



REDUCED TRANSPORTATION COST AND LOWER ENVIRONMENTAL IMPACT BY AUTONOMY IN SHIPS AND PORTS

Use this opportunity to take part in a seminar dedicated to the latest advances in ship and port autonomy, and how these can contribute to the sustainable development goals and improved effectiveness in waterborne logistics.

Date and time:

September 7th, 2022

Session 1: 10:00 – 12:30 CET

Session 2: 13:30 – 16:00 CET

Where:

SMM, Hamburg Messe, Room A4 St. Petersburg

The seminar is free of charge for SMM visitors, and it consists of two independent sessions. Each session is limited to 100 participants, first come first served.

You can register for one or both sessions through the same link below:

[Register here](#)

Session 1: Effects of autonomy on society, businesses, and logistics

Time	
10:00	Registration and coffee
10:30	Welcome and introduction. Ørnulf Jan Rødseth (SINTEF Ocean)
10:35	Why autonomy in waterborne transport? – A systematic review Marco M. Colella (PNO) Linking ship and port autonomy to sustainable developments goals and concrete societal benefits.
10:50	Leveraging autonomy to create cost effective and sustainable businesses for intra-European transport Kristoffer Kloch (DFDS) An example of linking short sea shipping to inland waterways to create new automated logistics systems.
11:05	A broader perspective on logistical and supply chain opportunities created by autonomy in ships and ports Antoon van Coillie (ZULU Associates) How can European and International cargo transport system benefit from increased automation in ports and on ships?
11:20	Reducing cost of transshipments by automation in ports and terminals Janne Suominen (MacGregor) Automation in port as an essential factor for increased use of waterborne transport in supply chains.
11:35	Break
11:45	Panel discussion with Q&A. Moderator: Ørnulf Jan Rødseth (SINTEF Ocean)
12:30	Session 1 finished



Session 2: Technical status, drivers, and barriers




Time	
13.30	Registration and coffee
14:00	Welcome and introduction. Odd Erik Mørkrid (SINTEF Ocean)
14:05	Who will be first – autonomous car or autonomous ship? Ørnulf Rødseth (SINTEF Ocean) Autonomous ships is a more realistic value proposition than autonomous cars, but current approval procedures may be too strict and costly. How the concept of autonomy is different for cars and ships, and other factors that favours the autonomous ship as winner given that the industry agrees on reasonable safety requirements that allows for cost-effective deployment of MASS.
14:25	Adaptation of port call process for autonomous ship in a big port Jorge Miguel Lara Lopez (Fundación Valenciaport) The presentation aims to conceptually analyse the implications of the call of an autonomous vessel in a large port, needs, pros and cons from an operational point of view and its implications at the level of communications and information.
14:45	Automation of inland waterway vessels Benjamin Boyer (Central Commission for the Navigation of the Rhine, CCNR) How does IWW rules and regulations adapt to automated shipping? What is the vision of the Central Commission for the Navigation of the Rhine (CCNR)? How is this linked to MASS developments in IMO?
15:05	Break
15:15	Panel discussion and Q&A. Moderator: Odd Erik Mørkrid (SINTEF Ocean)
16:00	Session 2 finished

Confirmed speakers:

- Marco M. Colella (PNO), coordinator of AUTOSHIP
- Kristoffer Kloch (DFDS), partner in AEGIS
- Janne Suominen (MacGregor), partner in AEGIS and MOSES
- Ørnulf Jan Rødseth (SINTEF Ocean), AEGIS and AUTOSHIP, manager of NFAS
- Benjamin Boyer (Central Commission for the Navigation of the Rhine, CCNR)
- Jorge Miguel Lara Lopez (Fundación Valenciaport), partner in MOSES
- Antoon van Coillie (ZULU Associates), partner in AUTOSHIP



About the projects

Project	Objective
 <p>AUTOSHIP – Autonomous Shipping Initiative for European Waters</p> <p>Coordinator: Ciaotech S.r.l. – PNO Group, Italy</p> <p><i>European Union’s Horizon 2020 research and innovation program under Grant Agreement N° 815012.</i></p>	<p>AUTOSHIP aims at speeding-up the transition towards a next generation of autonomous ships.</p> <p>The project will build and operate two different autonomous vessels, demonstrating their operative capabilities in Short Sea Shipping and Inland Water Ways scenarios, with a focus on goods mobility.</p> <p>https://www.autoship-project.eu/</p>
 <p>MOSES: AutoMated Vessels and Supply Chain Optimisation for Sustainable Short SEa Shipping</p> <p>Coordinator: National Technological University of Athens (NTUA), Greece</p> <p><i>European Union's Horizon 2020 research and innovation program under Grant agreement N° 861678.</i></p>	<p>MOSES aims to significantly enhance the SSS component of the European container supply chain by addressing the vulnerabilities and strains that relate to the operation of large containerships. MOSES will follow a two-fold strategy, which consists of reducing the total time to berth for TEN-T Hub Ports and stimulating the use of SSS feeder services to small ports (hub and spoke traffic) that have limited or no infrastructure.</p> <p>https://moses-h2020.eu/</p>
 <p>AEGIS: Advanced, efficient and green intermodal systems</p> <p>Coordinator: SINTEF Ocean, Norway</p> <p><i>European Union's Horizon 2020 research and innovation program under Grant Agreement N° 859992.</i></p>	<p>AEGIS will integrate new innovations from the area of Connected and Automated Transport (CAT) to design the next generation sustainable and highly competitive waterborne transport system in Europe, including more diverse sizes of ships and more flexible ship systems, automated cargo handling, ports and short sea shuttles, standardized cargo units and new digital technologies.</p> <p>http://aegis.autonomous-ship.org/</p>

The main focus of AUTOSHIP is vessel technology. MOSES focuses on vessel and cargo handling technology and logistics. While AEGIS' main focus is more on the logistics side including digital interconnectivity as well as on cargo handling technology and vessel concept. As such these important projects are all interlinked towards the goals of Connected and Automated Transport as the market opportunity of the technologies being developed is in waterborne logistics.