferry

Theodore Kopoukis of Athanasios Kopoukis related his company's upgrades of existing vessels and Roberto Prever of Naos explained how sparing weight and reducing windage could form parts of a wider package of measures, including also solar energy generation and sail assistance, to make ferries more operationally efficient.

After the discussion, Mike Corrigan and Johan Roos updated delegates on developments at Interferry. Ats Joorits of Tallink Silja

invited all delegates to attend next year's Shippax Ferry Conference, which will be onboard the BALTIC QUEEN between Stockholm and Tallinn 13-15 May 2024.

The 2023 Shippax Ferry Conference then drew to a close after two enjoyable and informative days. Shippax thanks Grimaldi Lines for an excellent cooperation in making the 20th conference such a success.



A huge thank you to all participating delegates, sponsors, exhibitors, speakers, contributors and not at least the excellent cooperation with Grimaldi for making this 20 years celebration a success.

See you next year onboard BALTIC QUEEN 13-15 May 2024!

Welcome!



Ats Joorits, Tallink Silja

