



DAILY NEWSWIRE

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Security and resilience move up the agenda



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From left to right: John Denholm, Chairman of the International Chamber of Shipping (ICS); Anu Ahola, Chief Strategy & Transformation Officer at Meyer Turku; Uwe Lauber, CEO of Everllence; Claus Ulrich Selbach of Hamburg Messe und Congress; Gaby Bornheim, President of the German Shipowners' Association (VDR); Arsenio Dominguez, Secretary-General of the International Maritime Organization (IMO); and Knut Ørbeck-Nilssen, Group President and CEO of DNV

SMM 2026 opened in Hamburg yesterday, bringing together high-ranking representatives from politics and the maritime industry.

The maritime industry is facing an unusual convergence of challenges.

Technology, regulation, energy supply and the geopolitical situation are all changing simultaneously. Added to this are international competition and the unresolved questions surrounding decarbonisation and digitalisation. At

the opening of SMM 2026 in Hamburg, it became clear that these issues can hardly be considered separately any longer. Security and resilience moved higher up the agenda at the "Opening Conference", without displacing the



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From left to right: John Denholm, Chairman of the International Chamber of Shipping (ICS); Christian Hirte, Parliamentary State Secretary at the Federal Ministry of Transport; Arsenio Dominguez, Secretary-General of the International Maritime Organization (IMO); Emma Salisbury, Senior Fellow at the Foreign Policy Research Institute and Associate Fellow at the Royal Navy Strategic Studies Centre; and moderator Andrea Thilo

continuing need to reduce emissions and advance digitalisation.

Over the next three days, SMM will serve as the international meeting place for these discussions. Around 2,300 exhibitors from up to 70 countries and 50,000 attendees from 120 nations are expected at the fully booked Hamburg exhibition grounds. The entire maritime value chain is represented across more than 90,000 m² in twelve halls.

In his welcome address together with Uwe Fischer, Heiko M. Stutzinger, CEO of Hamburg Messe und Congress (HMC), summarised the event's ambition: "International reach, innovative strength and a wealth of information: SMM is and remains the driving force in shaping the maritime future."

In her opening remarks, Hamburg's Senator for Economic Affairs Melanie

Leonhard (SPD) highlighted the city's maritime expertise and international reach. As a European gateway for trade, energy and data, Hamburg has a particular responsibility for secure and resilient maritime infrastructure.

Maritime infrastructure becomes a security issue

The protection of critical infrastructure and the maritime industry's strategic dependencies were among the central topics of the Opening Conference. Christian Hirte, Parliamentary State Secretary at the Federal Ministry of Transport, and Emma Salisbury, Senior Fellow at the Foreign Policy Research Institute and Associate Fellow at the Royal Navy Strategic Studies Centre, emphasised the impor-

tance of international cooperation and joint responses to new maritime threats.

The extent to which the industry's priorities have shifted is also reflected in the structure of the trade fair. With the new Naval Hall B8, maritime security and defence have been given their own hall for the first time. This is complemented by the Naval Stage, the MS&D Conference & Expo, participating companies and international naval delegations. Security is therefore no longer merely an individual item on the programme but one of the main themes of the four-day event.

Knut Ørbeck-Nilssen, Group President and CEO of DNV, placed the security issues within the broader context of simultaneous change. "Shipping is in a period of great uncertainty, in which technology, regulation, energy and, not

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least, the geopolitical situation are all changing at the same time. The companies that succeed will be those that remain adaptable and are able to address these uncertainties."

Adaptability is therefore becoming a decisive factor in companies' strategic positioning. In this context, Ørbeck-Nilsen sees potential for greater use of nuclear energy in shipping. The DNV CEO said he expected nuclear power to play a greater role in shipping, pointing to the potential of small modular reactors (SMRs) and the growing involvement of technology companies in their development.

Europe must safeguard its maritime base

The debate about resilience is closely linked to the question of how competitive maritime Europe can remain in the future. Strong competition from Asia has long been part of the market environment for Europe's shipbuilding industry. At the same time, global changes are opening up new markets and opportunities for cooperation.

Anu Ahola, Chief Strategy and Transformation Officer at Meyer Turku, therefore called for a clear strategic direction: "Europe can remain competitive if we choose our battles carefully and are prepared to defend our interests. The uncomfortable new world order is forcing the European maritime ecosystem to reinvent itself."

For Gaby Bornheim, President of the German Shipowners' Association (VDR), a strong shipping industry is not only an economic necessity but also a security requirement. "Europe's resilience depends on a strong and internationally competitive shipping industry. European shipowners connect our industry with global markets, safeguard supply chains and provide indispensable maritime transport capacity in times of crisis."

Bornheim argued that Europe therefore needs a regulatory framework that enables investment and decarbonisation without driving companies, ships and expertise out of the region. Maintaining the competitiveness of Euro-

pean shipping, she said, is a strategic necessity.

This placed a question at the centre of the discussion that ran through several contributions: How can ambitious transformation goals be reconciled with international competitiveness?

Transformation as an industrial opportunity

IMO Secretary-General Arsenio Dominguez also presented the maritime transformation as an economic opportunity. Alternative fuels, digitalisation, artificial intelligence and automation can become important drivers of growth and competitiveness. The transformation is therefore not limited to complying with new requirements. It can create new markets and advance industrial development.

At the same time, Dominguez emphasised that the current maritime agenda cannot be reduced to the key issue of decarbonisation. The industry is currently required to address a wide range of other topics simultaneously. These include the consequences of geopolitical tensions for transport chains. Dominguez also pointed to the growing importance of multimodal transport as geopolitical tensions continue to disrupt established transport routes and supply chains.

Dominguez also linked this outlook to the fundamental task of protecting people at sea. "Safe sea lanes are essential for global trade, but first and foremost, this is about protecting people. Seafarers must be able to do their jobs without putting their lives at risk." The IMO Secretary-General then officially declared SMM 2026 open.

Claus Ulrich Selbach, Vice President Exhibitions Maritime & Energy at Hamburg Messe und Congress, summarised this connection: "The opening discussions show that decarbonisation, digitalisation, security and resilience can no longer be treated as separate tasks but must be considered together. SMM brings together the decision-makers who are shaping this transformation and determining the future of the maritime industry."



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Christoph Ploß

Federal Government Coordinator for the
Maritime Economy and Tourism

“Germany's supplier industry is a key player in the global market”

In a time of geopolitical upheaval, growing security demands, and the globalisation of the economy, the maritime industry is a key driver for economic strength, reliable supply chains, and resilience. Its strategic importance rightly lies at the heart of the EU's Industrial Maritime Strategy and the Federal Government's Action Plan, adopted at the National Maritime Conference in Emden in April 2026. Around the world, there is a clear trend towards increased private and public-sector investment in the sector, since maritime sovereignty is a key requirement for prosperity and security.

At the same time, the maritime industry is undergoing a profound technological transformation, with future investments increasingly directed towards climate-neutral propulsion systems, digitalisation, artificial intelligence, autonomous systems, and cyber and maritime security technologies. Leadership on these key-enabling technologies is essential for ensuring industrial value creation, high-skilled employment, technological sovereignty and reliable supply chains in times of crisis.

Germany's supplier industry has established itself as a key player on the global market. Despite global challenges, industry forecasts have consistently shown positive growth figures for many years, with revenue growing by 5 % in 2025. 2026 is expected to bring further substantial growth, driven by strong demand both at home and abroad. This demand is likely to be further strengthened by the reform of the EU Emissions Trading System, which will extend its scope to additional vessel classes. A similar effect is expected from the Net-Zero Framework planned by the International Maritime Organization (IMO), should it be adopted at the end of the year. With the construction of the first 2 GW offshore converter platform in Rostock, the German maritime industry is entering a new mar-



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ket segment that will drive further growth. The project will also benefit suppliers, where it is expected to create up to 500 new jobs.

The establishment of green shipping corridors will create lead markets for climate-neutral and energy-efficient technologies. Joint standards and certifications have the potential to enhance the competitiveness of all stakeholders involved. The Federal Government will expand green corridors in both inland and maritime shipping, by providing targeted financial incentives and adopting measures that drive innovation.

To ensure continued growth, consistent investment in innovation and competitiveness is needed. Alongside a reliable policy environment, maintaining Germany's excellent maritime research network is key. The Federal Government will make use of its Maritime Research Programme and the Innovative Shipbuilding funding programme to continue to provide targeted support for the industry. In addition to this, it will take on an active role in the EU Industrial Maritime Value Chains Alliance, which the EU has announced it will create.

Ensuring a skilled workforce must also remain a core priority. Demographic change will not spare the maritime industry. The only way to avoid a skills gap is for companies to offer attractive initial and further training opportunities and be able to recruit skilled staff from abroad. This will also boost company's resilience and innovative potential.

Our goal is clear: we want Germany to remain a leading industrial and maritime hub. To achieve this, we will continue to engage in constructive dialogue with the maritime supplier industry. Only by working together can we strengthen the competitiveness of Germany's maritime industry, transition to low-carbon shipping, and ensure resilient and secure supply chains.



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DNV certifies mtu engines for methanol

Ahead of SMM, Rolls-Royce has received a methanol-readiness certificate for its mtu Series 4000 engines. The certificate was presented during the first Maritime Business Forum in Hamburg.

International classification society DNV has awarded Rolls-Royce a methanol-readiness certificate for its current mtu Series 4000 engines. The certificate confirms the technology concept that will enable newly built Rolls-Royce marine propulsion systems to be converted to dual-fuel operation with methanol in the future.

"The uncertain development of CO2 legislation is increasing the desire of many ship operators for greater flexibility in terms of propulsion and fuel. With the methanol-ready certificate, we are giving our customers the assurance that they will also be able to operate their vessels with methanol in the future, once the fuel is sufficiently available," says Lukas Köhler, Senior Vice President Global Marine & Mining at Rolls-Royce Power Systems.

In 2025, Rolls-Royce successfully tested what it described as the world's first high-speed marine engine to run exclusively on methanol at its test facility in Friedrichshafen. Since then, the company has completed and evaluated more than 5,000 operating hours with methanol in both single- and dual-fuel operation on various test benches.

"These extensive findings provide a strong basis for our methanol con-



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Handover of the certificate, from left: Lukas Köhler and Olaf Drews, Head of Engines & Pressurized Equipment Maritime at DNV

version concept," says Köhler. "We see green methanol as an important future fuel for a wide range of marine applications, particularly offshore vessels, ferries and megayachts. With the certificate, we have reached another milestone on our methanol roadmap."

According to Rolls-Royce, green methanol produces significantly lower nitrogen oxide and particulate emissions during combustion than diesel and has a considerably lower impact on a well-to-wake basis.

The certificate was presented one day before SMM at Rolls-Royce's first Mari-

time Business Forum. Denise Kurtulus, Head of the Global Marine and Mining Business at Rolls-Royce Power Systems, also used the event to hand over the baton to her successor, Lukas Köhler.

It was announced in May that Kurtulus had been appointed Chair of the Management Board of Voith Turbo and a member of the Corporate Board of Management of the Voith Group, effective 1 September. She said the position was an opportunity she could not turn down and that she was therefore leaving the company after around 20 years.

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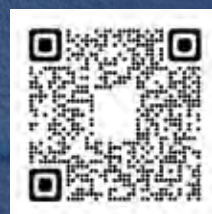
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Maritime Start-up Day & Night at SMM

The Maritime Start-up Day & Night takes place at SMM today, bringing maritime start-ups together with industry representatives, experts and investors.

From 2 pm, participating companies will present their innovations in a series of short pitches. The programme is divided into four categories covering AI and smart maritime data, green shipping and decarbonisation, smart navigation and robotics, as well as digital platforms and maritime workflows.

"Our aim is to create an environment where start-ups do not simply present their ideas, but enter into a real dialogue with the maritime industry," says organiser Annett John. According to John, direct exchange with experts, potential customers and partners is one of the key elements of the format.



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Maritime start-ups, industry representatives and investors come together for pitches, networking and exchange at the SMM Maritime Start-up Day & Night

The start-up with the most convincing pitch will be named "Best Maritime Start-up 2026" during the SMM Maritime Start-up Night. The evening programme starts at 7 pm at Karoline, directly next to the exhibition grounds. The network-

ing event will give start-ups, industry representatives and investors an opportunity to meet and exchange ideas in an informal setting.



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DNV launches update of “Maritime Forecast to 2050”

Regulatory uncertainty is increasing pressure on shipowners to make investment decisions that remain viable across multiple future scenarios. According to DNV's 10th Maritime Forecast to 2050, which was presented at SMM yesterday, 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 compared to a scenario where regulation is driven by regions.

The report examines four 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, and explores the implications of these outcomes for fuel demand, energy efficiency uptake, and long-term fuel and technology strategies.

Cristina Saenz de Santa Maria, CEO Maritime, DNV said: “Regulatory requirements are advancing faster than the fuel, infrastructure, and technological systems, 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



The new “Maritime Forecast to 2050” was presented and discussed during SMM

shipowners, delivering value across regulatory outcomes whether implemented at the newbuild stage or as a retrofit, DNV says. A case study of a hydrodynamic measures retrofit on a 5,000 TEU 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 dry docking.

The development of the low-GHG fuel market remains a key challenge. While significant progress has been made in expanding alternative-fuel capabilities of vessels, scaling fuel production de-

pends on confidence that demand will materialize. DNV projects shipping demand for low-GHG fuels to range from 4 to 22 Mtoe by 2030 and 33 to 185 Mtoe by 2050, depending on regulatory outcomes, with uptake also shaped by future uptake of shore power, plug-in hybridization, 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 \$ per tonne of CO₂ avoided, highlighting the importance of regulation and market incentives in enabling low-GHG fuel markets to develop”, it was stated.

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.”

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Fassmer and Piening sign propulsion contract



Fassmer and Piening Propeller signed the supply contract for the second Mexican Navy OPV at SMM. From left: Harald Fassmer (Fassmer), Vice Admiral Jorge Zamora Vuelvas, Eric Lütjens (Piening Propeller), Jan-Oskar Henkel (Fassmer) and Mathias Pein (Piening Propeller)

The FASSMER shipyard has received an order from the Mexican Navy for the co-design and supply of materials for several 80-metre offshore patrol vessels (OPVs) with a top speed of 30+ knots. The particular challenge of this project is its implementation using only two propulsion systems.

In addition to MTU engines from Rolls-Royce and gearboxes from Reintjes, controllable-pitch propeller systems from Piening Propeller with a water-hydraulic system are used to optimally convert the engines' power into the required thrust without causing cavitation erosion on the propellers.

The FASSMER shipyard provided significant support to the Mexican Navy by drawing on its expertise from other projects and assisting with very intensive preliminary studies to ensure the vessel could achieve the required speed of 30+ knots.

Piening Propeller supplied the necessary propeller design, which was successfully tested at the HSVA.

The first ship is already under construction in Mexico, and the propulsion

systems for it are already fully in production. A first for this type of system is certainly the shared focus of FASSMER and the Mexican Navy on environmentally friendly operation; as a result, this ship class will be equipped with the PCP (Piening Controllable Propeller) with a water-hydraulic system for oil-free operation.

Recently, the Mexican Navy approved and commissioned the material package for the second ship in a planned series at the FASSMER shipyard.

To jointly ensure the timely and on-schedule construction of this second ship, the FASSMER shipyard and Piening Propeller decided to sign the necessary supply contract together at the FASSMER booth during the SMM trade show. This coincided with the visit of a Mexican Navy delegation led by Vice Admiral Jorge Zamora Vuelvas, Executive Director of Shipbuilding and Ship Repair. Standard

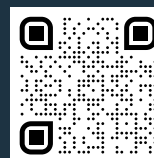
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Caterpillar presents new conversion solution

Engine manufacturer Caterpillar has received Approval in Principle (AiP) from classification society DNV for its fuel-blending conversion solution for MaK engines. The conversion is designed to enable vessels to remain in service for longer.

The approval is linked to a fuel-blending pilot project conducted at a test facility, which enables M 20 to M 43 engines as well as legacy engines to reduce greenhouse gas (GHG) emissions by up to 20 %.

The dual-fuel conversion enables M 32 and M 43 engines to operate on up to 95 % methanol or ethanol by volume. Depending on the original carbon intensity of the fuel, this can reduce GHG emissions by up to 80 %; tailpipe emissions remain the same as with fossil fuels.

The FuelEU Maritime regulations, which came into force last year and set targets through to 2050, are driving the industry's efforts to reduce GHG emissions – and, at the same time, operators' interest in practical ways to modernise proven existing assets. Given operators' substantial investments in their current fleets and the high cost of newbuild vessels, converting existing ships to operate on lower carbon-intensity fuels can enable them to remain in service for years to come while meeting industry requirements. The approach is also intended to provide greater fuel flexibility and ensure that the engines can operate on alcohol-based fuels.



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Caterpillar's dual-fuel conversion enables MaK M 32 and M 43 engines to operate on up to 95 % methanol or ethanol by volume

Caterpillar Marine will present these and other solutions at SMM, including dedicated energy room configurations for biofuels as well as hybrid and electric power systems.

"Our extensive dual fuel expertise, advanced diagnostics, digital solutions and global service capabilities empower operators to meet evolving industry requirements in practical ways that help curb OpEx and preserve capital," commented Andy Law, vice president of Caterpillar Marine. "We're collaborating with operators

worldwide to help them thrive as the industry shifts."

"Keeping pace with FuelEU Maritime requirements is essential to not only ensure vessels remain on the water but also to avoid significant financial penalties," said Sven Rosenow, global services director for MaK at Caterpillar. "Our fuel conversion solutions give operators options and enable them to modernize their fleets in ways that are ideal for their unique operations."

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Maritime Coordinator Ploß visits HANSA

To mark the opening of SMM, the leading maritime trade fair in Hamburg, Christoph Ploß – the Federal Government's Maritime Coordinator – visited the HANSA booth. In conversation with Editor-in-Chief Michael Meyer, the politician highlighted the importance of innovation for Germany as a maritime hub.

"The fact that SMM is taking place in Hamburg demonstrates the global significance of the maritime industry," Ploß said, adding that Germany could build upon this foundation for the future.

Technological competitiveness is crucial in this regard. "Above all, we need to be innovative and superior, because that ensures our technologies are not only purchased within Germany but also exported worldwide," Ploß continued.

The Maritime Coordinator sees significant growth potential in the sector, pointing to a surplus of jobs.

100,000 new jobs

The German Federal Government intends to support the industry's development accordingly. "This is a genuine industry of the future that we want to back politically – including through the maritime research program," Ploß said.

According to a statement released by the ministry, the shipbuilding sector performed well over the past year, creating new jobs at many maritime lo-



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(From left) Peter Tamm, publisher of "HANSA – International Maritime Journal," the Maritime Coordinator Christoph Ploß, and HANSA Editor-in-Chief Michael Meyer at the HANSA booth

cations across Germany. Ploß believes that, given sustained high demand and favorable conditions for training and investment, around 100,000 additional jobs could be created across the maritime industry's entire value chain.

The German maritime industry's high level of expertise is particularly

evident in specialized vessel technology and production, as well as in safety and environmental protection systems. Furthermore, the sector is addressing the challenges of the energy transition by developing new technologies for low-emission propulsion systems.

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Autonomous systems meet additive manufacturing

Unmanned surface and underwater systems are steadily moving beyond the experimental stage and into practical maritime operations. On the opening day of SMM in Hamburg, industry experts examined where autonomous technologies are already delivering tangible benefits, how additive manufacturing could accelerate their development and what obstacles continue to prevent their wider deployment.

The panel discussion on the Digital Stage focused on the operational potential of unmanned surface vehicles (USVs) and unmanned underwater vehicles (UUVs), alongside the growing role of industrial 3D printing in the maritime sector. Peter Moller of the Maritime Cluster Northern Germany (MCN) and his fellow panellists presented recent development and discussed promising areas of application.



On Tuesday afternoon, experts on the Digital Stage at SMM 2026 discussed the use of unmanned surface and underwater systems as well as industrial 3D printing in the maritime sector

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CCS introduces risk assessment for battery-powered ships

Driven by the shipping industries transition towards lower-emission operations, battery-powered vessels are emerging as an increasingly important development. At the same time, challenges remain, including thermal runaway in lithium-ion batteries, fire protection, the risk of total blackout due to highly integrated systems and new designs that fall outside existing rules.

To address these challenges, China Classification Society (CCS) has introduced a technical risk assessment service for battery-powered ships. Based on the society's experience in rule development and ship surveys, the service is intended to support risk management throughout a vessel's lifecycle. The service includes safety risk assessments for battery-swapping operations using containerised power supplies, covering lifting, transport, storage and charging.



CCS also carries out design risk assessments for battery power systems using methods such as Failure Mode and Effects Analysis and Hazard Identification.

These assessments are tailored to different operating areas, vessel types and operational profiles. Based on the assessment results, CCS develops risk control measures and optimisation recommendations with support from specialists in batteries, structures, fire protection, electrical systems and related

disciplines. The service has already been applied to projects including China's first battery-swapping inland vessel, the 64 TEU »Guochuang«, COSCO Shipping's 700 TEU battery-electric container ship, a 10,000-tonne battery-powered bulk carrier, Hong Kong New World First Ferry's carbon-fibre high-speed passenger craft and electric the Three Gorges locks.

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Odfjell places repeat order with Bound4Blue

In March 2025, the deep-sea chemical owner and operator Odfjell completed the installation of four of Bound4Blue's "eSails" on the "Bow Olympus". One and a half years later the companies signed a repeat order for a second retrofit, reflecting Odfjell's confidence in the technology as part of its fleet decarbonization strategy. The 49,000 dwt chemical tanker "Bow Optima" will be equipped with four 22 m tall suction sails. They are to be fitted following delivery from Bound4Blue's production facilities in China in Q2 2027.

Odfjell has reported a strong performance from the "Bow Olympus", observing an energy-saving effect of 15-20 % in "good, but not perfect wind conditions", equivalent to approximately five tonnes of fuel saved per day and around 15t of CO₂ emissions avoided per day. Odfjell has also reported fuel consumption reductions of up to 40 % during operation. The contract is Odfjell's first repeat order with bound4blue and supports the company's broader programme of deploying energy-saving technology across its fleet. Over the last decade, Odfjell has installed more than 140 energy-saving devices on its vessels, reducing carbon intensity by more than 53 % compared with the IMO's 2008 baseline. The company is targeting a further improvement to 57 % by 2030.

"Odfjell has taken a practical, data-led approach to vessel efficiency over many years, and 'Bow Olympus' has given us valuable operational experience with wind-assisted propulsion in deep-sea chemical



© Bound4Blue

Bound4Blue will install "eSails" on a second Odfjell tanker in Q2 2027

tanker trades," says Erik Hjortland, VP Technology at Odfjell. "The documented results from the first installation have strengthened our confidence in continuing with wind propulsion on selected vessels. 'Bow Optima' is a natural next step, and the project supports our wider objective of reducing fuel consumption, emissions and exposure to future cost pressures."

Bound4Blue's "eSail" is a fully automated suction sail technology that uses an aerodynamically optimised structure and active airflow control to generate additional propulsive force from wind. As of today, the company has deployed its systems on 13 ships, with five more in its order book, representing more than 50 sails, with ten installations completed or contracted for the tanker segment.

"Odfjell's repeat order is rooted in real operating experience, not just future ambition," says José Miguel Bermúdez, CEO and co-founder at Bound4Blue. "Bow Olympus' demonstrated how suction sail technology can contribute to meaningful fuel savings in the demanding environment of deep-sea chemical tanker operations, and 'Bow Optima' shows how that learning can be carried into further fleet deployment. We value the consolidated partnership with Odfjell, whose disciplined approach to decarbonisation and performance monitoring is exactly what the market needs as wind-assisted propulsion moves from first projects to repeat adoption."

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NORKA enters maritime lighting market



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NORKA presents its lighting portfolio specifically developed for maritime applications

Luminaire manufacturer NORKA is expanding its business activities to include the maritime and offshore sectors, offering a dedicated range tailored to the specific requirements of maritime applications. The first products and development results will be on display at SMM.

Since its foundation in 1948, the family-run business, based in Hamburg and Dörverden-Hülsen, has specialised in technically advanced, robust lighting solutions for applications where, for example, damp, water, dirt, mechanical stress and high or low ambient temperatures place particular demands on luminaires. As such, there have been points of contact with the maritime sector in the past, as NORKA luminaires are used on jetties, in locks,

at boat landing stages and in other port facilities. NORKA luminaires can already be found in isolated instances on small ferries and tugs, as well as in the distribution cabinets used during the MOSAiC polar expedition. These are areas where resistance to seawater and UV radiation, watertightness and technical reliability are essential.

At SMM, NORKA is showcasing several product families for various applications on board and in maritime infrastructure. These include the ZUG LED MARITIM and BERN LED MARITIM tubular luminaires, the GENF MARITIM linear luminaire with its very flat design, and the MALTA profile luminaire.

Hall B6 | Booth 531

Digital logbooks

Digital logbooks will be in focus at Navtor's stand during SMM 2026. Navtor, whose products and services are installed on more than 18,000 vessels worldwide, has been part of the industry's transition from paper-based to digital workflows. The company's Digital Logbooks solution has so far been adopted on more than 1,500 vessels and forms part of a connected digital ecosystem that also includes e-navigation, vessel performance and monitoring.

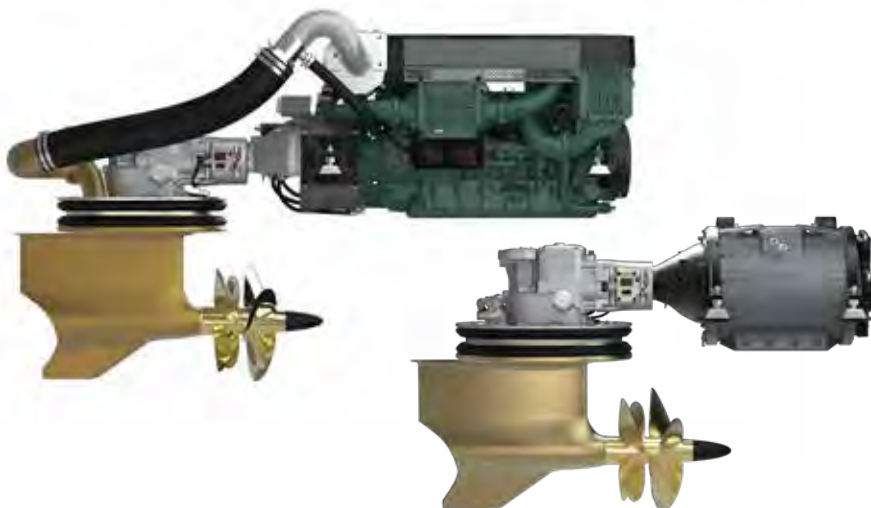
According to Navtor, the system provides real-time, automated log-keeping by capturing and sharing operational data across vessels, fleets and organisations. It is designed to simplify compliance, reduce administrative tasks and support operational decision-making.

The latest software version introduces an integrated Visitors Log, which Navtor describes as an industry first, together with a Remaining on Board (ROB) report function designed to simplify compliance and reduce crew workload. Other additions include simplified logbooks for the ferry and small boat segment, allowing crews to manage log entries more efficiently.

Visitors to the Navtor stand will also be able to see the latest developments in e-navigation, performance and monitoring, as well as information on upcoming regulations, simplified compliance and the S-100 data standard.

Hall B7 | Booth 316

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“Waiting for certainty is not a realistic option”

For Vassilios Kroustallis, ABS Executive Vice President, the maritime transition is driven by the convergence of digital, operational and energy technologies. At SMM, ABS will focus on bringing innovation into practice while ensuring the safe adoption of AI and emerging technologies



Vassilios Kroustallis, ABS Executive Vice President, Business Development & Chief Commercial Officer

Driving the Maritime Transition is the motto of this year's SMM. Is this a motto that ABS identifies with?

Vassilios Kroustallis: Transition for the maritime industry is nothing new. ABS has supported the industry through many major changes. What is happening now differs in character as well as pace. The convergence of new digital, operational and energy technologies means the industry is managing several changes simultaneously, and they interact in ways that are still being understood. Add an evolving regulatory environment, and the complexity compounds quickly.

Artificial intelligence is the clearest illustration of how fast this is moving. A few years ago, it barely registered as a maritime topic. Today, it touches vessel design, operations, maintenance planning and regulatory compliance across the fleet. The question for classification is how to support that development without getting ahead of what is actually known about how these systems behave and fail. Safety requires rigor,

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and that means ABS needs to be deeply involved in the technology itself rather than waiting for things to stabilize.

Will this motto also be reflected in ABS's presence at SMM, or will you be focusing on different topics?

Kroustallis: The Innovation Summit before the show gave a clear picture of where the real discussions are right now. Technology developers and operators sat down together, and what came up consistently was the difficulty of moving from concept to implementation. Getting a technology to work in a controlled setting, such as a lab or in simulations, is one thing. Getting it to perform reliably at sea, integrated with existing systems, is a harder problem, and the industry is actively working through it.

ABS also launched its annual Sustainability Outlook before the Summit, which provides a grounded read on where the industry stands on new fuels, evolving regulations and what pressure points are on the horizon.

At SMM, the focus is increasingly on moving technologies from concept to implementation: how systems integrate, how risk is assessed and how new ideas hold up under real operating conditions. ABS leaders in technology, sustainability and containerships are at the show to engage on exactly those issues.

Classification societies work closely with all sectors of the maritime industry. From your perspective, what is currently the industry's biggest challenge or most important trend? How is ABS helping the industry navigate these developments?

Kroustallis: Technology adoption in maritime has always been deliberate. The industry takes time to evaluate, test and build confidence before committing. That window has shortened considerably, and the difficulty now is that several complex technologies are arriving together, each carrying its own unknowns.

For classification, one challenge is how to write standards when failure modes are not yet well-defined. A prescriptive rule works when you under-

stand how a system can go wrong. With AI-assisted decision-making, autonomous systems or novel fuel types, that understanding is often still being developed. Waiting for certainty is not a realistic option, but moving without adequate rigor creates different problems.

The ABS approach has been goal-based: define what a technology needs to achieve rather than how it

should achieve it. That preserves room for innovation while keeping safety requirements intact. The research side is equally important. Understanding how new technologies actually behave under real operating conditions, and how they interact with existing systems, is what makes a standard credible rather than.

Hall B3 | Booth 200



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Hall A4 | Booth 210

"Cyberattacks are increasing worldwide"

Since April this year, Sven Dreyer has been General Manager of Furuno Germany. In this interview, he discusses the growing importance of the yacht segment, increasing demands on integrated bridge systems, cybersecurity and the future of navigation



© Wroblewski

Sven Dreyer, General Manager, Furuno Germany

You have been General Manager of Furuno Germany since April this year. Could you start by giving us an overview of your product and solutions portfolio?

Sven Dreyer: Furuno Germany offers the entire portfolio of Furuno Electric. This includes navigation and communication systems with a clear focus on commercial shipping. Our customers include shipping companies, ship managers, shipyards and public authorities. At the same time, we also serve the recreational boating sector – from sailing and motor boats to large yachts.

Another area of our business is weather radar systems. Given the increasing frequency of extreme weather events, this is becoming increasingly important. Our systems detect thunderstorm cells and rain fronts. Together with partner companies and institutes, this data is then used to create weather models and provide early warnings.

Which types of vessels are currently a particular focus?

Dreyer: In principle, we cover all vessel segments within our sales region – Germany, Austria, Switzerland and parts of the Netherlands. We support both newbuild and refit projects.

The yacht segment, however, is currently developing particularly well. We have focused specifically on this market in recent years and are now very well established. We are talking about superyachts of up to 150 m in length, particularly projects being built in Germany.

How does this market segment differ from commercial shipping?

Dreyer: Professional SOLAS-compliant systems also form the basis on superyachts. At the same time, however, owners expect much more individualised solutions. In the megayacht sector, technological requirements are significantly higher than in conventional commercial shipbuilding.

It is no longer simply about radar or ECDIS. Today, for example, we integrate camera systems, multibeam echo sounders, ice radar for expedition yachts and specialised sonar systems directly into the bridge. Many owners want to be able to access and operate all information centrally rather than working with individual standalone solutions.

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This system integration has become an essential part of our work. We therefore not only supply products but also take responsibility for the complete project engineering – from planning through to commissioning. In Germany, we have a specialised engineering team that supports projects throughout their entire lifecycle.

How important will this project business be in the future?

Dreyer: It will be one of our most important growth drivers. We are seeing increasing demand not only in the megayacht sector, but also for government vessels and research vessels.

In these areas in particular, simply supplying systems is no longer enough. Customers expect comprehensive engineering services and customised integration concepts. That is precisely where we see significant potential.

Alongside digitalisation, cybersecurity is also becoming increasingly important. What developments are you seeing?

Dreyer: Cyberattacks on navigation and communication systems are increasing worldwide. We are seeing incidents not only in the Baltic Sea or the Norwegian Sea, but also in the Persian Gulf and Southeast Asia.

Spoofing and jamming attacks are particularly critical, as they manipulate position data or disrupt satellite signals. This poses a significant risk to safe navigation.

We have therefore developed systems that detect such manipulation and issue warnings. Our anti-spoofing system was jointly developed by Furuno Japan and Furuno Finland and has since been successfully tested by the Finnish Navy. It is already in regular operational use there.

What other solutions does Furuno offer in this area?

Dreyer: One example is our Emergency Response System. This is an independent planning station that can continue to operate even if parts of the main bridge system fail.

In addition, we are continuously working to further increase the cyber resilience of our integrated navigation systems. This includes secure gateways, firewalls and protected communication channels. After all, ships will still need to exchange navigation data, receive chart updates and transmit status information ashore in the future – but they need to be able to do so securely.

Which technological developments will have the greatest impact on the market in the coming years?

Dreyer: Intelligent assistance systems are a key topic. Our aim is to make bridge operations even easier and provide crews with the best possible support. We are continuously developing our navigation aids and working on solutions that pave the way towards partially autonomous and, perhaps later, fully autonomous shipping. The aim is not to replace people, but to provide them with the best possible support through intelligent systems.

Finally, what goals have you set yourself as Managing Director?

Dreyer: Of course, we want to continue growing – particularly in the project business for newbuilds, government vessels



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To make navigation safer, Furuno has developed a new anti-spoofing system

and megayachts. At the same time, however, we also need to maintain our strong market position. With a market share of around 35 to 40 %, we are the market leader and already very well positioned. In such a situation, the focus is no longer exclusively on growth, but above all on continuity.

We want to continue to be seen as a reliable partner – with high-quality products, high-performance systems and excellent services. That is what Furuno Germany stands for, and that is what I want to build on.

Hall B6 | Booth 100



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Gen AI in Shipping!

The Maritime Future Summit is back

What will the maritime future look like? How artificial intelligence is transforming ship design, operation, and efficiency will be the central theme of this year's "Maritime Future Summit", which is once again taking place during the leading global trade fair SMM in Hamburg

Intelligent technology, increasingly based on AI, is revolutionizing the way we design and operate ships, enabling energy-efficient designs and smart shipping. A new generation of software tools and engineers is entering the scene – Gen AI. And the future is on their side.

At the Maritime Future Summit 2026 – again co-hosted by Hamburg Messe und Congress and HANSA – , cutting-edge innovations in design and operation will be presented by leading companies, key stakeholders, and innovative start-ups. The goal is to look into the crystal ball for (artificially) intelligent maritime technology.

A new generation of software, tools, and engineers is emerging – often collectively referred to as Gen AI. This development takes center stage at the Maritime Future Summit. At the conference, international

companies, classification societies, technology providers, and start-ups will discuss how AI-based systems will shape the future of the maritime industry – moving beyond buzzwords and visions to focus clearly on concrete applications.

The focus is on issues spanning a ship's entire lifecycle: How is AI transforming the design process? What roles do digital twins and intelligent classification play? How can autonomous and semi-autonomous systems be operated safely and cost-effectively? And how do large language models and data-driven approaches contribute to increased efficiency in fleet operations?

The conference is organized into several thematically focused sessions and will take place on an open stage right inside the exhibition hall. In do-

ing so, the format creates an accessible platform for exchanging ideas and contextualizing current technological developments, and is deliberately integrated into the ongoing trade fair activities. As an open conference format held in the exhibition hall, the Summit combines technological innovation with professional dialogue, underscoring SMM's commitment to not only showcasing products and solutions but also providing guidance for the maritime future.

„We are currently experiencing a fundamental paradigm shift,” says Claus Ulrich Selbach, Vice President Exhibitions Energy & Maritime at Hamburg Messe und Congress. „Artificial intelligence is no longer just a tool; it is increasingly becoming an integral part of maritime decision-making processes – in both design and operation.”



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One key area of the "Maritime Future Summit" is future operating models and autonomous systems, while another centers on AI-assisted ship design and digital tools. The program is complemented by presentations on the practical application of AI on board – ranging from condition monitoring and decision support to the optimization of energy consumption and performance during active operation.

Watch here for more information on MFS 2026:



Session 1 – AI Design

- Opening: **Volker Bertram** (World Maritime University) & **Michael Meyer** (HANSA International Maritime Journal)
- Welcome Note: **Heiko M. Stutzinger** (Hamburg Messe & Congress)
- **Mia Elg** (Deltamarin, FI)
Can AI design ships?
- **Carla Ferreira** (DNV, NO)
GenAI & Co for Maritime Safety and Security
- **Dmitry Ponkratov** (Siemens, UK)
How will AI and Digital Twins shape future ships

Session 2 – AI operate vessels

- **Robert Dane** (Ocius, AUS)
AIs on the horizon: Doubly autonomous USV technology
- **Oskar Levander** (Kongsberg, FI)
Future shipping how AI see it
- **Yue Mengqiang**, (CCS, CN)
Autonomous ship developments in China

Session 3 – AI save fuel

- **Nils Aden** (Harren Group, DE)
Smart is green in shipping
- **Rodion Denisyuk** (eyegauge, FR)
Your AIs on board
- **Mona Kanafi** (Wärtsilä, FI)
LLM for fleet performance



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Digital innovations drive maritime transformation

Digitalization and Artificial intelligence will change the face of the maritime industry – and is already doing so. There are numerous examples of this at SMM, as our selection shows

The maritime industry is undergoing a profound transformation. At SMM 2026, companies from around the world will showcase technologies that are already changing shipbuilding and ship operations today. These include numerous world and European premieres. One thing is clear: no single technology will define the future of shipping. What matters is how different approaches work together. Many are no longer visions of the future but are already moving towards practical application.

Alongside decarbonisation, digitalisation continues to gain importance. Artificial intelligence is increasingly evolving from an experimental technology into a practical tool. The key factor is the tangible benefit it can provide to shipyards, shipping companies and crews.

The RuleAgent from DNV (Norway) is designed to simplify working with complex classification rules and support design and approval processes. The AILA.ai engineering platform (Finland) uses AI in technical workflows. Tototheco Global (Cyprus) is showcasing EchoVerse, a digital twin that can be used for condition monitoring, maintenance and optimising ship operations.

Admiralty Virtual Ports from the UK Hydrographic Office promises a direct benefit for crews. The digital port familiarisation solution will make its world premiere at SMM. The immersive 3D application is designed to allow seafarers to familiarise themselves with the specific characteristics of an unfamiliar or navigationally challenging port before calling there.

Strix Maritime Intelligence from Spanish company Golden Owl combines maritime, geopolitical, logistics, weather and market data and is designed to support decision-making.

Another area of application is intelligent situational awareness. SEA.AI (Austria), Botix (China) and Starlight Italia (Italy) use sensors and digital technologies to identify objects and potential hazards at sea at an early stage. Such assistance systems not only enhance safety but also create the foundations for partially autonomous ship operations. Anschütz (Germany) is also showcasing a new navigation assistance system with Autonomics CGA. It combines sensor data, COLREG-based assessment of traffic situations and manoeuvring recommendations to provide navigators with additional guidance in complex traffic situations.

Autonomy moves beyond the experimental stage

The increasing automation of maritime processes is another important field for the future. Robots and drones open up new possibilities for inspection, maintenance and safety. Particularly where work is dangerous, difficult to access or labour-intensive, autonomous and remotely operated systems can take over tasks and reduce the burden on crews.

One example is Flyability (Switzerland), using drones to inspect difficult-to-access areas. Rescue operations are another potential area of application: German start-up Salvor is presenting ASSIST, an autonomous rescue drone making its world premiere at SMM. It combines autonomous flight functions, AI-supported search patterns and the deployment of rescue equipment. AutoHook from Vestdavit (Norway) demonstrates how automated systems can take over individual tasks on board that have previously been carried out manually.



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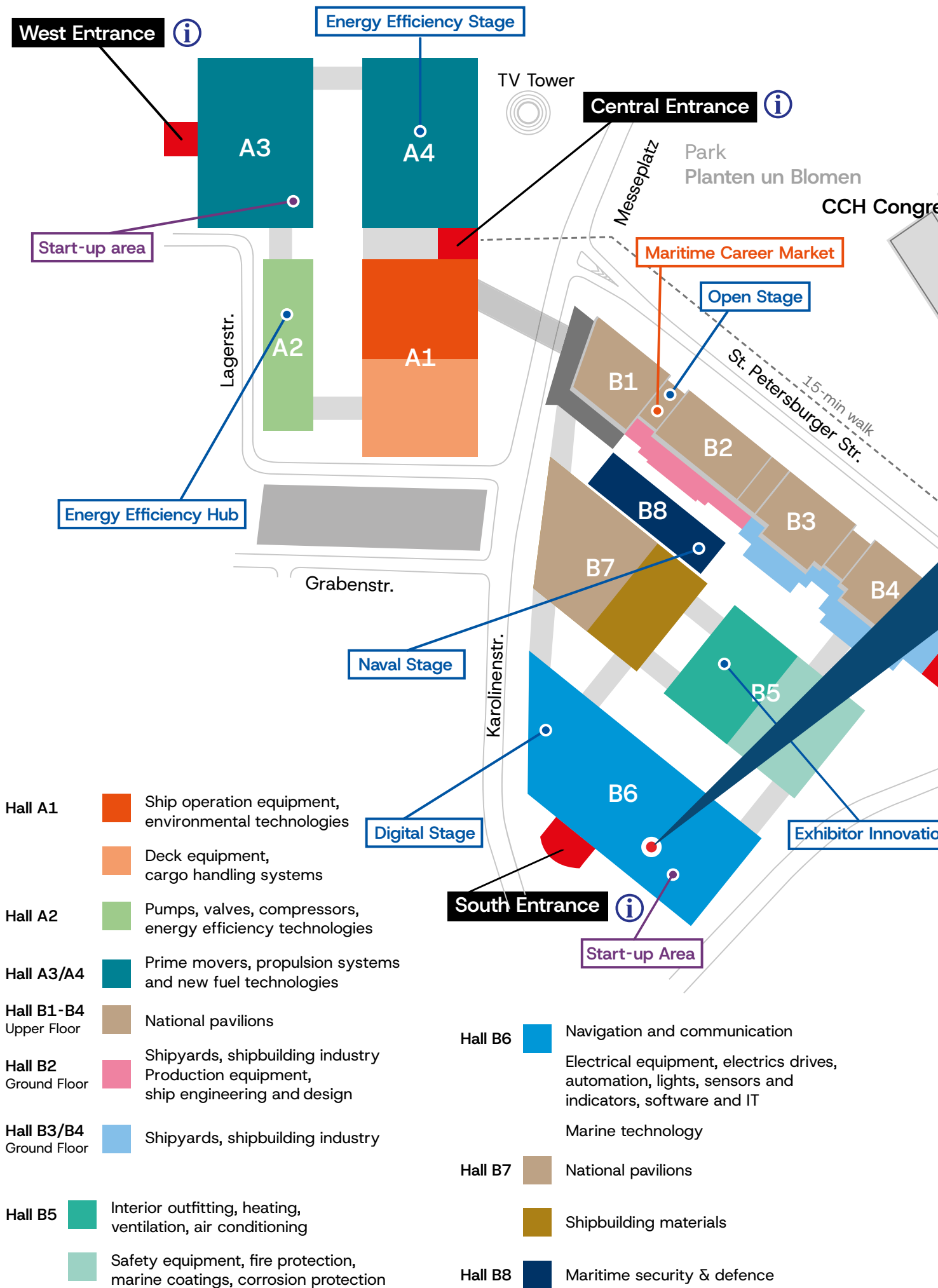
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Wind-powered ammonia carrier

The RASANT project presents an 8,000 dwt wind-powered ammonia carrier designed for zero-emission operation. Florian Kluwe and Till Schade of SDC Ship Design & Consult and Michael Vahs of Emden/Leer University of Applied Sciences explain the concept



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Wind-assisted ship propulsion has gained significant momentum in recent years as a wide range of advanced technologies has reached maturity and entered the market. By combining substantial fuel savings with increasingly stringent climate targets, wind propulsion offers a commercially attractive and environmentally sustainable solution for the maritime industry.

RASANT is a collaborative industrial research project dedicated to the development of innovative cargo vessel concepts in which wind energy serves as the primary propulsion source, providing on average more than 50 % of the required propulsive power. The wind propulsion system is integrated into a hybrid power architecture that combines renewable fuels and battery storage, enabling fully zero-emission vessel operation. The project is funded by the German Federal Ministry of Transport as part of the National Innovation Programme for Hydrogen and Fuel Cell Technology (NIP II).

The project is being carried out by a consortium of four research institutions, led by Emden/Leer University of Applied Sciences, together with 13 associated partners from the German maritime sector. Within the framework of a second vessel design study, the shipowner F. Laeisz – renowned for operating the last generation of large commercial sailing vessels in the early twentieth century – joined the consortium to support the development of an 8,000 dwt Green Ammonia carrier. The ship design contract was awarded to SDC Ship Design & Consult, Hamburg, including an extended conceptual design, the tender specification, integration of all major components and the verification of the design with a classification society in form of an „Approval in Principle“ (AiP).

The primary objective of the study was to develop a vessel concept based on technologies with a high Technology Readiness Level (TRL), while simultaneously evaluating its technical and economic feasibility. As a first step, several route options were analysed and optimised regarding their wind-energy potential. Route-specific navigational constraints, including bridge clearances and other operational limitations, were considered. Various wind propulsion technologies were subsequently evaluated through route simulations and assessed for their technical suitability and performance within the selected operational profile.

Green Transport for Green Ammonia

Ammonia is shipped in large quantities by ships around the globe. About 80 % of the ammonia is used in agriculture to produce synthetic fertilizer; the remaining amount is used in the chemical industry. One of the traditional trade routes reaches from Latin America to Europe across the Atlantic. The ammonia so far has been produced from natural gas, but current initiatives aim at increasing the amount of green ammonia by using large scale PV-plants. European manufacturers of fertilizers are interested in reducing the carbon footprint of their products. This does not only cover Ammonia as raw material itself but does also affect the transport chain. This motivates shipping companies to investigate alternative means of propulsion. Besides alternative fuels, which also includes ammonia itself, the use of wind as a free natural source of energy is an attractive option. On the trade route from Latin America to Europe, ships run mostly on North-Easterly courses with a prevailing true wind from westerly directions. This results in courses favorable for sailing in both directions.

Currently the trade is covered by LPG carriers (MGC) with a typical size of about 40.000 m³ transport capacity. The target in RASANT goes beyond wind assisted propulsion with a substitution of conventional propulsion by wind of at least 50 %. This figure is based on a minimum average voyage speed required for maintaining a schedule which is assumed at 9 kn. Relaxing this condition would even allow for higher substitution rates.

Main Dimensions:

• Length (o.a.)	137.00 m
• Beam (mld.)	21.00 m
• Depth (main deck)	13.00 m
• Draught (max)	9.00 m
• Payload	8.000 t
• Cargo Tank Volume appr.	12.000 m ³
• Air draught (ballast)	37.00 m
• Sail	4 x 350 m ²



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To ensure the viability of the design with existing technology, the size was chosen significantly smaller compared to the typical size on the route, mainly due to size-restrictions of the available sail systems. However, with a transport capacity of 12.000 m³ the ship still can be integrated into regular service with sufficient shore-side storage capacity compensating for the smaller transport volume.

Vessel concept

The Vessel is designed as a pure ammonia carrier, able to use wind assisted propulsion up to the option of pure sailing. The forward located superstructure avoids visibility issues and gives more flexibility for the arrangement of sails, and for the green ammonia dual fuel option.

The Cargo capacity is distributed over 3 Bilobe cargo tanks, designed for the carriage of liquefied ammonia at -33 °C.

Based on the IGC Code, the vessel will cover all safety aspects of a gas carrier, like hazardous areas and damage stability requirements. Due to the dedicated ammonia fuel tanks, the dual fuel option will be covered by the IMO Interim Guidelines for the Safety of Ships using Ammonia as Fuel as well as by the Interim Guidelines for use of Ammonia Cargo as Fuel with a clear interface between the different applicable regulations. The concept design covers also the requirements for manifold and mooring equipment according to OCIMF requirements.

A hybrid mechanical propulsion concept including main engine with PTI/PTO will cover the propulsion as a motor vessel. In case of a significant support by sail the PTI will be able maintain the minimum speed by adding a low-level diesel-electric propulsion.

Given the limited availability of ammonia capable engines in suitable size, the design is also able to use carbon neutral oil fuels. The design is also intended to serve as training ship for crews with special focus on gaseous cargo, dual fuel engines and wind propulsion. Accommodation, training workshop and teaching rooms for 10 trainees are arranged.

The hull form, designed with a relatively large draft, including a deadrise, will reduce leeway under sails. A stern fin and the

delta keels help to achieve a proper balancing between aerodynamic and hydrodynamic forces. Calculations of drift and rudder angle under sails predict a moderate neutral rudder angle.

Sail systems and performance

The design features four sail systems from CWS (Computes Wing Sail). The sailing performance as well as several other performance indicators were used for a ranking of different available systems. The sailing performance was assessed by route simulations for different routes and conditions performed by Hochschule Flensburg.

The CWS system is a passive rigid wingsail based on an asymmetric airfoil. The deployed asymmetric profile maximizes aerodynamic efficiency, while the folded symmetric configuration provides a compact, low-air-draft configuration when required.

The CWS system was the only system that was able to provide the required substitution rate of 50 % with 4 systems, which has advantages for the deck layout with respect to space requirement for piping and side catwalks in the cargo area. The low height and the small footprint of the folded sails provide flexibility for the vessel design and for operation, including unrestricted passage under bridges and in ports with air-draft constraints.

The layout of the cargo system as well as the accommodation cover the effect of a moderate but constant heeling angle. For operational safety and crew comfort a heeling compensation option up to 5 degrees is arranged.

Emphasize was put on providing sufficient stability also under sails. The intact as well as the damage stability calculation reveals high stability reserves for all loading conditions which allows the vessel to operate with full sails, the vessel can set up to Bft. 7 which covers about 99 % of the time spent at sea on the analysed routes.

This concept offers a big step towards a CO₂-neutral operation. With reducing conventional propulsive power by more than 50 %, and in combination with CO₂-neutral fuels, exceeding the IMO 2040 target of 70 % CO₂-reduction can be achieved already today with existing technologies.

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From data to decision: How SYNAPSIS helps bridge teams turn information into action



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The latest version of the SYNAPSIS bridge

Bridge teams have never had access to more information. Radar, ECDIS, weather data, route optimisation services and specialised sensors continuously provide information about the vessel and its environment. Yet more information does not automatically make navigation easier.

For many crews, additional data still means additional work. Information must be compared, verified and interpreted before it can support a decision. As the amount of available data continues to grow, the challenge is no longer collecting information. The challenge is turning it into understanding.

One trusted picture instead of fragmented information

This is exactly the role of modern integrated navigation systems such as SYNAPSIS from Anschütz. Radar, ECDIS and conning ap-

plications operate on a shared and validated data backbone. At the centre of the system is the Bridge Integration Platform (BIP), which continuously collects, validates and distributes information across all bridge workstations. The result is one consistent operational picture available throughout the bridge.

Instead of comparing multiple sources, bridge teams work with one system logic and one shared understanding of the situation. Less time is spent cross-checking displays and validating information. Situational awareness improves and cognitive workload is reduced. Crews can focus on assessing situations and making decisions rather than managing information.

Better use of information

Recent SYNAPSIS software enhancements demonstrate how this common operational picture continues to evolve. New functions focus on practical bridge workflows, helping crews assess situations faster, reduce workload and maintain a clearer picture of their surroundings.

Prediction tools help crews assess manoeuvres before they are executed. Dedicated docking modes support close-quarter operations with task-oriented displays. New route-planning functions improve safety in confined and shallow waters. The updated conning interface further improves readability and at-a-glance assessment of critical information.

One of the most important additions is Generic Overlay. For the first time, external geo-referenced information can be inte-

grated directly into ECDIS and displayed alongside navigation data within the same operational context.

A forward-looking sonar system has already been connected as a prototype. Instead of switching between systems, operators can assess chart information, route information and sonar data within one trusted picture. This improves understanding of the environment around and ahead of the vessel while supporting more precise manoeuvring and earlier recognition of potential hazards.

What matters is not simply having more information available. What matters is bringing relevant information together in a way that supports understanding and action.

Building the bridge to S-100 and future assistance

The next major step will come with the introduction of S-100 services. From 2028 onwards, navigators will gain access to additional maritime information such as additional bathymetric information, water levels, currents and other dynamic environmental data layers.

A navigator approaching shallow waters has different informational needs than a navigator crossing an ocean passage. More information alone does not solve this challenge. The value comes from bringing information together within one trusted operational picture.

This is where the SYNAPSIS benefit becomes visible. Today's platform already integrates radar, ECDIS, conning data and external information sources. S-100 services and additional sensor integrations will further enrich this picture. The progression is straightforward: more data creates a better picture, a better picture creates better understanding.

Future assistance technologies will build on this foundation. By highlighting relevant information, recognising risks earlier and structuring complex situations, they may help bridge teams focus their attention where it matters most.

The navigator remains fully responsible for every decision. The role of the system is to provide the best possible basis for

that decision. Even demanding situations such as dense traffic, confined waters or GNSS disruption can be handled more effectively when information is continuously validated, consolidated and presented within one consistent operational framework.

A glimpse into the future at SMM

Where this evolution may lead can already be seen at SMM 2026. At the Anschütz stand, visitors can experience a prototype of the Autonomics Collision Avoidance System (CAS), developed from practical experience in autonomous navigation.

By analysing traffic situations, prioritising risks and generating manoeuvring recommendations, the system demonstrates how future assistance technologies may support bridge teams in complex situations.

Autonomics CAS illustrates the next step in the journey from data to information, information to understanding and understanding to decision support. Visitors are invited to experience the prototype first-hand at the Anschütz stand during SMM 2026.

About Anschütz

Anschütz GmbH, headquartered in Kiel, Germany, is a technology leader in navigation and mission systems for commercial and naval vessels. We design and deliver integrated bridge systems, navigation systems and sensors, mission systems and submarine automation solutions known for precision, reliability and intuitive operation. With over 120 years of maritime innovation, we continue to pioneer autonomous navigation technologies and software-defined solutions. The global Anschütz Group supports customers worldwide with engineering, commissioning and lifecycle services. Today, more than 20,000 ships trust Anschütz as it stands for maritime innovation, safety and performance – wherever you navigate.

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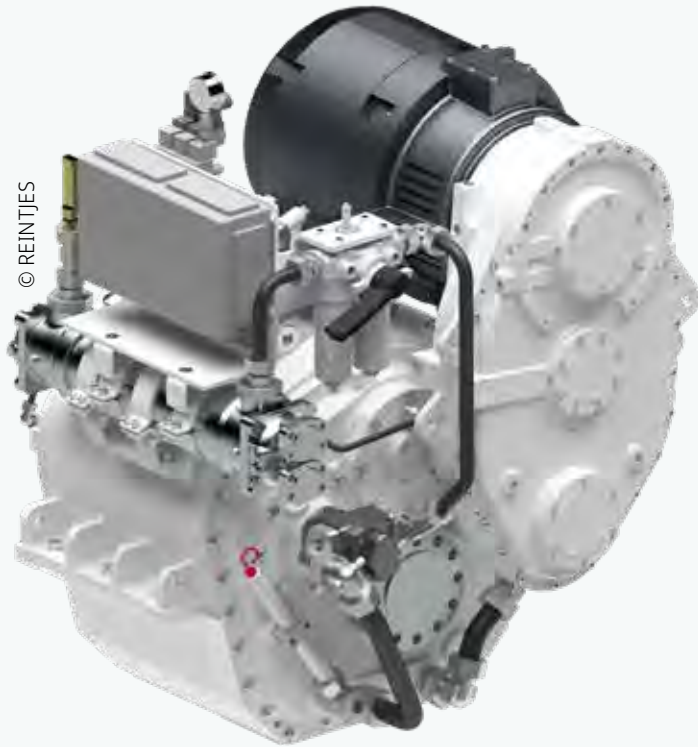


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For decades, customers have trusted Anschütz for reliable navigation and confident decisions at sea. At SMM, we showcase next-generation navigation sensors and systems, including the SYNAPSIS Integrated Navigation System, prepared for S-100.

TME: REINTJES develops a unique hybrid system for the future



REINTJES is presenting its new TME Hybrid System at this year's SMM

The shipping industry is on the cusp of a new era. The reason for this – and, at the same time, the solution – is green shipping. This is precisely where REINTJES comes into the picture – with an innovation: the TME Hybrid System. The company, with its focus on maritime propulsion technology, has thus succeeded in creating a versatile solution for a wide range of target groups and areas of application.

"Our plan was to create a compact, integrated hybrid unit. To achieve this, we position the electric motor/generator on the gearbox," says Klaus Deleroi, Managing Director of the propulsion specialist based in Hameln.

What advantages does the TME Hybrid System offer?

Integrating the electric motor into the gearbox brings several key advantages. Installation now requires just a single component. And the space saved for freestanding installation is consid-

erable, making it an attractive option even for vessels with limited space in the engine room. In addition to the more compact design, propulsion flexibility and the reduction of emissions and noise are also key benefits.

On the one hand, the electric motor feeds its power directly into the gearbox and operates in parallel with the diesel engine (PTI mode), which reduces emissions and noise levels. On the other hand, electricity can be generated (PTO mode) and additional power can also be provided (boosting) when required. The hybrid system gives vessels the option to switch flexibly between diesel and electric propulsion.

Shipyards also benefit significantly: the pre-assembled electric motor (with a power range of 40 to 280 kW) considerably reduces installation effort. Furthermore, the TME is fully tested at REINTJES, thereby shortening the commissioning time.

"Just how future-proof the system actually is is also underlined by the fact that we have already filed a patent application for it," explains Alberto Amici, General Manager of REINTJES Hybrid Power (RHP). As part of the REINTJES Group and with its proven expertise in the fields of ship electrification and hybridisation, RHP is responsible for the exclusive distribution of the TME Hybrid System.

What components does the TME Hybrid System comprise?

The TME Hybrid System, as the hybrid unit of the future, consists of several main components. One of these is a highly efficient permanent magnet synchronous motor (PMSM), which supplies the propulsion system with additional power. In addition, there is a control panel with frequency converters that regulate the flow of current to the motor, and an energy storage system for surplus energy (for example, from the diesel engine).

The system is rounded off by a control system that ensures the balanced interaction between the diesel engine, electric motor and energy storage system.

Where is the TME Hybrid System used?

There are a number of applications for the new TME Hybrid System. Particularly in coastal areas or in ports, its emission-free and low-noise operation is an environmentally friendly and resource-efficient option. The TME is therefore particularly suitable for ferries, yachts, supply and workboats, as well as naval and government vessels.

What makes REINTJES stand out as a propulsion specialist?

Over the past years and decades, REINTJES has developed into a global player in maritime propulsion technology. The group, which has its headquarters in Hameln, Lower Saxony, develops, manufactures and markets small and large marine gearboxes and complete propulsion units. Without exception, these are all 'made in Germany' and are also produced at the Hameln site. From there, they are shipped to shipping lines, ferry companies, yacht owners and governments around the globe. REINTJES is particularly strong in gearboxes for ferries, workboats and yachts in a power range from around 250 to approximately 40,000 kW.

Direct contact with customers, complemented by a global service network, is guaranteed by the eleven subsidiaries and offices in all relevant global markets, as well as more than 40 certified sales and service partners. In the event of a service request or breakdown, the necessary spare parts are available round the clock and the service teams can be on site within 24 hours if required.

Quality is a key priority for the company. To ensure it is maintained at a consistently high standard, REINTJES, as previously mentioned, manufactures exclusively in Germany and makes regular investments. On the one hand, this involves building up specialist knowledge amongst the group's workforce, which now numbers around 600 employees across the entire group; on the other hand, it involves renewing and expanding the machinery fleet. The combination of people and machinery results in products that are manufactured with precision and care, which are then put through their paces on REINTJES's in-house test bench.

This ensures competitiveness against domestic and international rivals and guarantees regular further developments and innovations. And as the team is also working towards a

green future for maritime propulsion technology, the company's own product range is being expanded to include hybrid and fully electric marine gearboxes. The TME Hybrid System represents the next important and logical step in this regard.

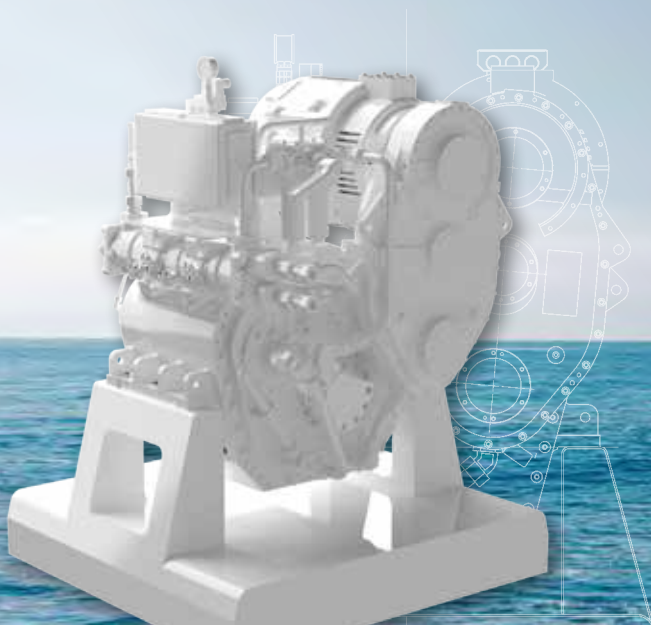
Will REINTJES be offering more detailed insights into its TME Hybrid System at SMM?

SMM is an absolute must-attend event for all companies in the industry. And, as is traditional, REINTJES will also be there. At exhibition Stand 211 in Hall A4, anyone interested will have the opportunity to take a close look at the TME and have all their questions competently answered by the staff.

About REINTJES

The traditional company REINTJES has been existing for more than 140 years, manufacturing maritime gearboxes for the global market at its headquarters in Hameln since 1955. The small mechanical workshop has long since developed into an international company group with over 500 employees worldwide, 11 subsidiaries and numerous sales and service partners. In addition to high-quality marine gearboxes, the product portfolio also includes industrial gearboxes and project-specific system solutions plus a worldwide 24/7 service.

Hall A4 | Booth 211



Maritime Security Reimagined: When Protection Meets Intelligent Technology



© Fehrmann

Concept visualisation: Physical protection meets digital intelligence as high-security glazing and augmented-reality interfaces come together in maritime applications

The demands on maritime security are changing. Geopolitical tensions, evolving threats and the growing importance of critical infrastructure are prompting navies, shipyards and operators to reassess their security concepts. As a result, technologies and components that may seem inconspicuous at first glance are coming into sharper focus. In security-critical environments, resilience is often determined by the details.

At SMM in Hamburg, two generations of maritime technology come together. FEHRMANN Windows stands for decades of industrial experience and high-security window systems. From this technological environment, Apprisify has emerged as a young spin-off that is rethinking the window for the digital age. Both are part of the FEHRMANN Tech Group, a fifth-generation family-owned company based in Hamburg that combines industrial expertise with new technologies. Together, FEHRMANN Windows and Apprisify address two distinct dimensions of maritime

security: physical protection on the one hand and the intelligent delivery of information on the other.

When a window becomes part of the security system

FEHRMANN Windows develops high-security window systems for maritime and security-critical applications. Founded in 1895, the long-established company has built its expertise over generations in shipbuilding and specialist windows for extreme conditions. Today, FEHRMANN describes itself as one of the world's leading specialists in pressure-resistant windows. Its systems are used in specialised shipbuilding, naval vessels and defence-related applications, and are designed for conditions in which conventional solutions are no longer sufficient. Depending on the application, they must withstand pressure, ballistic impact, radiation or extreme temperatures.

In a security-critical environment, a window is therefore far more than a transparent boundary between inside and outside. It becomes part of the overall protection concept and must continue to perform reliably even under exceptional conditions.

In military and maritime applications in particular, individual technical specifications alone are not enough. Reliability results from the interplay of material selection, engineering, customised manufacturing, quality control, documentation and acceptance procedures. FEHRMANN Windows therefore sees itself as a high-tech manufacturer: instead of standardised mass production, the focus is on bespoke solutions for specific requirements.

Longevity is another key factor. Components that perform reliably over long periods and require less maintenance or replacement not only reduce costs but also contribute to the availability of complex systems. At FEHRMANN Windows, this ambition is expressed with confidence: the windows should, if necessary, outlast the ships in which they are installed.

Security also means seeing the right information

At the same time, digitalisation is changing the requirements placed on bridges, control centres and other maritime working environments. Modern vessels generate vast amounts of navigation, sensor and system data. This raises another security-related question: how can the right information be delivered quickly and intuitively to those who need to make decisions in complex situations?

This is where Apprisify comes in. The young spin-off of the FEHRMANN Tech Group applies the Group's industrial and maritime expertise to intelligent glass and interface technologies that transform windows into digital, interactive surfaces. Originally developed for

commercial smart-window applications, the technology is now also being advanced for maritime and security-critical environments.

By combining specialised hardware and software with AI and augmented reality technologies, navigation or system information, for example, can be displayed directly in the user's field of vision. The window thus becomes an intelligent interface between people, vessel and data.

"Maritime security is no longer determined solely by the robustness of individual systems. What matters is bringing physical protection, intelligent materials and digital information together. We believe it is precisely at this intersection that solutions emerge that can make ships and their crews more resilient in the future," says Dr. Frederic Rowohl, Managing Director of the FEHRMANN Tech Group.

Apprisify also demonstrates the potential of dual-use innovation. Technologies involving smart glass, artificial intelligence or human-machine interaction are often initially developed for civilian markets before becoming relevant to security-critical applications.

Industrial expertise as part of European resilience

For the FEHRMANN Tech Group, combining physical and digital technologies is part of a broader industrial development. The Group brings together mate-

About FEHRMANN Tech Group

The FEHRMANN Tech Group is a fifth-generation, internationally operating, technology-driven industrial group headquartered in Hamburg, Germany. It combines decades of industrial and materials expertise with emerging technologies, developing solutions for maritime and safety-critical applications, among others.

In the maritime sector, the Group brings together two complementary fields of technology through FEHRMANN Windows and Apprisify. FEHRMANN Windows develops high-security window systems for shipbuilding as well as defence and safety-critical applications. Its systems are engineered to withstand extreme conditions such as pressure, ballistic impact, temperature fluctuations and mechanical stress, drawing on decades of engineering and manufacturing expertise.

Apprisify is a spin-off of the FEHRMANN Tech Group that extends this industrial and maritime expertise into the digital world. The company develops intelligent glass and head-up display technologies that transform windows into digital, interactive surfaces. By combining specialised hardware and software with AI and augmented reality, information such as navigation or system data can be displayed in real time directly within the user's field of view.

www.fehrmann.tech/de – Hall B8 | Booth 217.8

rials science, manufacturing expertise, industrial AI, maritime applications and intelligent glass solutions.

This combination is becoming increasingly important for defence and security-critical applications. Europe's defence capability does not depend on major prime contractors alone, but also on specialised technology companies, materials developers and industrial innovators. New materials, intelligent interfaces and digital decision-support systems can play an increasingly important role.

For the FEHRMANN Tech Group, SMM in Hamburg is therefore more than a

showcase for the maritime industry. It is a place where the changing demands on shipping, maritime security and defence capability become particularly apparent.

With FEHRMANN Windows and Apprisify, the Group brings together experience and technological advancement. One company has built its expertise over generations in demanding maritime applications, while the other is transferring that know-how into the digital world. This combination demonstrates the role specialised mid-sized technology companies can play in shaping the future of maritime security.

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Two industries that complement each other

Germany and Greece have enjoyed close ties in the maritime sector for decades. Yet there is still considerable potential to deepen cooperation. One of those committed to strengthening these ties is Chousein Selim Kechagia

Kechagia is Managing Director of Attiki Industrieservice, a Bremen-based company specialising in corrosion protection. In addition, he serves on the board of the German-Greek Chamber of Industry and Commerce and is Vice Chairman of the Hellenic Maritime Club Hamburg. We spoke with him about the opportunities for closer cooperation between the two countries.

Germany and Greece have been close partners for decade, particularly in the maritime sector. Where do you currently see the greatest potential for even closer cooperation?

Chousein Selim Kechagia: Germany and Greece complement each other perfectly in the maritime industry. Germany has a globally leading maritime sector with outstanding technological expertise, a highly innovative shipbuilding industry and a strong, diversified supplier base. German companies set the benchmark in the construction of cruise ships, superyachts, sophisticated government vessels and other high-end products, as well as in naval shipbuilding. Greece, on the other hand, controls the world's largest merchant fleet, is exceptionally well connected across the global shipping industry and possesses unique expertise in ship operations.

The greatest opportunities lie in addressing the major challenges of the future together: decarbonising shipping, adopting alternative fuels, improving energy efficiency and digitalising maritime operations. Another key issue is attracting and training skilled professionals. When German technology meets Greek operational expertise, solutions can be created that set international standards. Achieving this requires continuous dialogue between industry, research institutions and policymakers.



© Attiki

Chousein Selim Kechagia holds three positions: Managing Director of Attiki Industrieservice, Board Member of the German-Greek Chamber of Industry and Commerce, and Vice Chairman of the Hellenic Maritime Club Hamburg

You are Managing Director of Attiki while also serving as Vice Chairman of the Hellenic Maritime Club Hamburg. What role does the club play in strengthening ties between the German and Greek maritime industries, and what are its objectives?

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Kechagia: The Hellenic Maritime Club Hamburg serves as a bridge between the Greek and German maritime communities. Our aim is to bring together people, companies and institutions while fostering both professional and personal exchange.

In such an international industry, successful partnerships are often built on trusted networks. That is why we regularly organise conferences, lectures and networking events where current developments are discussed and new partnerships are initiated. We are particularly pleased to work closely with VSM and a number of other industry associations.

For me personally, the club is far more than a networking organisation. It is a platform that strengthens German-Greek dialogue and helps turn shared challenges into shared opportunities. Ultimately, this is also what has enabled Attiki to operate successfully in Germany for the past 35 years.

Decarbonisation, digitalisation and geopolitical developments are fundamentally reshaping the maritime industry. In which areas can German and Greek companies benefit most from working together?

Kechagia: The challenges are complex and can only be addressed through cooperation. Germany contributes a strong industrial base, technological innovation and world-class research. Greece brings extensive experience in global fleet management and direct access to international shipping markets. Together, this is a winning combination.

Geopolitical developments are also placing increasing emphasis on the resilience of global supply chains. Europe must strengthen its maritime competitiveness. This requires partnerships that combine technology, entrepreneurship and practical experience. Germany and Greece can play a leading role in this process. Together, we can help ensure that Europe acts with confidence and is not squeezed between China and the United States.

I see particularly strong potential for joint projects in low-emission propulsion technologies, digital applications for ship operations and logistics, cybersecurity and the development of sustainable supply chains.

At the same time, the current requirements of European navies must be addressed quickly. Germany and Greece already have extensive experience of working together in naval shipbuilding.

SMM in Hamburg once again brings together the international maritime industry. What significance does the exhibition have for German-Greek cooperation, and which topics do you expect to dominate this year's event?

Kechagia: SMM is far more than a trade fair – it is one of the world's leading meeting places for the maritime industry. For German and Greek companies alike, it provides an outstanding platform to strengthen existing partnerships, establish new business relationships and drive innovation together. That is something that also motivates me personally and my company.

This year, I expect that alongside the dominant themes in the commercial shipping sector – decarbonisation, energy efficiency and digitalisation – security and defence will receive considerably greater attention. At the same time, the question of how Europe can safeguard its maritime competitiveness in an increasingly challenging geopolitical environment will be high on the agenda.

That is precisely why personal interaction at events such as SMM is so valuable. Innovation is driven not only by technology, but above all by dialogue between people and companies.

About the Hellenic Maritime Club Hamburg

The Hellenic Maritime Club Hamburg was established to strengthen ties between the Greek and German maritime communities and to promote closer cooperation. Its mission is to foster meaningful partnerships, encourage innovation and support the sustainable development of the maritime sector. The club has around 105 members and will exhibit at SMM 2026 as a co-exhibitor on the WIMA stand.

Hall B7 | Booth 318



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Greek maritime expertise goes global

A growing international network with a broad service portfolio: the Greek Worldwide Industrial & Marine Association (WIMA) brings together maritime companies under one umbrella. In this interview, Elias Hajjefremidis, President of the Board, outlines its structure, client base and current market developments. Key drivers include decarbonisation and digitalisation

What role does WIMA play in the maritime industry, and how is the association structured in terms of members and services?

Elias Hajjefremidis: WIMA – the World-wide Industrial & Marine Association is a non-profit business association of marine-oriented companies, whose main goal is to support and guide the expansion of its members' activities on a global scale.

Since our establishment in 2006, we have successfully introduced a new concept to the maritime market: a net-

work of certified companies with global reach, working together to effectively cover any requirement across all sectors of the shipping industry.

WIMA's members are active in ship construction, including newbuildings and refitting, as well as in ship repair, the supply of spare parts and equipment, technical and general ship services, and the manufacture of marine equipment.

Our main objective as an association is to expand our network and promote our members' activities internationally. To assist this purpose, WIMA par-

ticipates in most of the world's largest shipping exhibitions, such as Posidonia, SMM, Europort, Sea Asia, Seatec and Seatrade, to name a few.

Over the years, we have managed to steadily and successfully increase our members while maintaining the high standards we represent; WIMA's company-members number over fifty at this time – all leaders in their fields of expertise.

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On behalf of WIMA and its members, we invite you to contact us with your inquiries, enabling us to prove the quality of our services.

Which customer groups do your members primarily serve?

Hajjefremidis: Our members' clients are primarily shipping companies as well as ship management companies. At the same time, their client base may also include shipyards and repair yards. Additionally, many of our members serve the needs of industrial businesses.

Does WIMA specialise in particular vessel segments, or does it cover the full spectrum of shipping?

Hajjefremidis: No, we are not limited to a specific vessel type. Our mem-

bers provide services across the entire range of maritime activities, supporting all types of vessels, including ferries, yachts, cruise ships, bulk carriers, tankers, and LNG carriers.

What key trends are currently shaping demand for maritime services, and which areas are gaining particular importance?

Hajjefremidis: From our perspective, several key trends are currently shaping the maritime industry. There is a particularly strong and growing demand for services related to environmental compliance and decarbonisation, driven by stricter international regulations and sustainability goals. At the same time, we observe increased interest in digitalisation, energy efficiency solutions, and alternative fuels such as LNG and other low-carbon options. Additionally, there is a steady demand for maintenance, retrofit-



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Elias Hajjefremidis, President of the Board

ting, and upgrading of existing fleets, as shipowners seek to extend vessel lifespan while meeting new regulatory requirements.

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ZF showcases propulsion solutions



ZF AT 110 azimuth thruster

Under the theme "Together in Every Water", ZF will present its latest propulsion technologies and system solutions at SMM 2026. At booth 219 in hall A3, visitors can explore ZF's portfolio of propulsion and control technologies.

As vessels become more complex and efficiency and regulatory demands continue to rise, ZF supports customers with scalable solutions ranging from conventional driveline technology to hybrid and fully electric systems. A key focus lies in integrating all components

into high-performance, future-ready system solutions.

A central exhibit is the new ZF 9200 A/V PTI transmission. The latest addition to the ZF 9000 series delivers up to 3,903 kW in the main drive and around 700 kW via the integrated PTI, enabling conventional and hybrid operation. With its modular design and wide ratio spread, it can be tailored to various vessel types and propulsion layouts. The compact aluminium housing, optional PTOs and shaft brake, and full class approval provide flexibility for modern ship designs.

Another highlight is the new AT 110 azimuth thruster, the largest ZF has developed to date. Designed for applications such as tugboats and offshore supply vessels, it supports engine outputs of up to 2,944 kW and delivers bollard pull of around 100 tonnes. Its compact design allows flexible integration, while an optimised lubrication concept contributes to reduced operating costs.

ZF is also presenting system and digital solutions. With AutoTroll 2, the company introduces a next-generation trolling system for precise manoeuvring and propeller speed control. It features intelligent clutch slip control, selectable shift characteristics and CAN-based integra-

tion, enabling different vessel responses depending on operational needs.

For thruster applications, ZF also presents AutoTroll Firefighting, a function designed for power distribution between propulsion and firefighting pumps.

ZF's condition monitoring solution provides data-based insights into driveline health, supporting predictive maintenance, reducing downtime and improving operational reliability.

The Hybrid Controls Simulator allows visitors to explore integrated hybrid propulsion solutions in a virtual environment. It demonstrates how ZF combines transmissions, control systems, shaftlines, propellers and software into a concept tailored to specific vessel requirements.

Additional technologies on display include a retractable azimuth thruster that can operate both as a full azimuth unit and as a tunnel thruster. This dual functionality provides flexibility for manoeuvring, dynamic positioning and "get-home" scenarios.

ZF supports customers throughout the vessel lifecycle, from system design and integration to global service and digital solutions.

Hall A3 | Booth 219



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1 - 4 SEPT 2026

HALL A4 | BOOTH 305



MAK



Winkong to present digital vessel maintenance

Global shipping is undergoing both a green transition and a digital transformation. Ship operators continue to face challenges such as inconsistent data standards, widespread data silos and a disconnect between planned maintenance and predictive operations. At the same time, the growing adoption of dual-fuel and smart vessels is increasing demand for efficient digital management tools.

At SMM 2026, Winkong Marine Innovation Consortium will present WinOrca FleetOne, an all-in-one vessel equipment maintenance solution comprising three core modules: WinOrca Plan for planned maintenance, WinOrca Sense for AI-powered predictive maintenance and WinOrca Stock for intelligent spare-parts warehouse management.

Based on the ISO 19848 international data standard, the solution assigns unified digital identities to equipment, maintenance records, surveys and materials, helping to break down data barriers across different workflows.

WinOrca Plan connects maintenance tasks with class society survey requirements, integrating planned maintenance and survey activities. WinOrca Sense uses an OT-AI dual-engine to



© Winkong

WinOrca FleetOne combines planned and predictive maintenance with spare-parts management

monitor critical equipment and provide early warnings of potential risks.

WinOrca Stock assigns each spare part a unique digital ID, enabling traceability throughout its lifecycle. Connected with the other two modules, it is designed to optimise inventory strategies and support global supply-chain collaboration.

Together, the three modules form an integrated digital system covering planned and predictive maintenance as well as spare-parts management, providing ship operators with a consistent approach to vessel equipment maintenance.

Hall B4, OG | Booth 111



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Special and research ships for multi-mission operations

At SMM 2026, the Hamburgische Schiffbau-Versuchsanstalt (HSVA), a Hamburg-based ship model basin and research institute, will present its expertise in the development, testing and verification of special and research vessels for multi-mission operations.

During the last few years, several special and research vessels designated for multi-mission operations have been designed and many have already been brought into service. Several of these ships are also currently in the concept design, testing or verification phase. Even though they all combine major operational targets, their design targets vary significantly, so that each one needs a tailor-made concept.

The challenge is frequently to find a good balance among the differing design targets (e.g. bubble sweep-down, noise radiation, icebreaking capability, seakeeping, aerodynamics ...) in a way, that the overall design is not excessively driven into one direction. Once the concept design has reached maturity, an

initial model testing phase with a reduced scope can begin at HSVA. The goal at this stage is to assess whether the most critical requirements are met and to gather feedback on how to proceed with the detailed optimization.

Afterwards the overall design verification can be conducted by an extensive model test campaign at HSVA, usually involving calm water, seakeeping and manoeuvring tests. For vessels with complex propulsion systems, load distribution tests are used to optimize the load on each propeller. If multiple designs of appendages (pre-swirl devices, fins, bumpers, etc.) are considered, they can be manufactured beforehand and quickly exchanged between the tests. For polar vessels, ice model tests are of crucial help not only to evaluate the icebreaking capability but also to ensure that specific equipment such as sonars or moon-pools remain ice-free. In addition to conventional tests, even more realistic scenarios can also be modelled in the HSVA test basins to evaluate the operational performance of a vessel (e.g. ship-ship interactions, berthing).

If the tests indicate room for improvement, small modifications of the ship model can be made within little time at HSVA by local re-milling or fitting of 3D-printed elements. The high flexibility of HSVA is here a key factor to allow design changes on short notice, while still meeting the project deadlines.

Eventually design propellers are developed and their performance is evaluated. A typical campaign includes not only propulsion tests, but also cavitation and hydroacoustic investigations in HSVA's large Hydrodynamic and cavitation tunnel (HYKAT), known to be one of the most silent in the world.

Finally after the approval and construction of the design the full scale verification trials are carried out. This is always a very exciting moment for all project partners. HSVA has the capability to support here, too.

HSVA is a partner in the whole design cycle starting from the initial concept and propulsion concept idea until the final verification/acceptance trial.



© HSVA

A ship model undergoing testing at HSVA

Hall B4, Booth 108



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VDMA assembly kicks off SMM week

VDMA marine industry section held its general assembly in Hamburg on the day before SMM opened. The meeting marked the informal start of the trade fair week for the European maritime supply industry and provided a forum to discuss future scenarios and key issues.

The programme looked beyond the trade fair itself to the conditions shaping the maritime industry in the years ahead. Thilo Brodtmann, Executive Director of VDMA, placed industrial policy in the context of competitiveness and resilience, while Dr Johannes Gernandt, VDMA Chief Economist, outlined the wider economic outlook for machinery industry. The panel discussion, "Looking ahead in stormy times", connected these perspectives with the day-to-day reality of shipping and shipbuilding. Martin Johannsmann, Managing Director of SKF Marine GmbH and Chairman of the VDMA MES Board, Silke Lehmköster, Managing Director Fleet at Hapag-Lloyd AG, and Thilo Brodtmann discussed how companies can navigate geopolitical pressure, shifting markets and demanding sustainability goals while keeping crews safe and strengthening fair conditions for international competition.

Next to these strategic discussions, the assembly also held its regular board election. The confirmed board will accompany VDMA MES into the next four-year term at a time when shipowners continue to order new vessels, yards report full order books and the supplier



© Wroblewski

The newly elected Board of VDMA Marine Equipment and Systems

industry remains a key driver of innovation and technology. With its meeting immediately ahead of SMM, the general assembly provided a business-focused prelude to four days of exchange, visibility and international networking in Hamburg.

On Wednesday, 2 September, the VDMA stand will host a series of 15-minute presentations and Q&A sessions covering a range of current maritime technology and industry topics. At 11:20, Phil Kordic of Rolls-Royce Power Systems will discuss how lightweight, compact and fuel-efficient gensets can support vessel electrification. At 13:00, Lars Zimmermann of Kommunikationsoptimierer will look at new approaches to attracting talent to the maritime industry under the title "Why the Next

Shipbuilder Might Not Be a Shipbuilder at All".

The programme continues at 13:20 with Dr Philipp Stuhlpfarrer of Geislinger, who will address torsional vibrations, including fuel effects, damping technologies and potential reliability gains. At 14:20, Dr Daniel Peitz of Hug Engineering will present ultra-low-emission aftertreatment solutions for alternative fuels. Hauke Schlegel of VDMA Marine Equipment and Systems will conclude this excerpt from the day's programme at 14:40 with a presentation on smart integration on board using the new MTP standard and its benefits for shipbuilding, shipping and the marine equipment industry.

Hall A1 | Booth 520

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Ostseestaal to showcase shipbuilding and electric vessel projects

The Stralsund-based companies Ostseestaal, Ampereship and Ostsee Marine Solutions (OMS) will present their activities in shipbuilding and electrically powered vessels at SMM in Hamburg from 1 to 4 September. The three sister companies employ around 200 people in total.

In recent years, Ostseestaal has expanded its business from the production of individual components to more complex prefabricated assemblies and sections. These include construction packages, deckhouses as well as components for fore and aft ship sections and specialised vessels.

"We have increasingly focused in recent years on supplying more complex prefabricated assemblies through to finished products," said Thomas Kühmstedt, Technical Director at Ostseestaal. Last year, the company supplied several prefabricated funnels for cruise ships to Fincantieri.

Sister company OMS focuses, among other areas, on shell doors and hatches for yacht construction. According to the company, the systems are fully equipped, tested and certified. For the superyacht project "ELF", which is currently in final construction at German Naval Yards in Kiel, Ostseestaal supplied the bow section for the 114 m newbuild. It includes ready-to-operate hatches and shell doors supplied by OMS.

Ostseestaal is also active in naval shipbuilding, including projects for customers in the UK and Canada. Kühmstedt sees



© Ostseestaal

Shipbuilder Ostseestaal is exhibiting at SMM together with its sister companies Ampereship and OMS

further growth potential in this segment. The company has also recently established new business contacts with shipbuilding groups in the UK, Spain and Finland.

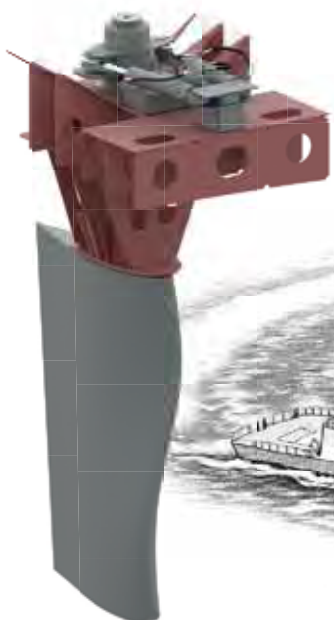
Together with Ampereship, Ostseestaal has been developing and building electric-solar vessels for inland and coastal waters since 2012. According to Ampereship, advances in battery technology in particular have expanded the range of potential maritime applications.

Most recently, the companies delivered a fully electric ferry to Hafenprojektgesellschaft Helgoland. The 15.2 m newbuild is intended for ferry services between Helgoland and the neighbouring island of Düne. According to Ostseestaal, it is the first electric-solar vessel built in Stralsund to be approved for operation at sea.

The retrofit of existing vessels has also become part of the portfolio. In Rostock, two Warnow ferries operated by Weiße Flotte were converted to hybrid propulsion. Ampereship has also been contracted by Zürichsee-Schiffahrtsgesellschaft (ZSG) to convert three diesel-powered passenger vessels to fully electric propulsion.

The first vessel, the 42.4 m "Uetliberg", has been operating with electric propulsion since 2025. According to the company, the conversion of the second vessel, "Pfannenstiel", was recently completed. Ostseestaal and Ampereship have so far completed a total of 25 newbuild and retrofit projects involving electric propulsion.

Hall B7 | Booth 232



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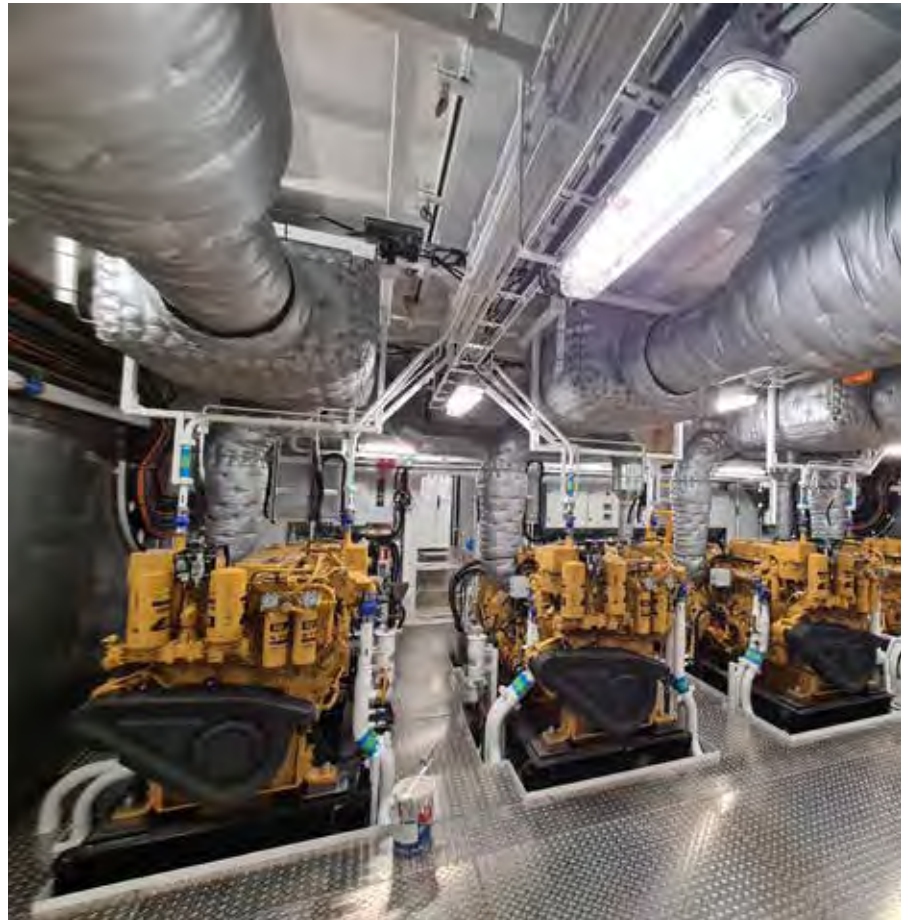
Tehag showcases exhaust aftertreatment solutions at SMM

Tehag GmbH from Moers will once again exhibit at SMM in Hamburg, presenting its portfolio of exhaust aftertreatment solutions for marine engines. Under its "Diesel Emission Management" concept, the Moers-based company focuses on reducing engine emissions and their impact on the climate, environment and human health.

Its product range includes silencer systems for reducing noise emissions as well as catalytic converters, particulate filters and SCR systems designed to cut particulate and gaseous pollutants in exhaust emissions. The systems are individually configured to meet specific requirements and can reduce emissions to near-zero levels.

Tehag also provides engineering and lifecycle services for its exhaust aftertreatment systems. In addition to system sizing, the company's in-house design team supports the integration of equipment into existing engine rooms, while technicians supervise installation and commissioning. The service portfolio also includes maintenance of exhaust aftertreatment systems.

A new predictive maintenance solution is intended to further improve system availability and reduce service requirements. The technology uses a newly developed data transmission tool connected to the existing monitoring unit. It transmits relevant operating parameters and reports faults via Wi-Fi or SIM connection. System parameters



© Tehag

Tehag will present its exhaust aftertreatment solutions at SMM 2026 in Hamburg

can also be adjusted remotely, reducing the need for costly on-site service visits. Further information on Tehag's products and services will be available from the exhibition team led by Managing Director Florian Franken at SMM

in Hall A3, booth 329. The company will also provide information on funding opportunities for the installation of Tehag exhaust aftertreatment systems.

Hall A3 | Booth 329



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