

PORT GEAR

- hard- & software for better operations -

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PORT GEAR IS A SPECIAL ISSUE OF
Baltic Transport
Journal
bimonthly-daily companion



The Port of Opportunities

The Port of HaminaKotka is a versatile Finnish seaport serving trade and industry. The biggest universal port in Finland is an important hub in Europe and in the Baltic Sea region.

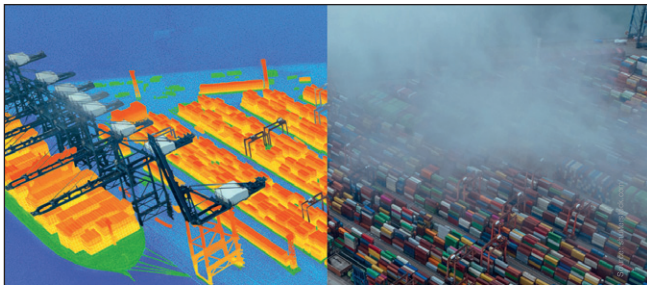
Welcome to the Port of HaminaKotka!



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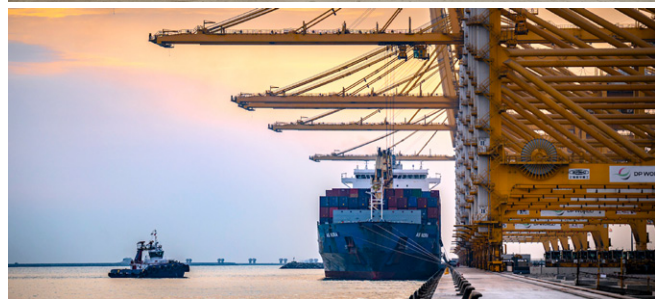
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Location, location, location.

Let's repeat that one more time. Location. It's important for every property. And perhaps especially so for ports. Take the Port of Oxelösund for example. Draw a circle around the whole Baltic Sea and we're pretty much in the middle. Close to everything. Convenient for transports. And speaking of logistics, how about our direct access to both railway and motorway E4? And our 16,5 meter port depth, ice-free all year round? That's what we call location, and it's worth saying more than once.

The Port of Oxelösund is more than a port. We are a business partner who solves your logistical challenges and helps optimize your goods' journey, from start to finish. Our goal is to be the Baltic's leading port terminal, with Europe's best stevedoring services.

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1,150+ terminals



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SPYDER NETTING WINS TT CLUB INNOVATION IN SAFETY AWARDS 2024

Out of 28 entries and then three shortlisted candidates, the judges decided to distinguish the product that came from the partnership between **Cross Currents 88** (the solution's developer) and **G2 Ocean** (a break-bulk shipping company wanting to increase the safety of vessel loading). The winning **Spyder Netting** is a thin layer of plastic film netting – a fall barrier system – that can be rolled out across gaps and secured between layers of cargo. The challenge stems from when paper reel products are loaded in the cargo holds of break-bulk vessels, with stowage resulting in gaps between the cargo (particularly along the hold edges where the freight meets the bulkheads). These gaps present a significant fall risk to stevedores working in the cargo holds. The gaps can extend many metres down through the cargo, and, unfortunately, falls into these gaps have resulted in fatalities and severe injuries. “Falls from height during cargo operations is a vitally important risk to be managed. Spyder Netting [...] has already saved lives. Cross Currents 88 has been personally thanked by a stevedore whose fall was arrested by the netting,” **Richard Steele**, CEO of **ICHCA International**, commented on presenting the award to Cross Currents 88-G2 Ocean. The two other shortlisted parties were **Royal HaskoningDHV** and **Trendsetter Vulcan Offshore**. The former entered **Smart Mooring** into the competition, a system addressing the safety of moored vessel operations in sheltered and exposed ports by predicting excessive ship motions and mooring line forces. The latter came with the **Next Generation Lashing System** that reduces container motion and controls the dynamics of container stacks. A detailed overview of all the entries can be found in a digest prepared by TT Club and ICHCA. Mike Yarwood, TT Club's Managing Director, Loss Prevention, underscored, “We want to nurture widespread and varied advances in safety innovation, so we seek to give all entrants the oxygen of visibility in the marketplace to help develop and grow their initiative to benefit cargo handling operations globally.” As such, his and Steele's organisations will, for the third time, set up the **Safety Village** at **TOC Europe** this June.



GUIDELINES TO DEVELOP AND IMPLEMENT A SAFETY MANAGEMENT SYSTEM FOR ALTERNATIVE FUELS ON BOARD SHIPS – PUBLISHED

The **Maritime Technologies Forum (MTF)**, an organisation of Flag States and Classification Societies established to provide technical and regulatory expertise to benefit the maritime industry, has released the *Guidelines* in question with recommendations for developing and implementing the Safety Management System (SMS) under the International Safety Management (ISM) Code for safe onboard handling of the potentially more hazardous alternative fuels. “Safe operations with alternative fuels will require an assessment of the competency, training, familiarisation and resources relevant to the specific alternative fuels. The human element in the operations associated with the handling, storage and utilisation of alternative fuels is critical and should be considered to ensure safe

operations,” MTF underscored in a press brief. **Nick Brown**, CEO of **Lloyd's Register**, added, “These guidelines and recommendations from the MTF are an important step forward to achieving safe and sustainable operations and a great starting point to begin preparing for the use of alternative fuels. The ISM Code provides a top-down approach to safety and is the ideal vehicle through which to drive training and skills for the safe handling of these fuels, not only under routine operations but also during emergencies such as equipment failures, fires, collisions, and malicious attacks. Our biggest strength, however, will be learning from each other throughout the energy transition, ensuring we have a solid foundation to promote safety for our people at sea and in port.”

THE JOINT INDUSTRY GUIDELINES FOR COMBATTING ILLEGAL WILDLIFE TRAFFICKING – RELEASED

The initiative – led by the **World Shipping Council** and supported by the **United Nations Development Program**, the **Global Environment Facility**, and the **Global Wildlife Program**, in collaboration with **TRAFFIC** and **WWF**, and co-sponsored by **BIC**, the **Global Shippers Forum**, the **International Fund for Animal Welfare**, and **TT Club** – saw the release of the *Guidelines* in question. This toolbox for all supply chain participants includes advice on measures to take, questions to ask to help identify criminal wildlife trade, and guidance on reporting suspicious activities. An accompanying *Red Flags* document serves as a daily reference for all individuals involved in the supply chain. “Maritime traffic, in particular, remains vulnerable to the trafficking of illegal goods. With the vast volume of trade carried by sea, the demand for faster, just-in-time deliveries and the increasing complexity of intermodal supply chains,

criminals increasingly exploit weaknesses in global maritime supply chains to traffic contraband items,” the parties said in a press release. They also stressed, “Wildlife crime continues to pose a significant threat to biodiversity, local and national economies, as well as national and international security. The illicit trafficking of wildlife not only endangers countless species but also undermines the stability of ecosystems and jeopardises the livelihoods of communities worldwide. [...] Illegal wildlife trafficking is not only decimating endangered species worldwide but also fuelling organised crime and threatening global security. The coalition's joint effort underscores the shared responsibility of all stakeholders in combatting illegal wildlife trafficking. By uniting their expertise and resources, these organisations demonstrate their commitment to protecting wildlife and promoting sustainable trade practices.”

A YEAR IN FOCUS – A FOCUS ON SAFETY CULTURE FOR THE YEARS TO COME

TT Club released its latest review of current and ongoing risk trends. The publication includes a variety of studies and reports, including, among others, an analysis of the insurer's own claims data, as well as detailed research into and advice on mitigating invasive pests in containers, increased cybersecurity risk as ports automate, increasing customs documentation errors; clandestine immigration threats; dangers of plastic micro pellet spillages; and what safety & security aid can drone technology provide. "TT has recently witnessed a renewed focus and commitment towards loss prevention activities, with additional emphasis placed on the Club's mission statement to make the industry safer, more secure and more sustainable," comments **Mike Yarwood**, TT Club's Loss

Prevention Managing Director. He furthered, "Greater safety goes hand-in-hand with enhanced security and consequently sustainability. TT's mutual ethos demands that we guide those we insure – and indeed the wider industry – in all aspects of risk through the container transport and global logistics supply chain. Via our latest Year in Focus, we aim to add to the large cannon of knowledge and guidance." **Josh Finch**, TT Club's Logistics Risk Manager, also underscores, "The importance of culture within an organisation, particularly where safety is concerned, cannot be underestimated. Safety is everybody's responsibility, and everyone has a voice in safety matters. A strong safety culture will positively impact safety performance."

THE EUROPEAN PORTS ALLIANCE PUBLIC PRIVATE PARTNERSHIP

The cooperative has been launched to fight organised crime and drug trafficking by leveraging the collective resources and expertise of multiple stakeholders to enhance security measures and enforce stringent controls within port facilities. Praising the initiative, the **Federation of European Private Port Companies and Terminals (FEPORT)** warned that "[...] we are reaching a situation where criminal networks are using extreme violence, corruption and intimidation that require exceptional mobilisation from public and private stakeholders in ports, national authorities, and law enforcement agencies. Seizures of cocaine in the EU have reached record levels, with more than 300 tonnes seized on an annual basis in recent years." The Federation also notes that many effective solutions are already in place, such

as screening, intelligent cameras, virtual fences, port worker identity checks, and others. Still, closer international cooperation will be needed as we "[...] should also be aware that the creativity on the side of drug traffickers is huge and that it is going to be a race, a long marathon." **Ylva Johansson**, European Commissioner for Home Affairs, stresses, "The vast majority of illicit drugs into the EU are trafficked along maritime routes. 70% of drug seizures are in EU ports. That is why cooperation between national & EU authorities and EU ports is vital. Organised crime is adept at moving from one port to another as opportunities rise and fall. To challenge this network, we must build a network. The violent consequences of drug trafficking are as big as the threat of terrorism."

MARITIME SECURITY – A PRACTICAL GUIDE FOR MARINERS

The Nautical Institute has published its new compendium of essential maritime security advice, guidance and insights. The publication includes a broad range of topics, among many, a detailed examination of the ISPS Code and its implications. Author and global security expert **Steven Jones** AFNI FRSA, adds to the list, "The book tackles many of the issues that we have previously focused on within *Maritime Security*, such as coping with piracy, stowaways at sea and migrants. It also covers other challenges faced by officers,

such as cybersecurity and criminality at sea, in ports and across the entire supply chain. This has made it a real focal point, a book that can be relied upon to illuminate some of those darker issues within the industry." Master Mariner and Maritime Consultant **Dariusz Godźik** MNI shares, "I have learned a great deal from reading this updated and extended edition of *Maritime Security*. The book is written in an engaging and accessible way that makes it an essential reading for mariners everywhere."

TRAINING SEAFARERS FOR A DECARBONISED FUTURE

The **Maritime Just Transition Task Force** has launched a collaborative project tasked with creating a framework to equip seafarers with skills as shipping transitions to zero-emission operations. Research commissioned by the organisation identified that 800 thousand of seafarers may require additional training by the mid-2030s in order to operate vessels running on zero- or near-zero emission fuels. The project will be run by the **International Maritime Organization (IMO)** and the Maritime Just Transition Task Force Secretariat. **Lloyd's Register** (whose Foundation will fund the framework alongside IMO) will develop the training framework for seafarers and officers, as well as an instructor handbook for maritime training institutions. The **World Maritime University** will provide academic expertise, while a large number of organisations will be involved through a global industry peer learning group to provide knowledge-sharing. "Moving towards a low-emission future will require new green jobs and re-skilling, and the global maritime industry is

no different. Future alternative fuel technologies, such as hydrogen, ammonia and methanol, means there is a vital need to up-skill all seafarers," highlights **Ruth Boumphrey**, CEO of **Lloyd's Register Foundation**. **Sturla Henriksen**, Special Advisor Ocean of the **United Nations Global Compact**, adds, "Decarbonising shipping is essential to combat the climate crisis. The global nature of this transition means that no one is alone in tackling this issue, and the Maritime Just Transition Task Force is committed to providing resources to support stakeholders making this journey." **Stephen Cotton**, General Secretary of the **International Transport Workers' Federation**, shares, "We have heard the message loud and clear from seafarers around the world: they are ready to lead, they are ready to shape the training frameworks for the zero carbon fuels of the future." In light of these future demands, IMO is reviewing and revising the **International Convention on Standards of Training, Certification and Watchkeeping for Seafarers**, with input from the industry and seafarer unions.

TT CLUB INTRODUCES RISK BYTES



PHOTO: TT CLUB

The international freight transport and cargo handling insurer released the first of a series of advice documents designed to provide a snapshot of the risks associated with day-to-day operating dangers that may not be recognised or, if they are, not sufficiently covered by the relevant insurance policies. Risk Bytes are aimed at simplifying complex risk issues by providing easily digestible information and guidance. The first publication tackles good neighbour agreements, outlining provisions that should be made in a formalised written contract, clarifying where the risk and liability rests during the operation of any shared asset and allowing thorough due diligence to be carried out before the agreement is signed. While TT Club applauds equipment-sharing agreements as an efficient use of resources, the organisation also flags potential liability issues if appropriate insurance coverage is not in place. “Sharing infrequently used equipment gives greater flexibility in operations and has significant cost savings. Usually reciprocal arrangements, they are not always formally outlined in well-defined contracts,” TT Club noted in a press release. Mike Yarwood, the insurer’s Managing Director, Loss Prevention, underlined in this regard, “In such circumstances, the casual nature of the arrangement, though often workable and agreeable to both parties, can lead to potential risks where liability and responsibility in the unfortunate event of an incident or breakdown may not be clear.” He furthered, “[The primary risk is] in the event of the equipment or machine being lost or damaged during the period of the loan leading to financial exposure for the owner. In addition, this might severely impact business operations and cancel out any benefit gained from the arrangement, and severely damage years of a good working relationship with the neighbour.” Yarwood additionally underscored that through Risk Bytes on good neighbour agreements, TT Club is also “[...] offering advice on adequate staff training, health and safety provision and include a readily recognised case study of a typical asset sharing operation.”

THE CTU CODE – SURVEYED

The Polytechnic University of Turin carried out a study into the **Code of Practice for Packing of Cargo Transport Units (CTU Code)**; jointly published by the International Maritime Organisation, the International Labour Organization, and the United Nations Economic Commission for Europe) and its application by shippers and forwarders. According to the research, the benefits of adhering to the CTU Code include improved safety, reputation, and supply chain coordination; decreased cargo damage, environmental impact, and operational inefficiencies; those using the CTU Code incurred no extra costs in employees, contractors, or vehicles; any increase in loading and waiting times were typically offset by CTU Code-related efficiencies overall; annual costs and penalties reduced from €670k pre-implementation of the Code to €13k post-implementation; and extra costs as a percentage of revenue reduced from 37% to 10%. Authors of the study also underlined that the “[...] use of the CTU Code provides an increase in safety with a drastic

reduction of loading accidents and damage to goods, as well as important benefits in terms of costs, improved efficiency, corporate image and reduced environmental impact.” Commenting on the results, Richard Steele, CEO of the International Cargo Handling Coordination Association, said, “As far as we are aware, this is the first example of publicly available empirical evidence about the use of the CTU Code made by forwarders, shippers and others responsible for safe packing. Notwithstanding the regional focus of this particular survey, we believe the results to be genuinely encouraging. They show that good operational management, efficiency and safety are partners, not opposites.” The Cargo Integrity Group, gathering seven industry bodies dedicated to container safety, published a Quick Guide to the CTU Code to facilitate a greater understanding and broader use of a lengthy and complex document. The Guide includes an editable and saveable checklist of actions and responsibilities for the guidance of those packing cargo in containers.

THE WSC WHALE CHART



PHOTO: CANVA

The World Shipping Council (WSC) launched a navigational aid called the WSC Whale Chart, the first worldwide mapping of all mandatory and voluntary governmental measures to reduce harm to whales from ships. “With the WSC Whale Chart, seafarers will, for the first time, have a comprehensive global resource offering critical navigational coordinates and concise graphics to identify routing measures and areas subject to static speed restrictions designed to protect whales and other cetaceans. We hope that by compiling this unique navigational aid, keeping it updated and making it available for free to all navigators, we can help reduce ship strikes and safeguard endangered whale populations across the globe,” highlighted John Butler, President & CEO of the WSC.

PASSWORD? PASSWORD

NordPass has conducted research according to which transport and logistics sector employees use very poor passwords to secure business accounts. The top three include the company's name, "password," and "123456." The researchers shared in a press release, "The world's wealthiest companies' employees love passwords that directly reference or hint at the name of a specific company. The full company name, the company's email domain, part of the company's name, an abbreviation of the company name, and the company product or subsidiary name are common sources of inspiration. These passwords comprise over half of the transportation and logistics list." Jonas Karklys, NordPass' CEO, commented, "On one hand, it is a paradox that the wealthiest companies on the planet with financial resources to invest

in cybersecurity fall into the poor password trap. On the other hand, it is only natural because internet users have deep-rooted unhealthy password habits. This research once again proves that we should all speed up in transitioning to alternative online authentication solutions." According to IBM's *Cost of a Data Breach Report 2023*, stolen or compromised credentials remained the most common cause of a data breach in companies in 2022, accounting for 19%. To stay on the safe side, NordPass recommends ensuring company passwords are strong by creating random combinations of at least 20 upper- and lower-case letters, numbers, and special characters; enabling multi-factor authentication or single sign-on; critically evaluating whom to grant account credentials; and deploying a password manager/vault.



PHOTO: CANVA

'NAVIGATING THE FUTURE: SAFETY FIRST!'

It will be the **International Maritime Organization's (IMO) 2024 World Maritime Theme**, as its Secretary-General Kitack Lim proposed at the 129th meeting of the IMO Council. "This theme would allow us to focus on the full range of safety regulatory implications arising from new and adapted technologies and the introduction of alternative fuels, including measures to reduce GHG [greenhouse gas] emissions from ships as IMO strives to ensure the safety and efficiency of shipping are maintained, and potentially improved so that the flow of seaborne international

trade continues to be smooth and efficient," he underscored. The Organization shared in a press release that it's working on several safety issues, such as the goal-based Code for Maritime Autonomous Surface Ships (MASS Code) or the assessment of safety risks that come with the introduction of new technologies and alternative fuels, likewise the development of regulatory measures to address and mitigate those risks. Next year also marks the 50th anniversary of adopting the International Convention for the Safety of Life at Sea.

HARBOUR MASTERS ADD WEIGHT TO A GROUP SEEKING ACTION ON CRUCIAL SAFETY ISSUES

The **International Harbour Masters Association (IHMA)** has signed a memorandum of understanding, joining the **Cargo Incident Notification System (CINS)**, the **Confidential Human Factors Incident Reporting Programme (CHIRP)**, the **Container Owners Association (COA)**, the **International Cargo Handling Coordination Association (ICHCA)**, and the **Ship Message Design Group (SMDG)** in their joint work on improving safety during the global transport and handling of goods that have the potential to cause injury to the workforce and/or damage to the environment. Thanks to the MoU, the industry bodies will be better able to coordinate data and share research

and best practices across global cargo supply chains to further develop awareness throughout the freight industry amongst operators, regulators, and policymakers as to practical and effective measures to improve safety. "It is a first-class addition to have the IHMA on-side because harbour masters play a crucial role in both maritime safety and the ship-shore interface. Their leadership on navigational safety, along with an essential contribution to wider operational safety, security and environmental protection, puts them at the crossroads of the activities that the MoU partners are seeking to continuously improve," **Richard Steele**, CEO of ICHCA, said while welcoming IHMA to the initiative.

UCIRC – REVISED

Bureau International des Containers (BIC), the **International Chamber of Shipping (ICS)**, and the **World Shipping Council (WSC)** have joined forces to update the **Unified Container Inspection & Repair Criteria (UCIRC)**, which now includes inspection criteria for container depots and other container handover facilities to address pest contamination on and in containers. "Just as any major structural deficiencies must be repaired, any pest contaminants must be taken care of prior to the dispatch of the empty container to the

shipper. The revised UCIRC make this clear and also expressly reference the recently updated **Prevention of Pest Contamination of Containers: Joint Industry Guidelines for Cleaning of Containers** by BIC, COA [Container Owners Association], IICL [the Institute of International Container Lessors] and WSC. The two publications in tandem demonstrate the commitment of the container shipping industry to play a proactive role in minimizing pest contamination via the sea container pathway," BIC, ICS, and WSC said in a press release.



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MED-SIZE PORTS NETWORK – ESTABLISHED

The ports of Cartagena, Trieste, Monfalcone, Riga, and North Sea Port have teamed up to work on sustainability, energy transition, digitalisation, and the European transport network. The port companies intend to exchange knowledge and best practices in energy management, including the introduction of renewable energy sources, environmental management, and sustainable port operation. The parties will also jointly strengthen commercial interests and support cargo flows between them. Sharing knowledge on further digitalisation, such as port community system and traffic management, will be part of this. The network will also cooperate around funding opportunities and joint projects under European grants. “With this initiative, the four ports are launching a non-exclusive network of medium-sized ports to exchange knowledge and explore further operational cooperation. The network demonstrates that European port communities are committed and ambitious in achieving European objectives,” the founding ports highlighted in a press release.



PHOTO (UPSCALED): NORTH SEA PORT

CLDN AND TRANSFENNICA CONNECT IN ZEEBRUGGE

Starting from 25 July 2024, Transfennica’s Northern Baltic con-ro & break-bulk service will call at CLdN’s Albert II terminal in the Port of Zeebrugge every other Thursday. The connection in question links the Baltic seaports in Hanko, Kotka, Rauma, and Paldiski with the Port of Antwerp. The companies will also share freight loading equipment to maximise transshipment efficiency. “This combination is an innovative and collaborative way to provide an even broader service and reach for our customers. Compared to long distance road transport, it offers a reduced administrative and permitting burden and a significantly reduced CO₂ footprint. We are looking forward to co-operating with Transfennica and to further developing our respective businesses,” Gary Walker, CLdN RoRo’s COO, commented. Dirk Witteveen, Managing Director of Transfennica, added, “The extension of our network with the ports serviced by CLdN in the UK, Ireland, and Iberia will equip our customers with optimal solutions in the European short sea sector. Both companies share a strong customer-oriented approach, and we believe this cooperation will benefit existing and new customers from both companies.”

THUN VETTERN – DELIVERED

The Jinling Shipyard in Yangzhou of China Merchants has delivered the 10th vessel in the Vinga-series for the Swedish Erik Thun. The designed by Furetank and FKAB, Ice Class 1A, 17,999-deadweight, dual-fuel (gasoil-liquefied natural gas/bioLNG) tanker has also batteries and a shore power connector. *Thun Vettern* will be technically and commercially managed by Furetank within the Gothia Tanker Alliance. “Sustainability work has always been and will be a focus ahead for Erik Thun. To take delivery of a resource efficient, top performing product tanker like *Thun Vettern*, and further deepen our good and long-term co-operation with Furetank is a great example of our vision to be a sustainable Swedish partner over generations,” commented Johan Källsson, Managing Director at Erik Thun.



PHOTO: ERIK THUN

LHYFE GETS FUNDS FOR ITS HYDROGEN PROJECT IN TRELLEBORG

Climate Leap, an investment programme of the Swedish Environmental Protection Agency, has awarded up to SEK125.6 million (€11m) for the French company’s 10-megawatt production plant in Southern Sweden. Once potentially up & running in 2027, the Trelleborg site will produce up to four tonnes of green hydrogen per day. The grant – which will fund the development & design phases, the supply of equipment, and the construction work – represents about 40% of the total estimated investment in the project. The project’s implementation is subject to the granting of operating authorizations and construction permits, as well as to financial investment decisions. “We are very happy to have been awarded this grant, which is the first project we have been granted subsidies for in Sweden and which we see as a clear reward of our efforts and as the recognition of our expertise in the production and delivery of green hydrogen to multiples customers over the last two years,” said Sara Wihlborg, Country Manager Sweden at Lhyfe. She furthered, “It is also a proof of us going the right direction in Sweden, and we would like to reiterate our commitment to the Swedish environmental agenda and welcome the fact that Sweden is focusing on the rapid expansion of a hydrogen infrastructure based on renewable energies. This project will contribute towards providing green hydrogen for the mobility sector in the South of Sweden. It will support our objective to increase the penetration of green hydrogen throughout Sweden both for mobility and industry.”

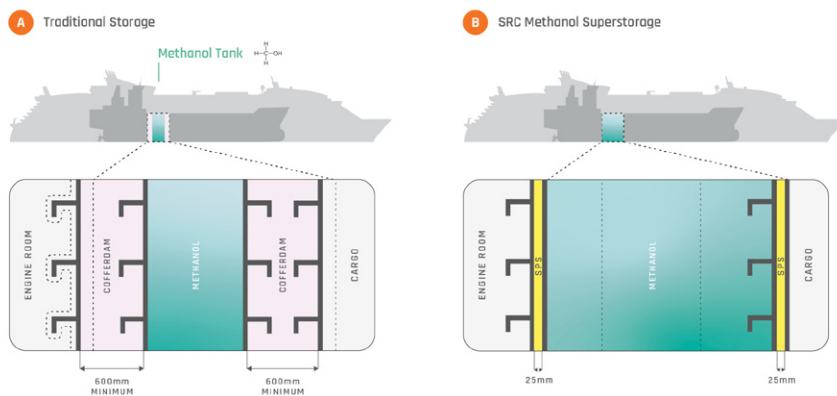


PHOTO (LHYFE’S HYDROGEN PRODUCTION FACILITY IN THE FRENCH BOUIN, PAYS DE LA LOIRE): LHYFE

SRC-GREEN MARINE METHANOL CO-OP

The two have partnered to promote the use of methanol as a marine fuel by encouraging the uptake of SRC's Methanol Superstorage. "Using the SPS Technology Sandwich Plate System instead of traditional cofferdams that separate tank walls, Methanol Superstorage boosts shipboard tank volumes by 85% and provides effective mitigation for methanol's significantly lower energy density than conventional HFO [heavy fuel oil]," the parties underlined in a press brief. GREEN MARINE will use its expertise in delivering methanol solutions for all vessel segments (incl. ship design, yard selection, construction supervision, technical management and operations, training, procurement, sales, and bunkering) to further develop and deliver SRC's Methanol Superstorage to the market. "Following the huge initial impact made by Methanol Superstorage, SRC and GREEN MARINE will work together to provide comprehensive technical coverage for methanol integration. With

GREEN MARINE's extensive experience in methanol projects and overall technical knowledge of the entire process, combined with SRC's expertise in methanol storage and over 23 years of experience in ship refits and conversions, we are well-placed to onboard Methanol Superstorage for both retrofit and new build vessels, and establish a mature sales framework to enable global adoption," commented Hannes Lilp, CEO, SRC Group. Chris Chatterton, Managing Director & Partner, GREEN MARINE, added, "Market receptiveness to Methanol Superstorage has been exceptional and we look forward to working with SRC to realise its extraordinary potential to help drive forward methanol as a mainstream marine fuel. Investors will be encouraged to know that, as the most experienced technical player in marine methanol, GREEN MARINE's expertise, insight and global support stands alongside SRC in the demonstration phase of Methanol Superstorage."



THE GOLDEN YEAR OF 1974

ELME Spreader was born this year. So was the disco. Follow us in 2024 - we are celebrating it our way, by manufacturing world-leading spreaders.



50
1974 - 2024

ANTWERP-BRUGES JOINS THE BELGIUM-SWEDEN GREEN CORRIDOR

The two Belgian ports have become part of the initiative launched in 2022 by DFDS, North Sea Port, and the Port of Gothenburg. The parties are working on making the 2,500-kilometre-long crossing as environmentally friendly as possible, including the launch of two ammonia-run ro-ros by 2030 (a part of DFDS's ambition to have six low- and near-zero-emission vessels in operation by the end of this decade). E-trucks and rail will serve hinterland traffic, while berthed ships will have the possibility to draw power from the shore. "DFDS has applied for funding for a total of four ammonia-fuelled vessels and, if the funding is granted, the project including electrification in the ports is expected to reduce 328,000t CO_{2e} emissions per year corresponding to around 11% of DFDS' scope 1 GHG emissions compared to 2023," the Danish shipping & logistics company highlighted in a press release. "The Port of Antwerp Bruges fully endorses the efforts of its customers and partners in prioritizing the greening of operations, both at sea and on land. DFDS, an important operator with a daily roll-on/roll-off freight service to Gothenburg, will contribute to our ambition towards climate-neutral transport in, to and through the port. As one of the largest bunker hubs worldwide, the Port of Antwerp-Bruges is committed to offering climate-neutral marine fuels and embraces DFDS' innovative approach of utilizing ammonia-powered ro-ro vessels on the corridor," Luc Arnouts, VP International Networks, the Port of Antwerp-Bruges, commented. Patrik Benrick, Head of Strategic Development & Innovation at the Port of Gothenburg, also commented, "The Port of Gothenburg is already in the early stages of developing operating regulations for a safe and efficient handling and bunkering of ammonia-propelled vessels. We are also working on establishing an ammonia value chain, with the purpose of being able to facilitate everything needed for ammonia-propelled vessels calling and bunkering in the port on a regular basis in 2030 and beyond." Jacob Andersen, Vice President, North

Sea, DFDS, said, "This is a testament to our ambitions and commitment to play an active role in the green transition. We expect this to be the world's first green corridor for ro-ro cargo vessels running on near-zero emission ammonia fuel. This transition will not be possible without collaboration. We are working together with more than 50 partners to realise this project which will contribute to a more sustainable future for European shipping, and the ports are a key part of this." "I am very happy to see our original initiative develop into a wider network and I'm committed to build further on our collaborative experience. The Belgian Swedish Green Corridor is an important milestone towards decarbonizing the logistics sector and delivering on European resilience. It goes beyond the typical high-level language and includes concrete pledges on which we, as a port together with our clients and stakeholders, want to deliver," summed up Daan Schalck, North Sea Port's CEO.



PHOTO: PORT OF ANTWERP-BRUGES

HEAVY-DUTY CHARGING STATION GOES ONLINE IN ANTWERP

Milence – a JV of Daimler Truck, the TRATON GROUP, and the Volvo Group – has opened in the Port of Antwerp its first in Belgium and the company's largest in Europe e-truck charging station. The facility at the Ketenis truck parking features ten combined charging system (CCS) chargers, powering 20 bays with up to 400kW per bay. Later this year, Milence will open another charging hub – at Goordijk, with five CCS chargers and ten bays. As soon as the technology is available, both will transition to megawatt charging systems. Truckers using the Ketenis station have access to a parking with amenities for a comfortable & safe stop while charging. The area is fenced, illuminated, and secured with access control and camera surveillance; it also offers Wi-Fi and sanitary facilities. "The need for charging infrastructure is a key element in the electrification of road transport. Completely in line with our leading role in the transition to renewable energy, we decided to act and, together with Milence, provide charging hubs in the Antwerp port area. We hope to be a source of inspiration for other ports and logistics areas," commented Jacques Vandermeiren, CEO of the Port of Antwerp-Bruges. Anja van Niersen, Milence's CEO, added, "With this strategic addition to the network, Milence's future roadmap is taking shape. Situated on the Rhine-Alpine corridor, one of the busiest freight routes in Europe, this will bring the charging infrastructure where it is most needed to enable the sustainable transport of goods across the continent." "These charging hubs make both truck parkings in the Antwerp port area an indispensable link in electric truck transport.

Together with Milence, we remove an important barrier for domestic and foreign transporters to switch to electric trucks. Road transport is and will remain important for our port, for the fast and timely delivery of very specific products and for the 'last mile.' Our port is Flanders' economic engine. The more sustainable – and in this case, the more electric – this engine runs, the better!" summed up Annick De Ridder, President of the Port of Antwerp-Bruges' Board of Directors. The Port of Antwerp-Bruges intends to become carbon-neutral by 2050. The ports already produce their own solar and wind energy.



PHOTO: PORT OF ANTWERP-BRUGES

SCRAP METAL TRANSPORTS FROM SWEDEN TO NORWAY SHIFT FROM ROAD TO SEA

The Ports of Halland, Stena Recycling, and Hydro Aluminium have partnered to set up a service that carries scrap metal on board ships instead of using trucks. The weekly service connects the Port of Halmstad and Hydro Aluminium's facilities in Sunndal, Årdal, Høyanger, Husnes, and Karmøy. The previous set-up saw trucks going from Halmstad to Älmhult, where the cargo got smelted before onward transportation to Norway. Whereas the service currently makes use of different berthing places in Halmstad, it will move to the brand-new 12-metre-deep Oceanhamnen once it's up & running in 2025. "This cooperation plays a central part in the development strategy for the new Oceanhamnen harbour in Halmstad. There, a new 200-metre-long quay together with 21 thousand square metres of yard is being constructed. The new port area is tailor-made for this type of goods handling that comprises containers and bulk cargo," highlighted Henrik Nanfeldt, the Ports of Halland's COO. Henning Wiik Tangen, Scrap Purchaser at Hydro Aluminium Metal in Norway, added, "We are very pleased with this sea freight solution from Halmstad, which has just come online. It will decrease CO₂ emissions and contribute to Hydro Aluminium achieving its sustainability goals. The Halmstad-Norway by-sea-volume stands for around 600 tonnes fewer CO₂ in

2024." "This here is an effective solution, most notably one that makes a difference for the environment. We help our customers to optimise their resource handling throughout the entire lifecycle, in which sustainable transport solutions are an important factor. It feels exceptionally good that we can contribute to Hydro Aluminium lowering its carbon footprint," said Andreas Kronqvist, Facility Manager at Stena Recycling.



PHOTO: PORTS OF HALLAND

NEW INTRA-SWEDEN RAIL SERVICE

Green Cargo has launched a new connection between Arken Kombiterminal in the Port of Gothenburg and the Port of Norrköping. The service offers daily (overnight) departures Monday through Friday for trailers, swap bodies, and containers. "We are seeing an increased demand for combined rail, sea and road transport. A large volume of goods is currently transported by road in this corridor. In collaboration with the terminals, we aim to offer the market a cost-effective, fast and sustainable transport alternative that strives to reduce its environmental impact,"

Matilda Hedström, Strategic Salesperson at Green Cargo, said. Peter Nerheden, Account Manager from DB Cargo FLS Nordic, added, "The new rail solution simplifies our logistics process and offers us a sustainable alternative to truck transport. Our customers want to purchase freight services from a forwarder, to effectively coordinate and synchronize communication and slot times. With this new solution from Green Cargo, we can offer our customers a time-efficient and environmentally friendly logistics solution that saves both time and money."

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DFDS SELLS OFC

The Swedish Gotland Company will take over the Oslo-Frederikshavn-Copenhagen (OFC) service for around DKK400 million (about €53.6m) from the Danish shipping & logistics firm. The deal includes the crossing's ferries *Crown Seaways* (room for 2,168 passengers and 1,482 lane metres for wheeled cargo) and *Pearl Seaways* (2,044/1,370), port agreements, and terminal equipment. Some 800 employees in route operations and support functions will also move to Gotland Company (no layoffs are planned as part of the route transfer). DFDS will, after completion of the agreement subject only to customary closing conditions, provide certain support services to the buyer for an agreed and limited period. The deal, which also includes a potential earn-out payment, is expected to be closed in October 2024. The OFC, kicked off together with DFDS' establishment in 1866, mainly functions as a cruise ferry service nowadays, serving around 700 thousand leisure passengers annually. "The route is a part of our history and heritage, and it is with a heavy heart that we have found a new home for the route and will be saying goodbye to a lot of valued colleagues. We have determined this to be the best way forward for all. We have grown and developed significantly over the years, and the route deserves to be in the hands of an owner with cruise experience as a core part of their strategy going forward. We are happy to have found that with Gotlandsbolaget [Gotland Company]," Torben Carlsen, CEO of DFDS, commented. He furthered, "The decision to sell the OFC route has been difficult. We believe it is the right decision and right timing for both the route and DFDS. Going forward, we will focus on our core business activities within freight, logistics and transport passengers as we continue to execute on our Moving Together Towards 2030 strategy unlocking the potential of our transportation network." Håkan Johansson, CEO of Gotland Company, said, "We see great potential in this business. The route is performing well today, and together with our new colleagues, we will both work to ensure continuity and develop the product. This is yet another step in our strategic direction to expand in passenger shipping."



PHOTO: DFDS

LAKEWAY LINK-SCANOCEAN ECO-FUEL DEAL

The Swedish shipping line, which just started a ro-ro service between Gdynia and Södertälje, will see its Lakeway Express tanked with ScanOcean's B15-DMA, a marine fuel with 15% renewable content. The bunkering operations of the ISO 8217-compatible and ISCC-EU-certified fuel will take place in the Port of Södertälje. "Our decision to partner with ScanOcean and begin using the B15-DMA fuel is a pivotal step in our journey towards reducing our environmental impact. This initiative not only aligns with our sustainability goals but also sets a new standard in the maritime industry for environmental responsibility," Fredrik Hermanson, CEO of Lakeway Link, commented. Jonatan Karlström, Managing Director of ScanOcean, added, "We are thrilled to partner with Lakeway Link as they embark on their new ro-ro service. This collaboration is not just a business milestone but a significant leap forward in our mission to provide sustainable fuel solutions. With our new product offerings, we are dedicated to leading the charge towards a greener maritime industry."

ELECTRIC 4X4 RO-RO TRACTORS – UNDER DEVELOPMENT

MOL and Volvo Penta are trialling the RME225 terminal tractor, featuring three battery packs (270kWh in total), an EPT802 gearbox, two 200kW propulsion motors, and a separate 50kW one to power the hydraulic system and the fifth wheel. "The technical progress achieved through our collaboration with Volvo Penta in creating the full electric 4x4 RME225 terminal tractor demonstrates our efforts to expand our range of new emission-free vehicles specifically for the rigorous needs of heavy-duty port equipment. We're ensuring that it performs reliably, efficiently, and effectively in real-life operational scenarios," commented Conrad Verplancke, Sales Engineer, MOL. Jeroen Overvelde, Area Sales Manager, Volvo Penta, added, "The value of electrification extends beyond the initial technology investment. The full electric tractor matches its diesel counterparts in performance, with potentially higher acceleration rates and available torque on the RME225. Success hinges on delivering superior performance and optimizing total cost of ownership." According to the parties, electrifying a terminal tractor reduces tailpipe emissions, hence air pollution. An electric drivetrain can also lower vibrations, creating a more pleasant and quieter working environment. Raf De Wit, Terminal Director at DFDS' terminal in the Port of Ghent (where the trial is being carried out), said in this regard, "This is in line with our efforts to decarbonize our land-based activities, improve the working environment, and increase the efficiency of our port operations."



PHOTO: MOL/VOLVO PENTA

ELME TO ADD GROWTH SPACE

The Swedish spreader manufacturer will erect 1,700 square metres within its four-facility-strong base in Älmhult this autumn. "The plan is to facilitate for increased manufacturing capacity in the existing product range as well as for new products that are planned to be launched within the truck and crane segment," the company highlighted in a press release. Gösta Karlsson, ELME's CEO, added, "Our investments in product development have turned out well and we can see an increased demand in Europe as well as Asia and the USA. In 2025, we are scheduling several exciting launches and to meet future capacity needs, we are now investing in larger premises." The manufacturer, celebrating its 50th anniversary this year, has recently been focusing on developing their crane spreader segment, including talent acquisition and purchasing new machinery to make the production process more efficient.



PHOTO: ELME

ÖRESUNDSLINJEN TO ELECTRIFY HAMLET

The ferry line, a subsidiary of the Danish Molslinjen, will retrofit the ferry operating across the Helsingør-Helsingborg crossing to sail on battery power instead of fossil bunker. The Swedish Echandia will deliver the battery system, scheduled to take place in H1 2025. It will be tailored for a minimum lifespan of ten years without requiring battery replacement. Recharging will take 11 minutes on average. *Hamlet* makes some 8,000 trips annually. It will be Öresundslinjen's third ferry running on electricity after *Tycho Brahe* and *Aurora* (both have 4.16MWh systems). Echandia will also supply two other battery packs for other of Molslinjen's daughter companies' ferries: *Nerthus* will get 3.1MW for serving the Fynshav-Bøjden route, while *Tyrfing* 3.8MW for the longer Ballen-Kalundborg link. "After evaluating multiple battery suppliers for this significant conversion project, the superior lifetime and lower weight of the Echandia

battery system stood out as the primary reasons why Echandia emerged as the optimal choice for us. These factors contribute to the lowest total cost of ownership and environmental footprint when compared to other options," underscored Kristian Durhuus, CEO at Molslinjen. Morten Larsen, Regional Director EU at Echandia, also commented, "This order once again demonstrates the recognition of Echandia's battery systems within the maritime market, particularly in Denmark. Following the successful deployment of harbour buses in Copenhagen in 2020 and securing the contract for Molslinjen's ro-pax ferries for [Denmark's] Als and Samsø [islands] in 2022, it is evident that Danish shipowners are increasingly valuing the advantages of Echandia when evaluating battery system options. We are honoured to have been chosen by Öresundslinjen, a leader in maritime electrification, for this significant project."

DP WORLD PICKS YOURED I

The Finnish provider of data connectivity services and solutions for logistics and the global supply chain will see its Carrier Connectivity Service integrated with DP's Cargoes Flow. As such, DP World's enterprise tracking tool for intermodal shipments will be connected to selected carriers through an application programming interface endpoint. "The centralized access point to the carriers' data enables the company to enhance visibility into specific ocean carriers and ensure the efficiency of their ocean freight operations," Youredi underscored in a press brief. Geesche Laksola, the tech company's Chief Product Officer, added, "We are thrilled about this partnership. By joining forces with us, DP World not only enhances its ocean carrier connectivity capabilities, but also embraces the global trend of opting for modern and advanced solutions over legacy platforms and building DIY [do-it-yourself] connectivity."



PHOTO: DP WORLD

NEW SOUTH-NORTH SWEDEN RAIL LINK

As of 23 May 2024, a new twice-a-week service (for craneable and non-craneable units) will connect Trelleborg and Umeå. The transit time for the 1,280-km-long route will be about 40 hours. TX Logistik will be the rail traction provider.

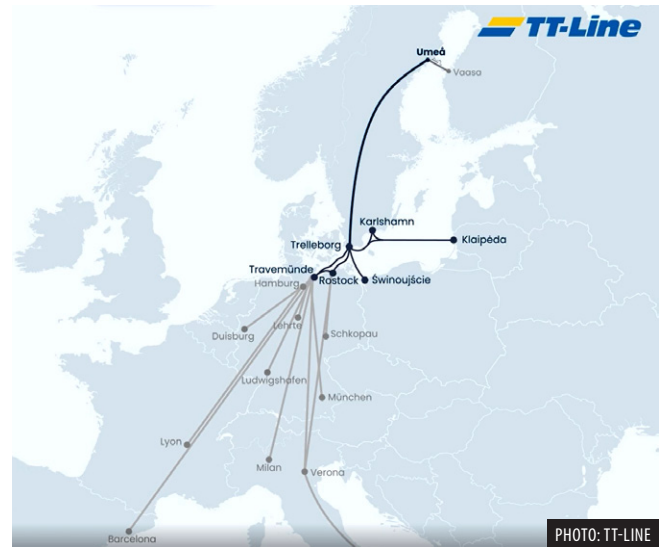


PHOTO: TT-LINE

AUTONOMOUS TERMINAL TRACTOR TESTED IN HELSINGBORG

The Swedish seaport has teamed up with EasyMile and Terberg to investigate the technology's maturity level and identify challenges ahead of potential investment. EasyMile will conduct the trial in several stages using Terberg's 'Drive By Wire' terminal tractor, specifically designed for autonomous/remote control. The project's initial phase, to kick off after summer holidays, involves brake tests, load testing, and mapping the vehicle's planned routes. At this stage, the vehicle's autonomy will be fully operational, but within a limited route and performing simulated operations only. As the test progresses, so will the complexity of the network driven by the machinery. Phase 2, to begin in autumn if all goes according to plan, will see the tractor taking part in normal operations alongside human stevedores on the ground. A safety driver from EasyMile will be in the cabin to relay instructions from the truck computer to the vehicle's AVMS (a system for routes and driving behaviours), monitor the autonomous movements, and validate turns. The Port of Helsingborg will use the test results to decide whether to equip its around 2030-ready new container terminal with autonomous tractors.



PHOTO: PORT OF HELSINGBORG

P&O FERRIES IMPLEMENT SURIKAT'S LYNX GOS

The company's operations at Europoort in the Port of Rotterdam have been automated with the Swedish tech firm's gate operating system (GOS). With the help of the experts in optical character recognition from the Finnish Visy, Surikat added the Lynx GOS feature to its Lynx terminal operating system, which is already being used by P&O Ferries at Europoort. The solution handles all gate processes for rail and truck & trailer traffic. A Visy camera portal analyses all vehicles entering and exiting the terminal, providing automatic number plate recognition, vehicle measurement, and a 360-degree capture of the vehicle and unit's condition. Additionally, the upgrade added new electronic signage at the freight gate to provide clear and easy-to-follow

instructions for the drivers, a multi-language user interface self-service gate-in/out & sailing check-in kiosk for drivers, and an automated terminal entry/exit barrier system. According to Surikat, Lynx GOS will reduce waiting times, optimise traffic flow within the terminal, enhance data quality, and enable digitalised customs processes for P&O Ferries. "We are excited to introduce Surikat's automated gate solution at Europoort, offering a streamlined and customer-centric approach to freight operations. This system not only enhances our operational efficiency but also prioritises the convenience and safety of our valued customers," Alex Cork, Director of Operations, Excellence & Programmes at P&O Ferries, commented.



PHOTO: SURIKAT

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IT PAYS TO BE SAFE!

by Przemysław Myszka

We all know the phrase 'safety first' whether it pertains to car driving, sports, or operating heavy-duty machinery. But does the port industry, and container terminals in particular, also live by that rule? We are talking with TT Club's Laurence Jones, a true veteran of championing safety and security, about the history of introducing safety measures in the port business, who supports them (and who doesn't), why investing in technology matters, as well as about organised crime that wants to snatch your shipment (physically and digitally) and the rationale behind adding minimum safety features to cargo handling equipment tenders (better still, making them a manufacturing standard).

■ Can you share the story of how you got involved in making port operations safer?

This is my 18th year with TT Club, and it has been fantastic focusing on safety and helping our members save money and lives. Altogether, my career has been a half-century journey of sharing my experience about how to make operations safer. I began as a cadet trainee electrical engineer working for the steel industry. I learned the ropes from the bottom up, so to say, by carrying tradesmen's tool bags at steelworks, something not seen very often these days if you're a white-collar worker or a university graduate starting one's career without practical experience. This ground perspective makes you see things, also safety-wise, that the C-suite in their offices don't necessarily know are even happening. I was then involved in designing, commissioning and operating open-cut and underground coal mines, which also included managing the rail & road side of the business, coal export terminals (including phase I of what's today the

world's biggest one, plus privatising another up-till-then run by the government), steel rolling mills; all in all, other heavy-duty activities for which safety should be paramount. After many, many years spent in various positions, I joined the ports arm of P&O as engineering manager of their container terminal in Sydney. After two years, I moved to the company's HQ, looking after their ports globally. When DP World took over P&O, I helped with the integration, after which I came back to Australia and began my adventure with TT Club. Here, I have been visiting 20-40 terminals a year, not only supporting them in their efforts to make the facilities safer with practices, procedures and technology but learning from them as well.

■ How does the port sector, especially its container part, stack against other industries safety-wise?

At the steelworks I worked for, the Lost Time Injury Rate (LTIR), an internationally recognised safety key performance indicator (KPI) was 0.5,

which is super safe. The figure for the underground coal mine was 30. In 1998, when I asked the people from the container terminal about their LTIR performance, they never heard of such a measure. I therefore I had to calculate it myself: 170!

So, we started working hard on getting that number down, among others, by hiring P&O Ports' first group safety manager. Some seven years later, and their LTIR was 32. This reduction was, of course, achieved through various means, but the single biggest contributor was convincing the top management that safety should be one of their KPIs. It might sound obvious nowadays, but low LTIR is just sound business – it pays to be safe! Naturally, improving the LTIR also requires good footwork on the ground: training the employees, raising their awareness about the risks and how to mitigate them, and deploying the right technology. I recall a certain global container terminal director who, during a conference a few years ago, highlighted that their most productive facilities are also the safest ones.



PHOTO: PRZEMYSŁAW MYSZKA

That kind of attitude demands a certain culture that flows through the whole organisation. Whereas it isn't a change that happens overnight – it requires much intentional and well-thought-out work across all tiers – there are really no downsides to embracing it. I mean, who doesn't benefit from increased safety in the end?

That is what I have been advocating for in the last couple of decades at various industry meetings and conferences. I remember the days at TOC when I was placed as the last speaker on the last day – because who wanted to hear about the importance of safety? Now, we have the Safety Village for the third year in a row at TOC Europe, and it has grown significantly each year. What is more, safety made it onto other panels' agenda – the tech, supply chain, and economy experts are all talking about it. I wouldn't mind thinking that I have had a little bit to do with it.

■ Who is in charge of safety?

It is very much a process. Though safety starts from the top executive, it cannot be left in the hands of safety managers alone for them to shout 'dos & don'ts' orders. I encourage managers to go on what I call a safety audit with the operatives. This way, they can uncover what's below the iceberg's tip. It also gives the ownership of safety to the entire staff, which can be a powerful motivator for staying on the safe side and for improvement.

One thing was paradoxical to witness over the decades in this regard, namely that trade unions weren't particularly interested in moving forward the safety agenda – to the point that I've heard one facility has only just recently been successful in introducing hard hats! Unions fear (to a varying degree) automation. However, oftentimes, people get redeployed into safer and more comfortable roles, such as operating a quay crane

from an office as opposed to sitting in a cabin high up on the crane. That is one reason why you can see more and more women joining the industry – it is getting safer.

Coming back to unions, there are certain events that leave them with no other option but to change their safety culture. There was one terminal where it was an open secret that employees drank alcohol. The union knew and did nothing despite years of me trying to convince them it was dangerous and unacceptable behaviour. Eventually, there came 'the day' when one worker was coming home from work and died in a car accident. The blood alcohol test revealed he had twice the limit. It required the death of a member for the union to realise they had to do something. That is a story from the mid-90s, and, fortunately, many modern terminals today have anti-alcohol policies in place. I have 'colourful' memories of dealings with unions, like them

chasing me across the quayside, “offering” me concrete shoes, and finally having them accept and trust me that their safety was my main concern. Today, unions and management are, in most places, working together to ensure a safe workplace.

I have done loads of safety surveys over the years. A typical one goes over 180 questions to assess what’s happening in a facility. Every question has its recommended best practices – how to improve things. Not a single terminal in my career ticked off all the boxes. Usually, there were 20-30 areas in need of improvement. No one is perfect – but everybody can get better.

■ **Is container terminal safety different in any shape, size, or form?**

Operating a container terminal is a fairly young business compared to other port activities or the coal and steel industries – it still has a long way to go, even though it has made pretty decent safety advancements over the last 50-odd years since containers were developed.

“We are different” is a phrase tossed around by container terminals more often than not, while in reality, they aren’t. Looking at the claims handled by TT Club, they are dealing with the same issues worldwide. The thing is – and I cannot stress this enough – that many of these issues are perfectly avoidable by investing in the proper solutions. Operators, at least some of them, are still having a hard time connecting the dots: that you save money by spending money. There is technology available that minimises the risk of, e.g., boom collision. Electronic boom anti-collision technology costs money, sure, but it’s spare change compared to the loss of life and limb, damaging the equipment and cargo, repairs, downtime, not to mention reputational damage and lost business.

There are things insurance simply won’t cover for. Being insured isn’t the same thing as being safe and secure. Studies have shown that for every dollar one gets from insurance, there are between eight and 36 dollars of non-insured costs like the ones mentioned above. Similar to the death in the union case, it’s still far too often that terminal operators invest in safety equipment after an accident – not to prevent it.

■ **How about risks outside the operator’s domain, such as organised crime (including cyber) targeting the logistics chain? What can the transport business do to mitigate them?**

It is essentially an arms race. Criminal organisations are always trying to be at least one step ahead of their potential victims. Issues like certain instances of theft seem quite manageable via straightforward methods such as ensuring safe parking places, gated fences, lighting and surveillance cameras. These solutions, which aren’t exactly rocket science, go a long way in combating cargo theft from trucks or stealing lorries altogether.

Naturally, operators also employ technology to their aid. The tricky part lies in using it properly. One can, for instance, install a zillion high-end cameras but have too few staff to screen them all constantly. Here thermal cameras come in handy, because they can alert when a source of heat appears and display it front and centre. It may be a fire, an animal walking past the fence, or a criminal cutting that same barrier. Then again, criminals have far more sophisticated tools in their arsenal. I remember one example where somebody broke into a transport company’s office. Some minor stuff was stolen to hide the true intrusion: installing malware to get into the digital system. Data manipulation (storage relocation, changing the ship-loading plan, ordering a container dispatch, etc.) can enable thieves to access containers directly in a terminal. The system ‘thinks’ it hands over the cargo to the permitted party – the data appears to be correct after all – but what it does is gives the container to criminals.

When it comes to cyber security, it feels like going full circle: 30 years ago, we saw the novelty of employing safety & security managers; today, the same happens with their cyber counterparts. Execs learn that this isn’t necessarily the job of the IT department, whose employees are more concerned with running the TOS or making sure the quay and yard equipment is well-connected so it can transmit data for optimal performance or as a means of predictive maintenance. Here, (cyber) footwork is also needed, like teaching workers that clicking every link they

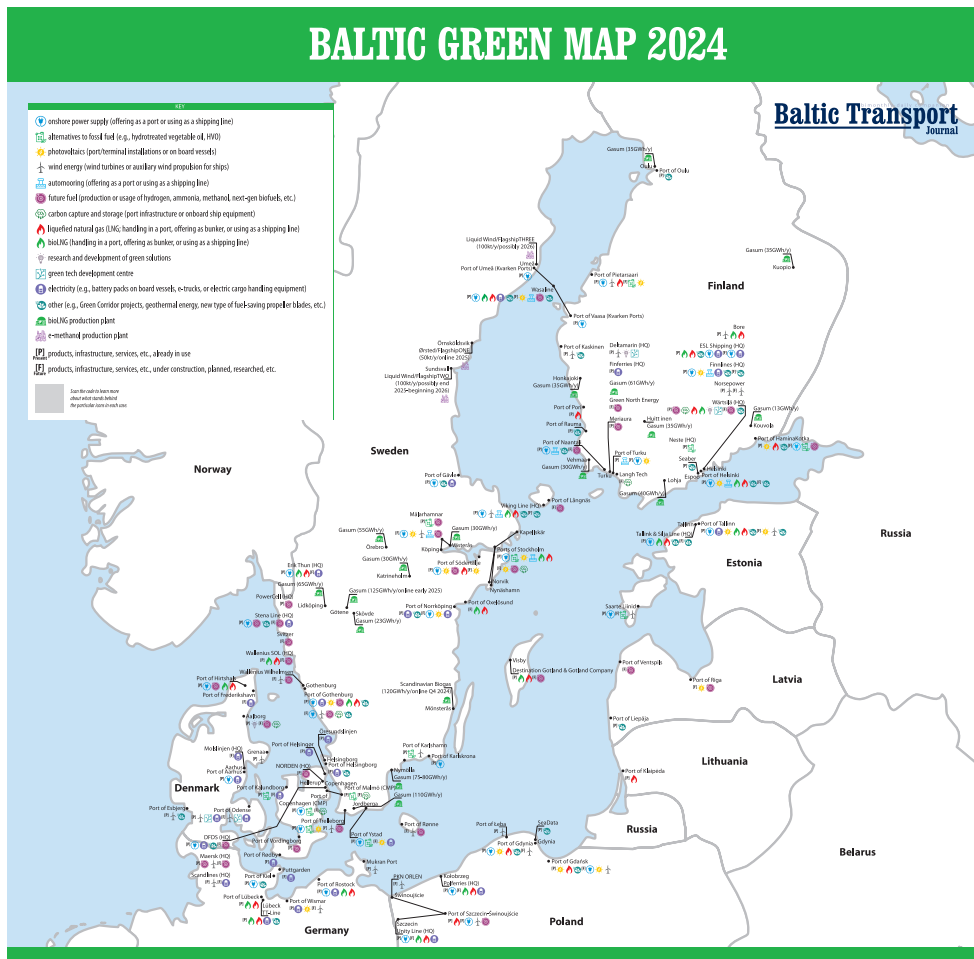
see might not be the best idea. Some employers invest in white hacking, commissioning experts to try breaking into their digital systems. A single employee opening a legitimately looking phishing hyperlink can be what it takes to hijack a company’s system.

Cybercrime has become the lay of the land – and an increasing portion of it, too; as such, everybody should be prepared accordingly. Fortunately enough, public authorities, like the police force, are actively taking up the cyber challenge as well. Yet, similarly, with insurance, it should be the company’s safety culture that stands watch, so to speak.

■ **What safety advancements would you like to see continuing once you start enjoying your retirement?**

A sustained, pronounced focus on safety overall. More specifically, I would love to see certain minimum safety requirements built into machinery purchases or, better still, convince manufacturers to make them standard rather than just optional. TT Club, with the help of the International Cargo Handling Coordination Association and the Port Equipment Manufacturing Association, has released several joint publications detailing the minimum safety features for quay cranes and yard equipment (these documents are available from the websites of the three organisations). I can recall one boom collision, when the repair cost amounted to two million dollars, plus it was out-of-operation for half a year and there was six million dollars worth of business interruption. The technology that would minimise the risk of that event from happening costs around 30 thousand dollars per crane. Even if you have a giant terminal with, say, 60 ship-to-shore gantries, that’s \$1.8 million, so nowhere near the bill for that one incident. Although the probability of boom collision isn’t that high, when it happens, it rockets the damage costs sky-high. I understand that retrofitting can get costly, that’s why I have been pushing to make safety a standard feature in newly built machinery. A global regulation making these safety features mandatory would be great to witness. As things stand today, the way forward is to break through to terminal operators with the ‘safety pays’ message. ■

INTRODUCING THE BALTIC GREEN MAP!



NEVER COMPROMISE

by Przemysław Myszka

There is time and place for fire: in a fireplace, a bonfire during midsummer, or as part of an artistic performance. Conversely, one would very much like to avoid property catching fire, including costly machinery engines. We are talking with Fogmaker's Fredrik Rönqvist and Gustav Stigsohn about their company's system, what makes it stand out, and the latest eco-friendly version. We also put the spotlight on Fogmaker's history, values, and sustainability efforts. In closing, we're discussing lithium-ion battery fires and what we can currently do about them as a first response.

■ How did Fogmaker come about?

The company got started in 1995 by the inventor Kennerth Samuelsson in Växjö in Southern Sweden. He was interested in rally car racing and noticed that the fire suppression systems weren't really fit for the job. Kennerth came up with a new solution that essentially gave birth to Fogmaker. The system we offer today is still based on that initial innovation, refined throughout those nearly three decades.

The beginnings were rough, to say the least, and the company struggled to stay afloat. Back then, we sold five-six systems per year versus today's 32 thousand. The development hasn't been linear. Things got rolling in 2004 when Fogmaker entered the bus market. The last ten years were a real boom – the business truly exploded. That makes us confident when setting ambitious annual targets, which even if we miss by a small margin of, say, one million euros, it does not throw us off balance. Long story short, Fogmaker has risen from a handful of people and scant sales to a workforce of 100 and a yearly turnover of 40 million euros. There's still a lot of room for business growth, in- and outside Europe. Fogmaker will be significantly bigger in three-to-five years.

■ What makes up the company's sales base?

Without a shadow of doubt, buses continue to be our sales engine, especially the European market. We are obviously very strong on our home turf here in



GUSTAV STIGSOHN, PRODUCT MANAGER



FREDRIK RÖNNQVIST, KEY ACCOUNT MANAGER



PHOTOS: FOGMAKER

Sweden, but concurrently see growth potential in overseas markets, particularly North America.

Obtaining approvals is the single most time-consuming thing when expanding our offer. We are, after all, talking about safety equipment that simply must work when push comes to shove. That is why different certification authorities take their time to validate the system's reliability and efficiency. This process may take up a few months; it may consume an entire decade in the most extreme case. Given the legal green light, which on average takes six-to-12 months, it's mainly footwork, footwork, and even more footwork by us and our dealers.

We are also increasingly focusing on attracting customers from other industries, be it material handling, forestry, construction equipment, agriculture, mining & tunneling, and, of course, the port sector. Regarding the latter, we've joined the Port Equipment Manufacturing Association. This move gave us greater visibility in the market and channeled more interest into our work. We have also observed a noticeable rise in safety awareness throughout the port business, not only in fire suppression systems but across the board.

■ What drives the company at its core?

Fogmaker is driven by expertise, commitment and integrity, the three values that resonate the most with



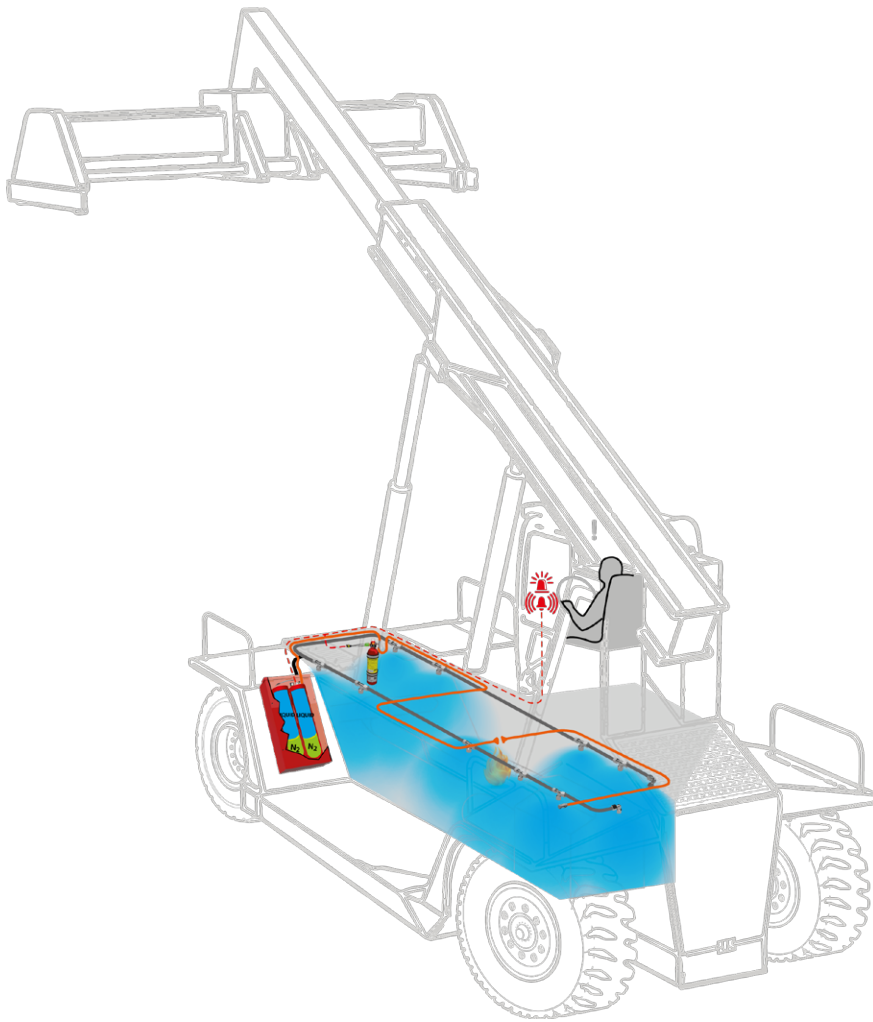
our employees. We aspire to be the most knowledgeable people when one approaches us to talk about fire suppression systems for machines and vehicles. We are committed to doing our best in ensuring that clients get all the information, feedback, and support they need.

Integrity is about trustworthiness across everything we do – that the company is a good employer, that customers are taken care of, but also that everything is alright with our supply chain: Fogmaker does not tolerate any dodgy business. Whenever we appoint a new dealer, we always go above and beyond to make sure there's no workplace mistreatment,

bribery, child labour, illegal material sourcing, etc., involved. Luckily, as Fogmaker has grown over the years, it has become easier to vet and distinguish between the partners we want to work with and all the rest. We have also launched the Fogmaker Academy to help the people wanting to work with the company know us: both the system and our values. In most cases, partners come to us to Sweden, with occasional trips in the opposite direction. Technicians who want to work with our system need to be certified by our trainers.

■ Can you walk us through what is your solution and how it works?





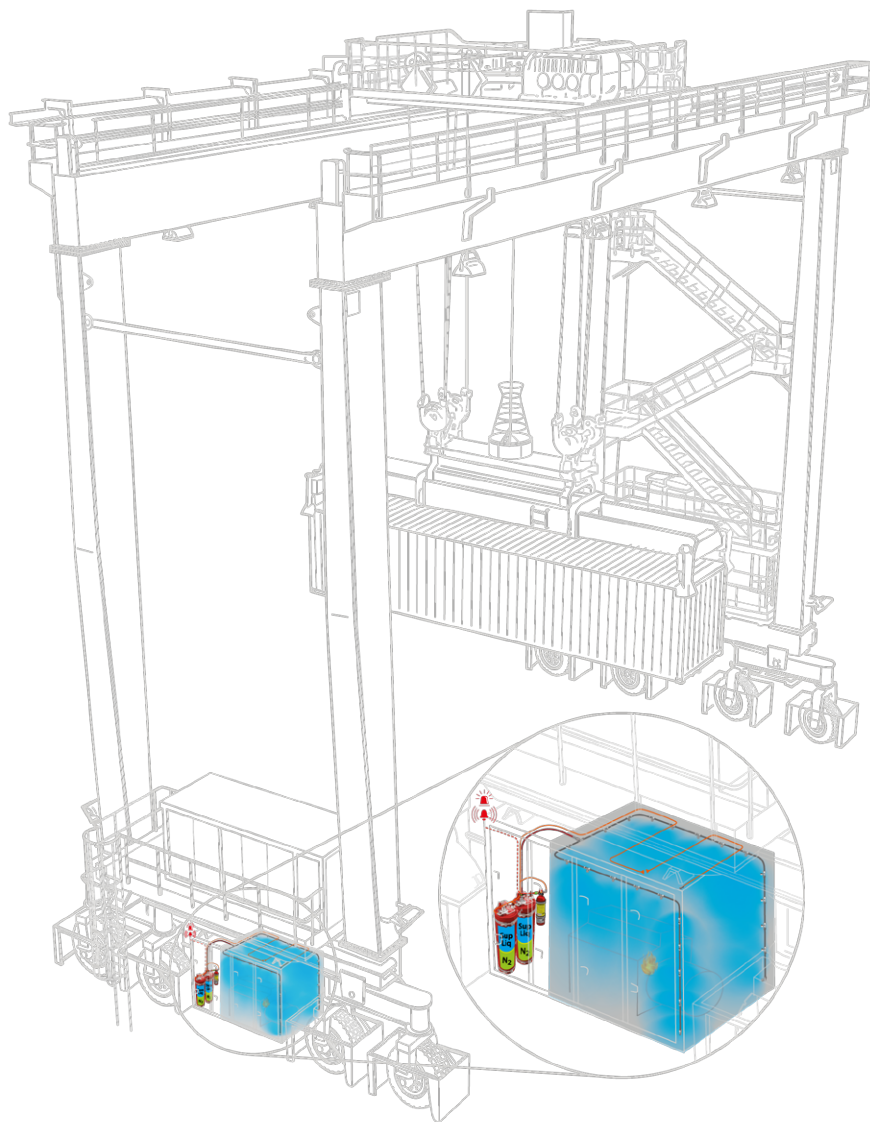
One could say that we have one product: the Fogmaker fire suppression system. Then again, the solution is so universal it's scalable and modular, from small to big applications. For the port business, that means it can be installed inside a forklift or on the biggest mobile harbour crane or a quay gantry. The system is also customisable and our company will be more than happy to assist clients in getting the optimal set-up for whatever is in their machine park. The operational environment plays a crucial role here, too. We recommend our clients from the port and mining businesses to have a system with a higher degree of stainless steel to account for the salty conditions they're operating in. Fogmaker is more than keen to assist companies in their fire suppression journey. As we only do machinery and equipment, our focus lies there. Upon client request, we will investigate what

and where they're operating. That step includes risk analysis and designing the particular set-up together with the customer's team. Here, we are often asked why experts in fire suppression need help, but the customer's team are the specialists who know their machines inside out. Their aid is invaluable. Whatever we discuss during these phases is protected by a non-disclosure agreement: all the details and designs are kept safe. Altogether, the port and shipping sectors are well aware of the many perils a fire can bring upon them. We at Fogmaker are ready to help guide them in doing their best to save lives at sea and in harbours, as well as to avoid property damage and costly downtime. Our solution is an investment for years. First, if checks and maintenance are carried out properly, the system is ready for action indefinitely. There are annual check-ups, small service

after five years, and a big one after a decade. We are catering to the automotive sector's demand of ten-to-15-year-long serviceability, but there are 'Fogmakers' that have 20 or 25 years under their belts and still in excellent condition. Worth adding is that ours is a multi-use system. After suppressing a fire, it naturally needs to be cleaned, refilled, and its parts checked and replaced if need be. But when that's done, the system can be used again. The aftermarket is well taken care of. We like to use the fire triangle to explain how our high-pressure, water-based mist system works. Fire needs three components to break out: heat, fuel, and oxygen. As such, Fogmaker's solution attacks all of them. Water is the best agent one can use for cooling in enclosed spaces, like engine rooms. The water-based mist evaporates, taking off heat by creating a steam that also gets rid of oxygen (one liter of water can create 1700 litres of steam). High-pressure goes hand-in-hand with the system's longer activation time: more heat is taken out through a longer period (typically 45-60 seconds compared to 20 for low-pressure solutions). Another crucially important feature distinguishing our system is its 'mechanical' nature, meaning it's operational 24/7/365 independent of any source of electricity. Our liquid also contains certain additives, including a foaming one. It functions as a chemical fire blanket over a pool of fuel, preventing it from fuming, hence igniting. There are anti-freeze agents (salts), too, that ensure readiness when it's cold; and, as an added value, these also increase the overall efficiency of fire suppression.

■ What difference brings the Eco I version of your fire suppression system?

The liquid in the latest iteration of our system is free of per- and polyfluoroalkyl substances (PFAS). After three or four years of development and experimenting with alternatives (neither of which satisfied us), we decided that an in-house-made PFAS-free solution was the way to go. It wasn't a simple swap, PFAS for environmentally friendly components, and we also had to adjust the nozzles to make systems with Eco



I as efficient as the standard version. We burned diesel counted in cubic metres during the final fine-tuning tests to make sure the new product doesn't compromise on performance. Eco I was designed with the environment in mind and is GreenScreen Certified™ at the silver level. PFAS are extremely stable, non-biodegradable molecules that make their way into groundwater and then end up in plants and animals – and in humans as we consume them. The EU is also debating on banning PFAS chemicals, with the decision likely to be made next year. We therefore wanted to be fully prepared for a PFAS-free future potentially coming in 2026-27. As things stand, Eco I is slightly more

expensive, but that's CAPEX only; operation-wise, the cost is the same. Eco I must also get new certification as the liquid composition is different. A lot of effort, time, and money went into developing Eco I, but interestingly enough, clients began asking for it faster than we first expected.

■ **And what is the company doing on other sustainability fronts?**

We have got the ISO 14001 environmental management certification. Our diesel vehicles run on hydro-treated vegetable oil, while others are hybrid or electric (with all internal transports being electrical, plus bicycling is highly encouraged). We have also changed much of the

lighting to LED. Our buildings have the overall B score on an energy efficiency scale from A to G (with the latter given for the worst performance). We also recycle; our system is mostly made of aluminium and we try to source recycled materials as much as possible. We keep air business travelling to a minimum.

The supply chain team checks the suppliers not only for the best price and quality but also scrutinises their environmental practices and footprint. That and the fact our supply network is relatively short, meaning Fogmaker doesn't have to use air freight to a considerable degree (that's also because our system goes without electronics). That also had the added benefit of COVID not affecting us all that much. In fact, none of our clients had felt the impact (also because we usually keep our stocks high).

■ **How do battery fires differ from other ones?**

As things stand today, it is virtually impossible to suppress a lithium-ion battery fire. We aren't aware of any solution capable of doing that. Stating otherwise should be a red flag for any client planning to invest in a fire suppression system. Fogmaker has been very upfront and integral in sharing that inconvenient for some message. Curiously enough, hybrid or fully electric vehicles do not burn so often as those with combustion engines, but if they do, such events immediately hit the news headlines. Statistics show that more than half of the fires start outside the battery packs. The focus in such instances is on suppressing the fire before it reaches the batteries. Extinguishing a battery fire is so difficult because the whole thing is encapsulated. The source of fire is, therefore, almost absolutely obscured. The best what the fire suppression industry can do now is to cool down the batteries with a water-based mist for as long as possible to buy time to evacuate people, save other vehicles, or isolate the burning one for firefighters to employ other measures. The long activation time of our system proves very handy in such situations. ■

it's out!



preview



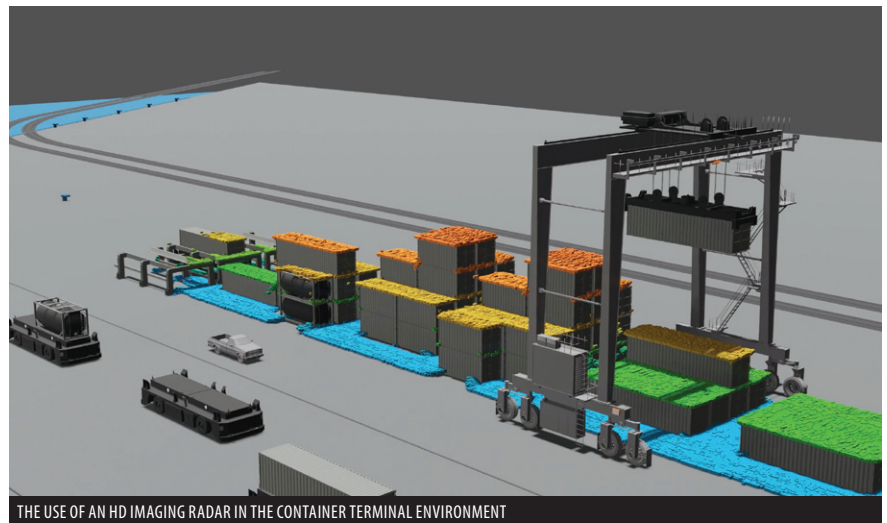
PRECISE POSITIONING WITH RADAR

by Benjamin Wuttke, Head of Sales, Symeo

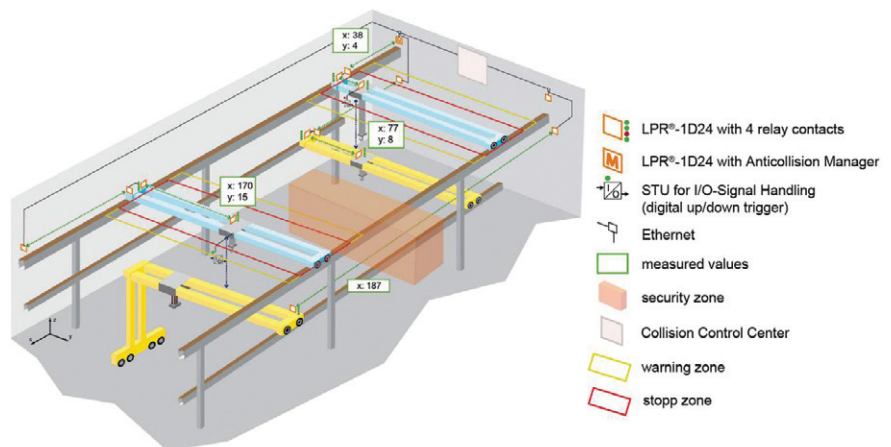
Symeo's industrial radar sensor technology has proven itself in ports and container terminals worldwide as a fail-safe, maintenance-free solution for determining positions, measuring distances and detecting movements. The great advantage of the patented LPR® (Local Positioning Radar) technology on which it is based is not only its accuracy, but also its robustness: Radar sensors work absolutely reliably even in the most contaminated, dusty, sunny, foggy or rainy conditions and under vibration. The company's research and development efforts give rise to hopes of even more advanced safety and object recognition solutions.

Radar-based measuring systems are already in use in many ports today. Symeo and its partners pay attention to ease of implementation and freedom from maintenance. With a sensor optimized for crane anti-collision solutions and a software solution, Symeo enables the retrofitting of existing crane systems. The LPR®1D24 radar sensor is used to measure distances of up to 1,000 meters. This is an important requirement for implementing collision avoidance systems in port terminals. Other measured values such as crane hook lift height and weight can also be transmitted via the LPR® radio channel. To implement collision avoidance solutions in complex systems with cranes on several levels, Symeo offers a modular assistance and management software called Collision Control Center (CCC) which enables easy parameterization and monitoring of the system.

Symeo is currently researching and developing in the field of HD imaging radar. In the future, Symeo radar experts want to combine the reliability of radar sensors with the high resolution of laser scanners and replace optical systems wherever dust and adverse weather conditions may impair visibility. Symeo is currently seeking contact with experts in port logistics and crane technology who are interested in accompanying the development of the HD imaging radar and discussing use cases. Even in the early stages of development, this advancement in industrial radar technology shows great potential for safety and automation tasks. ■



THE USE OF AN HD IMAGING RADAR IN THE CONTAINER TERMINAL ENVIRONMENT



WITH THE COLLISION CONTROL CENTER (CCC), SYMEO OFFERS MODULAR ASSISTANCE AND MANAGEMENT SOFTWARE SPECIFICALLY FOR COLLISION AVOIDANCE OF CRANES AND OBJECTS

A mosaic portrait of Marco Polo, showing his face and a red turban. The background is a golden mosaic.

"THE BEST MAP OF THE NEW SILK ROAD!"

MARCO POLO*

* NOT A REAL QUOTE (BUT WOULD BE IF
MARCO POLO WAS HERE WITH US – SCAN THE
QR CODE AND CHECK FOR YOURSELF!)





TOBIAS NEUMANN
Managing Director
UEBEX GMBH

■ **How did you like this year's edition of TOC Europe?**

All in all, we had a positive impression of the fair. Many of our existing customers came to visit, and we attracted many new prospective customers to our booth. So, yes, we liked this year's edition.

■ **How from your perspective look the current situation on the market?**

You can clearly note differences in the world's port industry. While European customers are a bit restrained in their outlooks, we see a positive mindset concerning investments to be made in other parts of the world. As a global company, we see more opportunities than obstacles and have a positive outlook.

■ **What new solution/product have you presented to your customers?**

For the first time, we presented the S-LAZE laser safety lights to mark hazardous areas around cranes or any other objects in ports during the day and night. Once in operation, a moving object like a crane uses audio signals; a visual marking on the ground will significantly enhance safety in terminals. ■



ELISA ROUHIAINEN
VP Sales Marine & Ports EMEA
IDENTEC SOLUTIONS

■ **How did you like this year's edition of TOC Europe?**

TOC Europe is always a good show to participate in. It's one of the few events where you also get participants from the Americas and Asia.

■ **From your perspective, what is the current situation on the market?**

Terminals have a budget for process improvements and solutions like Reefer Runner – an automated reefer monitoring system that automates a single process – which are very interesting options.

■ **What new solution/product have you presented to your customers?**

We introduced Reefer Runner 5G which doesn't require any infrastructure. It's a perfect solution for small terminals and reefer on the go, e.g. in barges, trucks and trains. ■



LARS MOHR
Sales Director
LASE

■ **How did you like this year's edition of TOC Europe?**

For me, the TOC Europe 2024 was a significant event for the port and cargo supply chain industry. The event is a platform to inform the industry about

LASE solutions and get in touch with the network for active exchange. My key highlights were the comprehensive insight into supply chains, digitalization, and advancements in automation technology, as our product portfolio perfectly fits this area. The event featured extensive networking opportunities, such as an evening reception, which allowed industry professionals to connect and share insights. Overall, TOC Europe 2024 provided a valuable platform for gaining actionable insights and exploring new technologies.

■ **From your perspective, what is the current situation on the market?**

The current state of container automation is characterized by rapid advancements to enhance efficiency, sustainability, and resilience in the face of global challenges. Key developments include adopting digital technologies, automating terminal equipment, implementing sustainability initiatives,

responding to global challenges, and enhancing safety and efficiency. Overall, container automation is transforming the maritime industry, making ports more efficient, sustainable, and capable of adapting to evolving global trade dynamics.

■ **What new solution/product have you presented to your customers?**

LASE has strategically integrated state-of-the-art multi-layer laser scanning technologies into its operations, marking a significant leap forward in innovation. This technological advancement has enabled LASE to develop and offer a wide array of pioneering solutions, each meticulously designed to meet stringent safety certifications and deliver unparalleled multifunctionality. By leveraging these advancements, LASE continues to redefine industry standards, ensuring its position at the forefront of technological leadership and market excellence. ■



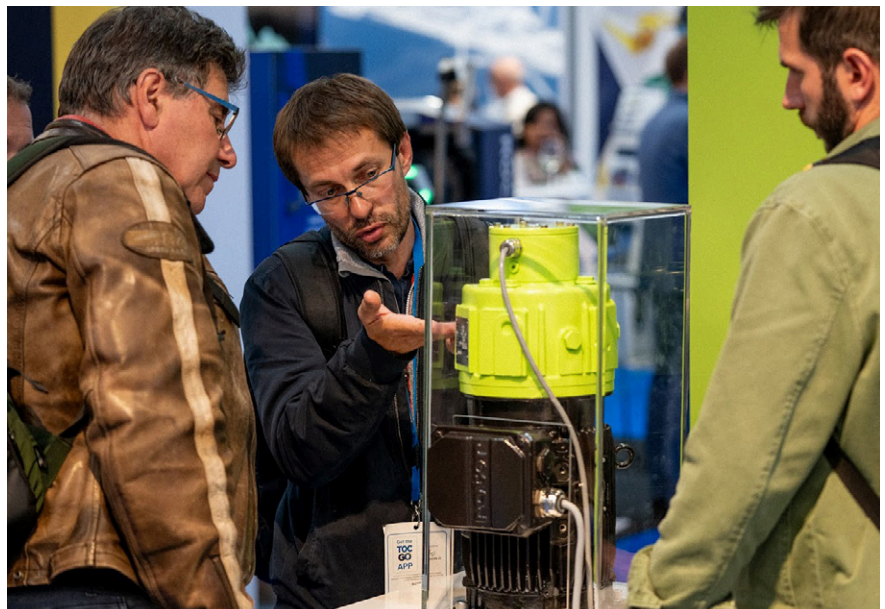
TANJA ALTJOHANN
Marketing Specialist
SANY EUROPE

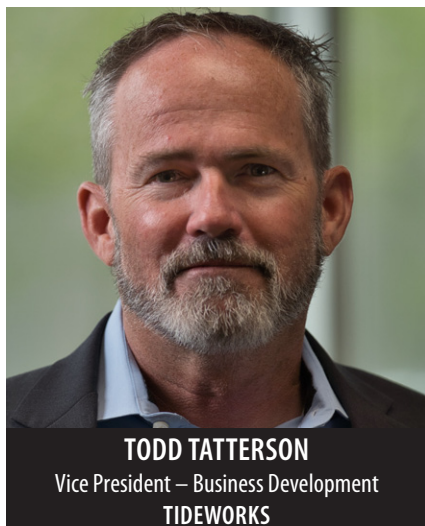
■ **How did you like this year's edition of TOC Europe?**

TOC is our most important exhibition. We have already rebooked TOC for 2025 in Rotterdam and hope to see as many interested people as this year.

■ **What new solution/product have you presented to your customers?**

SANY Europe is a manufacturer of mobile port machinery. This year we have shown our full liner portfolio of electrical and diesel machines, such as a reach stacker, empty container handler, and heavy-duty forklift. ■





■ **How did you like this year's edition of TOC Europe?**

I felt this year's TOC was very well represented, and as always, a first-class event. As a long-time attendee and exhibitor, it is gratifying to see how the Informa team has grown from a relatively unknown, intimate conference to the industry's leading conference.

■ **From your perspective, what is the current situation on the market?**

The market continues to grow and evolve. As in recent years, the growing theme seems to be automation, optimization, and sustainability.

■ **What new solution/product have you presented to your customers?**

Tideworks focused on its industry-leading intermodal rail Terminal Operating System (TOS), hoping to leverage our success in North America to benefit the client base in the European market. ■





FREDRIK RÖNNQVIST
Fogmakers segment manager for Material Handling
FOGMAKER INTERNATIONAL AB

■ **How did you like this year's edition of TOC Europe?**

We liked it very much. Many interesting potential customers visited us, and we gave many live demos of our system. We met lots of interesting people, took part in many product announcements, and listened to many interesting talks. We had some good discussions with our current and potential customers.

■ **From your perspective, what is the current situation on the market?**

The competition is tougher than ever, interest rates are up, and there is a mild recession; yet, we are doing well and, so far, meeting our budget.

■ **What new solution/product have you presented to your customers?**

PFAS free liquids, new versions/sizes of our system, and some development projects. ■



BRIAN I. CHOI
President
SMARCOM

■ **How did you like this year's edition of TOC Europe?**

As this is our first time attending this show as an exhibitor in Europe, we can say 'So, so.' We exhibited at TOC AMERICAS 2023 Panama last year, but compared to that, we had fewer visitors in Europe.

■ **From your perspective, what is the current situation on the market?**

As our product is an innovation in distributing container seals, we see good possibilities.

■ **What new solution/product have you presented to your customers?**

Our product is the AUTOMATIC CONTAINER SEAL DISPENSER RSD-5100 Series, networked to TOS. ■





THOMAS HÖRL-WEINHOLD
VP Industry Business Development
Symeo GmbH

■ **How did you like this year's edition of TOC Europe?**

We absolutely loved this year's edition of TOC Europe! It's a small but excellent trade fair with a focused industry audience, which made it very successful for us. We had a lot of customers and interests at our booth eager to talk about our sensor solutions specifically for demanding applications in ports where robust sensors are required. The event provided numerous opportunities for engaging talks, allowing us to connect deeply with industry professionals and showcase our innovations, especially with our all-new HD Imaging Radar. Overall, it was a fantastic experience, and we will be there again next year.

■ **From your perspective, what is the current situation on the market?**

From my perspective, the current situation in the ports market is rapidly evolving. Ports are increasingly integrating smart technologies to enhance operational efficiency. Many ports are adopting automated systems for container handling to help reduce cost and

increase throughput. This is where we offer future solutions with HD Imaging Radar, which will make a difference. The integration of sensors and smart technology is becoming essential in modern port operations, enabling ports to operate more efficiently and automatically and to minimize downtime. As the industry continues to evolve, the integration of advanced sensor technology will be crucial in meeting the challenges and opportunities of the future.

■ **What new solution/product have you presented to your customers?**

This year, we presented a new technology, HD Imaging Radar, which is designed to combine the reliability of radar sensors with the high resolution of laser scanners. After about six years of intensive research, we are now at the exciting point where the biggest technical challenges of HD Imaging Radar technology have been solved, and we can transition into the concrete product development phase. We believe that this is a breakthrough in the development of radar technology that offers completely new solutions for numerous fields of application. ■





DAVID HAMILTON
Director Industrial Sales
VOLVO PENTA

■ **How did you like this year's edition of TOC Europe?**

A good exhibition, buzzing with a lot of people from all relevant companies. The topics and focus areas among many at this tradeshow are gravitating towards solutions for productivity and the energy transition and it's good to be around our contemporaries in that regard. So, in short, a good TOC as always!

■ **What new solution/product have you presented to your customers?**

This year, Volvo Penta focused on its electric drive line at TOC. We presented our EV components kitted as an electric control and cooling package – which can be a compact and easy-to-integrate driveline solution for selected off-highway applications. Additionally, we showcased our collaboration with MOL, where Volvo Penta is powering the electric drive line for their new electric 4x4 Roro Tractor. Also important to us are our productivity solutions that're now done in collaboration with CPAC systems in the initial phases, where we offer an array of features and components enhancing productivity in port environments. Last but not least, we care about strong and sustainable aftermarket support, with re-man engines and tailored support solutions for port operators around the world. ■



LEE SANDERSON
Sales Director
CU PHOSCO LIGHTING

■ **How did you like this year's edition of TOC Europe?**

We felt that it was a well-organized, good-quality event. This was also enhanced with the TOC Go App, making it easy and simple to connect with key decision-makers. The foot-fall from the event was fantastic, and our team's feedback has been that it was an excellent show, with a variety of suppliers and options available to port decision-makers. The geographical split of attendees was extensive and gave an opportunity for commerce

relationships to be introduced and maintained in one area. It was a great event for CU Phosco Lighting.

■ **From your perspective, what is the current situation on the market?**

We believe that the market is buoyant, and this was evident by the well-attended TOC Europe event. Thanks to the creation of new ports in the developing countries, as well as the increase in demand for international trade and shipment requirements, the ports market is growing well.

■ **What new solution/product have you presented to your customers?**

At TOC Europe, we promoted our CU Phosco High Masts In-Tension Raise & Lower System, which enables maintenance for all high masts to be completed at ground level. This unique in-tension mast is a winch-based system that enables the smooth passage of the lighting carriage to floor level, making it easy and efficient to change or refit lighting, CCTV or Wi-Fi, amongst other applications. This stops the need to close a large area of the port or otherwise interfere with the floor space (for example, moving the shipping containers in the direct vicinity of the area). ■





FEDERICO JIMENÉZ

Business Field Head of Port Operation Tires
CONTINENTAL

■ **How did you like this year's edition of TOC Europe?**

It was an awesome fair with even more exhibitors than in previous years and interesting keynotes at the conference. We had a lot of customers and interested parties come by our booth with some good conversations. Especially a lot of international visitors coming to Rotterdam was great, and turned the TOC into a real community event.

■ **From your perspective, what is the current situation on the market?**

The market is facing a very unpredictable and volatile environment. Geopolitical unrest, inflating costs, and increasingly stringent regulations are the main causes of this uncertainty. In this environment, we see our role as a tire solution provider to remove tire related concerns from this equation with better performance as well as smarter and more reliable products. Digitalized fleets and their tires play a decisive role in this regard to meet the CO₂ emission targets of fleets in the terminals, among others.

■ **What new solution/product have you presented to your customers?**

We have a strong position in the port segment with one of the most comprehensive product portfolios in the industry. At TOC, we presented our digital solution portfolio and the TerminalMaster tire and DockMaster+ tire in the new dimension 18.00-33. This is tailored to the individual needs of port vehicle fleets: scalable solutions such as ContiConnect for large port operation fleets, ContiConnect Lite as the leaner version for mobile devices and the valve cap sensor solution supporting our customers by reducing costs and emissions, increasing their vehicle uptime and providing full operation transparency. ■





COEN EGGERMONT

Product Owner Smart Mooring
ROYAL HASKONINGDHV

■ **How did you like this year's edition of TOC Europe?**

This was a very interesting edition of TOC Europe; it was great to see the increasing amount of attention safety is getting in the industry. We still have a long way to go, but the topic of safety is becoming more and more visible.

■ **From your perspective, what is the current situation on the market?**

Specifically focusing on safety related developments, it is great to see the amount of new developments using sensors and advanced models (such as AI) to improve safety in and around terminals. We see an increase in reactive and predictive measures that can be taken to de-risk operations and make sure people return home safely after their long day of work.

■ **What new solution/product have you presented to your customers?**

We presented our Smart Mooring product which combines numerical models, weather and wave predictions and sensors to predict incidents caused by excessive ship motions. In doing so, we decrease the risk of injuries or fatalities due to snapping mooring lines and collisions between cranes and container stack and structures on the vessel. ■



RICK VAN REENEN

Marketing Specialist
STINIS

■ **How did you like this year's edition of TOC Europe?**

The TOC is one of the most interesting exhibitions to attend. For us, it's also a get-together with our friends from all over the world, people who are interested in Stinis and with whom we have a strong connection. It is really nice to see the latest technology and to hear feedback. These exhibitions help us improve our products and services.

■ **From your perspective, what is the current situation on the market?**

Well, it's clear that the struggles in the world have not been great for the maritime sector as well. However, we see that in the 200 years our company has existed, we have built up a loyal fanbase. We always strive to be the best and try to find solutions to speed up the logistics process. One way to do that is by implementing tandem operations on the quay side of terminals. The idea is to have less wait time for vessels and for more containers to be loaded or unloaded per hour. Overall, time and safety are more and more important as well.

■ **What new solution/product have you presented to your customers?**

As mentioned above, we have the most flexible option for tandem operations. At this moment, we are delivering Stinis Split-Headblocks all over the globe. This unique piece of lifting equipment has the ability to lift two long-twin spreaders simultaneously, which means four 20-ft containers per move. We've noticed that many new terminals are very interested in developing a standard for tandem operation. ■



JENS PETERSSON
Head of Sales and Marketing
ELME SPREADER AB

■ **How did you like this year's edition of TOC Europe?**

This year's edition of TOC Europe has been particularly special for us as we celebrated our 50th anniversary. The event has always been a key date in our calendar, providing an excellent platform to meet industry colleagues and engage with both OEM customers and end-users.

Our booth this year, designed with a 70s theme, attracted a lot of attention and allowed us to create a vibrant and welcoming space for discussions. We had many productive meetings and enjoyable encounters with both visitors and other exhibitors. Overall, we are pleased with this year's event and are already looking forward to next year's edition.

■ **From your perspective, what is the current situation on the market?**

This year, we focused on showcasing 3D models of some of our existing spreader models, alongside with a display of ELME Genuine Parts, our range of approved spare parts and accessories. While we did not have new product launches at this year's exhibition, we are excited about the future. Before the exhibition, we announced an exciting development for our company. We are

expanding our facilities to support continued growth and to broaden our product portfolio. This expansion will add approximately 1,700 m² of additional space to our headquarters in Älmhult, Sweden, facilitating increased manufacturing capacity and accommodating new products planned for the crane segments.

As we are investing in product development, with several exciting launches scheduled for 2025, our focus is on enhancing our production processes and expanding our premises to meet future capacity needs.

■ **What new solution/product have you presented to your customers?**

The current market situation remains positive from our perspective, with full order books and with increased demand for our products observed across Europe, Asia, and the USA.

Alongside the growth in the market, there are continuous requirements for solutions with technological advancements that can enhance capacity and efficiency for the container handling. Our planned facility expansion will increase our manufacturing capacity and will enhance our ability to meet the increasing market needs and introduce new products. ■





CHANTAL MOOIJ
Marketeer
CERTUS AUTOMATION

■ **How did you like this year's edition of TOC Europe?**

Once again, TOC Europe provided the opportunity to connect with our customers and partners while also serving as a remarkable platform for meeting new people. We spoke with people from all continents around the world. The event facilitated valuable networking and provided insights into industry trends and innovations.

■ **From your perspective, what is the current situation on the market?**

In addition to seeking good automation solutions, we see that customers are increasingly looking for excellent support. We experience customers valuing our 24/7 assistance and increased collaboration with local partners to provide timely onsite assistance. Additionally, we are focusing on designing our products to require less maintenance. For instance, our new cameras are designed to reduce the cleaning frequency.

■ **What new solution/product have you presented to your customers?**

After a thorough review of our solutions, we identified that the maintenance effort, particularly cleaning, could be improved. The new camera features a vibration function to shake off dust and water drops, a wiper for additional cleaning, and a nano-coating to keep the lens surface clean. Furthermore, it lacks a dome cover, eliminating the risk of UV-induced yellowing. As one of the last

steps in the selection process of the new cameras, we are currently wrapping up the field- & endurance tests. Experiences from the first deployments indicate that these new camera models will allow us to reduce maintenance intervals from once every two months to once every six months.

Additionally, we presented our new Stacker OCR solution for mobile container handling equipment. Manually

looking for lost containers in the stack is time-consuming and can lead to delays and unsafe working conditions. CERTUS Stacker OCR offers an innovative solution to overcome these challenges by combining container recognition (using advanced OCR technology) with location data from the terminal's positioning detection system. This way, the location of every container in the stack is confirmed, improving efficiency and safety. ■





FRANK OERLEMANS
Export Manager
TERBERG BENSCHOP

■ **How did you like this year's edition of TOC Europe?**

As usual, we were very happy with the TOC in Rotterdam. A great way to meet lots of business partners and find out where business can be found in the coming months!

■ **From your perspective, what is the current situation on the market?**

The market is a bit slow at the moment. Most terminals are making plans for investments, but sometimes it is hard for them to make the final decisions. This can be caused by the local situation in regards to the geopolitical turmoil, or just because a final decision must be made between yes or no pertaining to going green now or a bit later in the future. It is good to see that the customers are not negative about the (near) future.

■ **What new solution/product have you presented to your customers?**

We presented our new Proof of concept (PoC) of the RoRo tractor in a Full Electric version. This is quite an achievement as we had to combine a low 5th wheel, a large cabin, and a short chassis for maneuverability in one machine; we showed it to the customers the Monday afternoon before the TOC. In RoRo operations, this EV version also has, next to the 0-emissions, a big advantage for the workers inside the RoRo vessels as they do not work in the Diesel exhaust gases anymore, and there is a lot less noise. ■



CHRISTOPH ROTH
CEO
BOXBAY

■ **How did you like this year's edition of TOC Europe?**

At this year's TOC Exhibition in Rotterdam, we again saw a growing interest in our solution, BOXBAY, which is increasingly recognized as a forward-looking response to overcrowded container terminals. Visitors were especially intrigued by BOXBAY evolving into a flexible modular system that adapts to diverse terminal requirements with additional modules and peripheral solutions. The optional solar roof feature also attracted significant interest for enabling CO₂-neutral operations and generating surplus electrical energy for external use. BOXBAY's obvious and accepted capability for space optimization, facilitating expanded container handling and downstream logistics like warehousing and distribution on reclaimed land, remains a key attraction for customers.

■ **From your perspective, what is the current situation on the market?**

Customers revealed their assessment of the global economic landscape, especially concerning growth and investments; while global container throughput is rising, regional disparities are notable.

■ **What new solution/product have you presented to your customers?**

In principle, my presentation has shown how customizable, individual, and scalable a BOXBAY can be. With our toolbox of products, we can customize every challenge a customer needs to solve. Here we are talking about Side-Grid and Top-Grid as well as the hybrid solutions of both of them. We can combine laden and empty container solutions depending on the needs of our partners. Also, we can integrate service and maintenance bays. Looking at increased redundancy, we brought in the aisle-exchanger, which offers the opportunity to bring in additional stacker cranes in each available aisle in case of performance peaks and also to replace a stacker crane that might go into repair. All of this with the BOXBAY typical CO₂-free footprint, enabling complete avoidance of congestion, shuffle moves or other inconsistencies in the yard. ■



STEVEN LIANG
General Manager of Qomolo Product
WESTWELL

■ **How did you like this year's edition of TOC Europe?**

TOC Europe is not only one of the most influential container logistics events in Europe and beyond but also a global exchange platform for all participants to interact more deeply with each other, such as logistics customers, supply chain partners, and ESG partners.

■ **From your perspective, what is the current situation on the market?**

With the rapid growth of global multimodal transport, logistics customers have an increasing demand for intelligence. This demand for intelligent technology is not only seen in the drive to enhance operational efficiency, reduce costs, and overcome driver shortages but also in the desire to improve energy utilization and decrease carbon emissions. We have garnered vast practical knowledge of decarbonizing large-scale logistics ports. We have transformed this invaluable experience into universal solutions that can drive decarbonization across diverse scenarios. Facing the urgent need for green and intelligent transformation in the large logistics market, we will focus fully on the R&D and multi-scenario applications of Ainergy (New AI & Green Energy), aiming to create greater value and empowerment for large logistics customers during the 'digitalization and decarbonization' transformation.

■ **What new solution/product have you presented to your customers?**

We showcased comprehensive 'AI and Green Energy' solutions, empowering global customers to attain green and sustainable development across diverse logistics scenarios. These offerings encompass WellOcean, the Container Logistics Full-process Intelligent Solution; REEWELL, a comprehensive, all-scenario scheduling and coordination platform; and Qomolo, a New Energy Autonomous Driving Solution. Qomolo integrates green technologies and advanced AI to connect various major logistics scenarios. ■

AVLINO

■ How did you like this year's edition of TOC Europe?

This year's edition of TOC Europe has been excellent. The event has provided a dynamic platform for industry leaders, innovators, and stakeholders to come together and discuss the latest trends and developments in the container supply chain. The range of exhibitors and the quality of the presentations and panel discussions were remarkable. It's evident that the event continues to grow in relevance and importance, offering invaluable networking opportunities and insights into the future of our industry.

■ From your perspective, what is the current situation on the market?

The current market situation is characterized by both challenges and opportunities. On the one hand, we are seeing continued disruptions in the global supply chain due to various factors, including geopolitical tensions, labor shortages, and climate changes. These disruptions have led to increased costs and logistical complexities. On the other hand, there is a strong drive towards innovation, digital transformation and data standardization within the industry. Companies are increasingly investing in technologies such as automation, IoT and AI to enhance efficiency and resilience. Sustainability is also becoming a major focus, with more organizations committing to greener practices and reducing their carbon footprints.

■ What new solution/product have you presented to your customers?

We showcased the AICON Solutions Suite that we have developed to address some of the most pressing challenges faced by terminal operators today. It integrates advanced data engineering, AI and Operations Research to provide actionable insights, dynamic decisions, and autonomous workflows, reducing inefficiencies while increasing operational accuracy. Additionally, it offers enhanced interoperability with existing systems, ensuring a seamless integration process. Prospects have responded positively, as we highlighted the improvements in productivity and cost savings that AICON delivers. We believe this solution will play a crucial role in helping our customers navigate the complexities of the current market and drive their businesses forward. ■



GANTREX TEAM FEEDBACK

■ How did you like this year's edition of TOC Europe?

TOC Europe 2024 has been a resounding success for Gantrex. We had lots of activity and significant traffic at our booth. In addition, one of our Gantrex experts presented a case study at the TECH TOC forum, leading to engaging conversations with the audience afterwards.

Overall, TOC Europe 2024 was an excellent platform for networking, sharing our innovations, and expanding our reach in the industry.

■ From your perspective, what is the current situation on the market?

From our perspective, the current situation in the ports and intermodal industry looks dynamic and promising. The market for ports and intermodal services is increasingly competitive and evolving, and the demand for efficient and technologically advanced solutions continues to drive innovation across the industry.

■ What new solution/product have you presented to your customers?

Besides our traditional crane rail fastening business, we presented our "Port Crane Solutions," including Crane Diagnostics, Crane Parts, and Services. Our comprehensive crane diagnostics offer includes advanced techniques like 3D scanning and vibration analysis. We also offer a variety of crane parts essential for smooth operation. Another significant development is our recent acquisition of Liftcom, a Rotterdam-based company well-known for its expertise in crane services. ■

NTGROUP



■ **How did you like this year's edition of TOC Europe?**

Just like last year, FERNRIDE exhibited at TOC Europe in 2024, and once again, it was the place to be for anyone in the container terminal industry. We are very pleased to see that the event is growing, not only in terms of exhibitors but also in terms of Terminal Operators attending! We had great meetings and insightful discussions, and it is great to see the progress that the industry has made in a year in terms of readiness for the automation of horizontal transport in mixed traffic. I can confidently say that we will see more automation projects in the upcoming months with some front-runner terminals around the world.

■ **From your perspective, what is the current situation on the market?**

Driven by increasing competition and the ongoing disruptions from the past five years in different parts of the world (e.g. Red Sea, Suez, supply chain), there is an uptick in the industry, looking for ways to increase capacity, throughput, and optimize performance as well as making terminals safer and more sustainable and ensuring future-proof operations. This strategic long-term thinking is what sets the industry leaders apart, while others will start acting when the pain is big enough. We've been seeing a steady increase of interest in FERNRIDE's automation solution as operators keep on

coming back to the topic of resolving the automation of the complex nature and human resource-heavy mixed horizontal transport. At the same time, we see great progress in executing in some quick-win areas, such as gate automation. Eventually, for most container terminals, it is a matter of prioritizing projects, allocating resources, and staying focused on the technology to be implemented next. From my conversations, I can say that maintaining performance and uptime – undisturbed operations – are the key factors when suppliers implement new technologies. With that principle in mind, FERNRIDE takes the pragmatic approach of human-assisted autonomy to deliver exactly that to operators. Finally, at FERNRIDE, we believe that automation requires holistic planning, considering people and processes. We observed several terminals where automation was introduced in silos, e.g. per equipment, which did not deliver the expected outcomes. Appropriate terminal level and long-term plans will be required to see more success stories on the market.

■ **What new solution/product have you presented to your customers?**

FERNRIDE offers a scalable automation solution for horizontal transportation in mixed traffic. We take a pragmatic human-assisted approach to autonomy, which allows for real-time exception handling. As a result, the system guarantees the highest reliability and availability, seamlessly integrating into the operations with a phased approach. This year, we have also presented the insights and milestones from one year in live operations at HHLA TK Estonia at Tallinn's Muuga Harbour. Additionally, just before the TOC, we announced our next-generation autonomous vehicle kit. This fully industrialized solution enables safe and high-performing autonomous driving, access to remote assistance, and the highest reliability in operations design to scale for various fleet sizes and geographies. This milestone enables the path to series production and global deployment of the FERNRIDE-enabled autonomous vehicles. ■

■ **How did you like this year's edition of TOC Europe?**

TOC was a success this year, maintaining its reputation as one of the key events in the industry. Tuesday, in particular, was an exceptionally productive day. The attendance was impressive, and the level of involvement of the participants was high. It was clear that participants were eager to explore new technologies and solutions, leading to many meaningful conversations and networking opportunities.

■ **From your perspective, what is the current situation on the market?**

From a market point of view, the prospects seem promising. The interest in our new products is proof of the changing needs of the industry and the demand for innovative solutions. Despite lower attendance in the last days of the event, the quality of interactions and enthusiasm shown by potential clients and partners give us confidence in the opportunities ahead. Overall, TOC continues to be a valuable platform for showcasing our achievements and engaging with the market.

■ **What new solution/product have you presented to your customers?**

This year, we presented our latest innovations – Flat Loader and Container Mover. Both products met with great interest and positive feedback from people who visited our stand. The Flat Loader with its advanced capabilities and the Container Mover, designed with efficiency in mind, have attracted the attention of a wide range of industry professionals. These presentations allowed us to highlight technological advances. ■



OLIVIER BAAS
CEO & Founder
VILLARI

■ **How did you like this year's edition of TOC Europe?**

This year's TOC Europe was exceptional. The atmosphere at the Rotterdam Ahoy Centre brought together industry leaders, decision-makers, and solution providers to discuss the future of the port industry. It was the first year of Villari exhibiting, and we met a lot of interesting terminal operators and service companies in the port business. The impression is that structural lifetime is on the agenda for most people.

■ **From your perspective, what is the current situation on the market?**

The port industry is evolving rapidly, driven by technological advancements and sustainability efforts. Beyond cargo handling, ports now integrate with supply chains and play a pivotal role in global economies. Investment in port infrastructure is essential, with automation, digitalization, and safety as key priorities. At Villari, we leverage our unique technology to enhance port efficiency through continuous wireless asset monitoring.

■ **What new solution/product have you presented to your customers?**

We presented our certified permanently installed wireless sensors that detect small fatigue cracks in critical locations of steel structures, enhancing the lifetime of vital assets such as port cranes. Together with our engineering partners, we help terminal operators optimize maintenance, improve safety and increase port efficiency. By extending the lifetime of ageing assets, they also reduce the CO₂ emissions generated by premature replacements, reinforcements, and repairs. ■



ELIN AMRÉN
Marketing & Communication Director
SFORTEQ

■ **How did you like this year's edition of TOC Europe?**

This year's TOC Europe has once again proven to be an exceptional platform, bringing together top industry professionals and fostering innovation in container handling. The event continues to provide a valuable opportunity for us to showcase our cutting-edge solutions and engage with industry leaders about the future of port technology.

■ **From your perspective, what is the current situation on the market?**

The container handling industry is currently undergoing significant transformation, with sustainability becoming a major focal point. There is an increasing drive to reduce environmental impact and improve operational efficiency. At sfPORTEQ, we are deeply committed to sustainability and innovation. Our spreaders are designed to be lightweight and require minimal maintenance, which significantly reduces downtime and enhances overall productivity. We are proud to lead the way in developing sustainable solutions that contribute to a greener future for the industry.

■ **What new solution/product have you presented to your customers?**

At sfPORTEQ, we continue to push the boundaries of innovation. While our SHRP & SHRP+ Single Hydraulic Piggyback spreader, introduced last year, remains a significant highlight due to its efficiency and versatility, this year we focused on showcasing our overall advancements as a company. Our commitment to continuous innovation ensures that our products meet the highest industry standards and address the evolving needs of our customers.

During the fair, we highlighted our comprehensive range of container spreaders, including Yard spreaders, Intermodal Spreaders, Ship to shore spreaders, and mobile harbour spreaders. Our emphasis was on demonstrating how our cutting-edge technologies and sustainable solutions are transforming the container handling industry. By continually improving our products, we strive to provide the most reliable and efficient solutions to our customers, contributing to a more sustainable and productive future. ■



■ **How did you like this year's edition of TOC Europe?**

What we value the most about TOC are the workshops and conferences, as they offer the opportunity to learn from industry leaders who can help us improve our operations and strategies at TEC Container.

■ **From your perspective, what is the current situation on the market?**

We are quite optimistic about the market situation and hope that all the projects we are working on can be closed for TEC Container.

■ **What new solution/product have you presented to your customers?**

In this edition, we also want to show the new versions and improvements in our OH Frames and Lashing cages, which are market-leading products worldwide. We wanted to show our commitment to the future through shore power. We are continuing with the expansion of our market in Spain. We are opening new paths, first with the installation of our first unit in Palma de Mallorca and later with the unit in Cadiz. ■



■ **How did you like this year's edition of TOC Europe?**

TOC is the leading exhibition in our industry and, therefore, the most important event of the year for us. It brings together all the key players, from customers to partners. Every year, we generate valuable new leads, strengthen our existing partnerships and gain new insights into the industry. This year, we were particularly impressed by the concept of Tech TOC and the Safety Village. The active conversations and stimulating discussions in the Safety Village provided us and helped our customers to be updated on the newest safety innovations. As an improvement, we suggest introducing topic-specific sessions with, e.g., a speed dating approach to provide terminal operators with improved and easy access to specific information and a comprehensive overview.

■ **From your perspective, what is the current situation on the market?**

Although we cannot assess the exact situation of our customers in detail, we are seeing strong growth in automation. However, this also leads to increased competition in the technology sector. Additionally, we see significant growth in the field of artificial intelligence. Our technology has great growth potential, especially when looking at other industries.

■ **What new solution/product have you presented to your customers?**

Our Mi-Star solution has particularly evolved in design and additional functionalities. In our complete portfolio, we are able to offer the next generation to match current challenges, technology improvements, and customer needs. It primarily consists of tracking technologies that ensure safe interaction between automated equipment and manually operated machines and/or personnel. This interaction is visualized through a digital twin, which now boasts a new design. Furthermore, we offer fleet monitoring to keep an eye on KPIs, in-cab visualization for manual operations, and auto-steering for precise container box localization. ■





FRANK BUSSE
Partner / VP Europe
HPC HAMBURG PORT CONSULTING

■ **How did you like this year's edition of TOC Europe?**

This year's edition of TOC Europe was outstanding. The event was well attended, creating a vibrant atmosphere perfect for networking and exchange of

experiences. Besides reconnecting with our known partners, suppliers, and service providers, we were thrilled to meet many new contacts. More than half of the connections we made were fresh, stemming from specific requests and interests that these individuals and companies had. This influx of new and promising leads has certainly increased our optimism for future collaborations and opportunities. TOC Europe continues to be an invaluable platform for growth and innovation in our industry.

■ **From your perspective, what is the current situation on the market?**

From our perspective, the current market situation is quite dynamic and promising. Europe is heavily focusing on automation and digitalization, with a particular emphasis on AI solutions. This trend is driving significant advancements and efficiencies within the industry. At the same time, there are numerous attempts at consolidating market players, subtly

changing the competitive landscape. Larger players are actively pursuing inorganic growth strategies, while smaller players are seeking to implement high degrees of automation wherever feasible. These trends are creating a vibrant and evolving market full of opportunities for innovation and collaboration.

■ **What new solution/product have you presented to your customers?**

This year, we were excited to introduce our latest AI solutions and approaches for digitalizing and optimizing services. These innovations are designed to enhance efficiency and drive smarter decision-making for our clients. Furthermore, in recognition of the increasing demand for better utilization of TOS, we have also launched a new service dedicated to helping our clients with TOS optimization. This new offering aims to enhance the efficiency and effectiveness of their terminal operations systems. ■



HARRISON NGUYEN
Business Development Manager
RBS

■ **How did you like this year's edition of TOC Europe?**

This year's edition was very informative and interesting as it mentions a fair bit about automation and its legal and safety angles. In particular, we found the article "The way to go (in spite of a few roadblocks)" by Peter Szelei especially interesting, as it was informative for our business knowledge, with our product also being geared towards automation. It is exciting to know that

newer technologies such as IoT integrations, predictive maintenance, and artificial intelligence are increasing in numbers in marine terminals. Our latest product, TOPX Intelligent, adopts a variety of these technologies to make automation more efficient. This specific article struck a chord with our team, and we really enjoyed reading the other articles in the edition, too.

■ **From your perspective, what is the current situation on the market?**

The current situation of the container terminal industry is that there seems to be a slower adaptation of automation and certain digital technologies. However, in the case of Terminal Operating Systems (TOS), terminals seem more willing to adopt automation and AI to improve the efficiency of their overall operations and to work well with the adaptation of their automatic equipment and sensors. So, we have seen an increase in demand for new technologies being available in a TOS. We have also seen increased interest in digital twin technology, which stems from terminals wanting a complete view of their terminals to optimize plans and future moves.

■ **What new solution/product have you presented to your customers?**

In Q3 2024, RBS will release its newest product to revolutionize the TOS industry and move it forward into a new age of smarter ports. TOPX intelligent is a module that will boost the terminal's operations so that every single move is done in the most efficient way possible. It does this by analyzing, optimizing, solving, and predicting every single possible problem that could occur in execution so that the operation is perfected. Moreover, it has reactive capabilities that allow it to make real-time changes to the operation plan if disruptive and sudden changes occur. Combined with digital twin technology, terminal operators, planners, and managers can have a complete, real-time and future view of their terminal at any given moment. This allows for increased control and visibility, proving invaluable for a terminal. Finally, the digital twin display and intelligent engine can work together to demonstrate which operational problems can be solved and how planning is optimized for future execution. ■



JUNIOR VAN REMORTELE
Director
BIG TRUCKS EMEA FOR HYSTER

■ **How did you like this year's edition of TOC Europe?**

The TOC Europe exhibition is a great way to engage with existing and potential customers directly and personally in a relaxed environment. We also supported our dealers at the event and showed how together we can provide Clean Power that Means Business. It was also an opportunity to learn from our industry peers and discover the latest developments and updates affecting ports and terminals. This helps us further expand our insight and understanding of the challenges faced in this specific industry, helping us consider the right solutions.

■ **From your perspective, what is the current situation on the market?**

The market is in a transition where customers are facing challenges in decarbonisation, sourcing supply, and digitalisation. Where the market is going, we cannot comment, but what we can say is our strategy to provide modular and scalable solutions helps us meet customer needs wherever they are on their roadmap. We offer a range of power solutions to meet the needs of the customer and help them on their journey. This includes HVO100 fuel as well as battery electric vehicles and hydrogen fuel cell powered equipment. Our dual-sourcing supply of port equipment also helps give customers the right truck at the right time. Meanwhile, our advancements in digitalisation support customers with data and insight to help

make their operations run effectively (such as the iTerminals Project that we are involved in).

■ **What new solution/product have you presented to your customers?**

Our focus at TOC Europe was the technology we can offer to help customers make their operations more sustainable. We can help with battery electric vehicle options, hydrogen fuel cell power,

or even diesel trucks with HVO100 fuel, which can reduce up to 90% of CO₂ emissions. Across the Hyster® range, many models are lithium-ion ready. However, with higher-capacity trucks, our focus remains on the development of integrated lithium-ion battery-powered solutions. We already have integrated lithium-ion lift trucks in the field, with capacities from 7 to 18 tonnes, as well as lower-capacity models such as the J2.5-3.0XNL forklift series. ■





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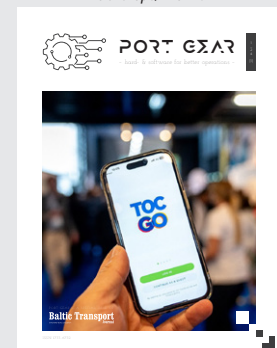
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