

WATERBORNE^{TP} Newsletter

Issue 4 - August 2016

This is the fourth Issue of the **WATERBORNE Technology Platform** Newsletter, the purpose of which is to provide a regular update on activities of the Platform. The contents of this issue include:

- Updated **Waterborne TP** Strategic Documents
- New **Waterborne TP** website
- 4th European Maritime Policy Conference, Brussels - 28th June 2016
- Proposed new **Waterborne TP** structure
- MESA Workshop, “Shipbuilding of the Future”, Papenburg – 20-21 June 2016

Updated Waterborne TP Strategic Documents

The updating of the **Waterborne TP** strategic documents, has now been completed and will soon be available on the new **Waterborne TP** website. The role of updating has been the responsibility of the Maritime Europe Strategy Action (MESA), a three-year FP7 funded co-ordinated and support action project. MESA involved 28 partners, representing the European waterborne sector, in order to speak with a single, clear voice on the future direction of the EU maritime industry. Specifically MESA has been responsible for the updating of the industry’s long term vision, its strategic objectives and its plans to deliver the technologies which will be required for its future prosperity and that of the EU.

The new documents are presented as:

- A vision towards 2030
- The key opportunities towards 2030
- The state of the art of key technologies in 2016
- An innovation pathway towards 2030

To achieve this, four specialist groups have reviewed past global research activity in their technical domain, leading to a comprehensive definition of the current state of the art. The domains investigated were:

- Energy efficiency
- Maritime safety and security
- Production
- E-maritime (also referred to as maritime digital connectivity)

In parallel with this, a fifth group reviewed global social, market and regulatory trends in order to identify future opportunities.

With the current position defined, and the future mapped out, the technical groups were tasked with identifying what new technologies would be required to take advantage of the opportunities arising. With the help of an integrating and editorial group, their views have been summarised and used to create a vision for 2030 and the innovation pathways to be followed in order to realise that vision.

In summary, the findings of the participants are that, powered by continuing research and innovation, the EU maritime industry will maintain its position as a global leader in high value maritime business. Our ships will be the smartest, greenest and safest on the World's seas; our autonomous vessels will be an increasingly common sight around the world and our passenger ships will be renowned globally for their safety and sophistication.

Smart ships, smart ports and smart infrastructure will be facilitated by the growing EU maritime data highway, which will provide high capacity, low cost and secure data communications around our coasts. Close to zero environmental impact will be achieved by clean engines and clean fuels, low resistance hulls and rigorous management of all emissions.

Port facilities will include clean, shore-based power for larger vessels, and smaller vessels will routinely enter and leave ports and harbours under electric propulsion. Electric vessels in and around our maritime cities will be the norm.

New sensors, data management and communications technologies will not only pave the way towards reduced manning and vessel autonomy but will also allow for smarter, cleaner and safer vessels. Fully integrated transport logistics will ensure the seamless transfer of materials and goods from source to final destination.

Safety and security of our shipping will be enhanced further by the development of improved materials for impact and fire resistance, by a better understanding of ship behaviour in abnormal conditions and by improved emergency planning and execution.

The EU will continue to lead the way with the design, build and operation of innovative, flexible and highly efficient working boats. With the inexorable increase in shipping and offshore activity, these vessels will take on an even more important role in the provision of the day-to-day services that keep our maritime industry on the move.



Increasing wealth around the world will lead to a growing middle class, with more disposable income to spend on goods, services and leisure. The EU will retain its lead in the design, build and operation of cruise vessels to satisfy this market and the recreational marine sector will lead the world with innovative craft responding to ever increasing customer expectations.

Advanced production technologies will underpin the high value products being built, using advanced modelling techniques, joining technologies and new materials to deliver flexible and cost effective solutions.

The future for the EU maritime industry is bright, with global trends clearly indicating an increasing market for the sophisticated, high value technologies and products for which our industry is renowned.

It is important to note, that the MESA project did not fully cover the stakeholders in **Waterborne TP**, notably, the inland waterway and ports, and the whole Blue Growth sector. The results of this project, therefore, will be expanded upon within the Waterborne TP and through the website and online forum created as a result of the MESA project,; as well as the H2020 SETRIS project, presently underway, with the participation of the other four Transport ETPs, i.e. ERTRAC, ERRAC, ALICE and ACARE.

These documents will be made available, on the new **Waterborne TP** website, as a series of sub-pages drilling down into sections/sub-sections. This will allow updates to the existing documents, as well as enable of additional sections made available through other projects, including SETRIS.

New Waterborne Technology Platform website

The new **Waterborne TP** website is now available on the temporary address <http://www.maritime-rdi.eu/>, whilst arrangements are being made to transfer across to the older URL at <http://waterborne-tp.org>. In addition to reporting on the activities of **Waterborne TP**, it will provide information of interest to the wider waterborne research and innovation community.

Research, development and innovation are key to improving the competitiveness of Europe's maritime industries and strengthening their capacity to meet the environmental, energy, safety and human-factor challenges they face. Consequently, one of the main objectives of the new website, is to involve the community in contributing to the development of the **Waterborne TP** Vision, Strategic Research & Innovation Agenda, and Implementation Plan [see above].

If you are part of the European maritime industry, we want to hear your views. All you have to do is register with an e-mail address and you can let us know what you think. Your input is valuable and will help to ensure that the views of all sectors of the maritime industry in Europe are heard. You will be able to opt to receive notifications of responses to your ideas, and to continue the online discussion



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WATERBORNE - MARITIME RDI

YOU SET THE AGENDA FOR MARITIME RESEARCH IN EUROPE

The WATERBORNE^{TP} is now looking to update its VISION 2020 paper, Strategic Research Agenda and Implementation Plan, to update RDI requirements for European competitiveness, innovation and regulatory compliance in the maritime sector.

Maritime Europe Strategy Action (MESA - FOSTER WATERBORNE) is supporting the WATERBORNE^{TP} by revising and updating these key documents. For more information about MESA, [click here](#)

In addition, the new **Waterborne TP** website also includes a section on "funding opportunities" with links to related sources of funding and presently open calls (national, regional, EU, etc). There will also be a separate area for each of the existing and proposed **Waterborne TP** working groups, including Vessels for the Future.



FINANCING OPPORTUNITIES

FINANCING OPPORTUNITIES

Home » Financing Opportunities

Are you looking for partners/investors/offers of contribution for research project proposals?
See below for details of forthcoming calls of interest to the maritime community, and of requests to collaborate.

ACTIVE CALLS

| | | |
|---|--|--|
| RD RIS DATA SHIP <ul style="list-style-type: none">Opening Date: 08 Jun 2016Closing Date: 31 Mar 2017 | NOVEL IN-SITU OBSERVATION SYSTEMS <ul style="list-style-type: none">Opening Date: 08 Jun 2016Closing Date: 31 Mar 2017 | COASTAL RURAL INTERACTIONS (ENVIRONMENT) SPINOFFS BETWEEN LAND AND SEA BASED ACTIVITIES <ul style="list-style-type: none">Opening Date: 01 Oct 2016Closing Date: 15 Sep 2017 |
| INNOVATIONS FOR ENERGY EFFICIENCY AND EMISSION CONTROL IN WATERBORNE TRANSPORT <ul style="list-style-type: none">Opening Date: 20 Nov 2016Closing Date: 15 Oct 2017 | THE PORT OF THE FUTURE <ul style="list-style-type: none">Opening Date: 20 Nov 2016Closing Date: 15 Oct 2017 | OPTIMISATION OF TRANSPORT INFRASTRUCTURE INCLUDING TERMINALS <ul style="list-style-type: none">Opening Date: 20 Nov 2016Closing Date: 15 Oct 2017 |

4th European Maritime Policy Conference, Brussels - 28th June 2016

The 4th European Maritime Policy Conference was held at the Sofitel Brussels Europe, on 28th June 2016. This conference was aimed at Policy makers; maritime stakeholders, and the research community, and consisted of a small number of high-level presentations and a panel discussion. Over 120 participants attended the Conference, from across Europe, including senior representatives of industry and academia, as well as Member States and the European Commission.



Presentations included:

- The role of **Waterborne TP** within the European Transport System - Christophe Tytgat, Secretary General, SEA Europe
- European Maritime Technology – Challenges and threats for European Shipyards and Marine Equipment Manufacturers in the next decade - Kjeld Dittmann, CEO Wärtsilä Lyngsø Marine A/S, SEA Europe Chairman
- The Updated Waterborne Vision, Strategic Research & Innovation Agenda, and Implementation Plan - Cliff Funnell, MESA Project Co-ordinator; Henk Prins, Research & Development Manager MARIN; Ken Wittamore, ICOMIA
- Impacts of Waterborne Research - Mario Dogliani, Technical Director, SEA Europe
- Naval Defence in Europe - How can the EU assist in meeting the Naval Industry's challenges in innovation?
- What's next with Maritime R&D?
 - **Waterborne TP 2.0** - Willem Laros, Chairman Waterborne TP
 - The Vessels for the Future RDI Roadmap - Pierre Sames, Chairman Vessels for the Future
 - Hybrid Power: Lessons for Marine learned from construction – Paul Holland, Energy Solutions
- The European Commission's future perspective of Maritime R&D - Fotis Karamitsos, Acting Director General DG MOVE; and Liam Breslin, Head of Unit Surface Transport DG RTD

Copies of these presentations are available on the new updated **Waterborne TP** website

Proposed new Waterborne TP structure

During the 4th European Maritime Policy Conference, Willem Laros, Chairman of Waterborne TP, presented a possible new Waterborne TP structure. This structure is still very much under discussion within the wider European maritime community, and further changes to the proposed structure are expected in the near future.

The major challenge of the new Waterborne TP is to strive towards a more effective and professional approach whilst ensuring a good cooperation between industry experts and a good interrelation between the activities of associations and those of companies.

Mr Laros also underlined the willingness of SEA Europe to continue to provide the Secretariat to the Waterborne TP.

Workshop “Shipbuilding of the Future”, Papenburg – 20-21 June 2016

The European Maritime Industry is a leading developer and producer of highly complex, unique products. To maintain and extend its market position, system integrators and producers constantly need to adopt and apply the newest technology. The workshop “Shipbuilding of the Future”, that took place in Papenburg, Germany on June 20-21, brought together many of these key technology providers and their potential end users from the maritime industry, in order to initiate future cooperation.

The first part of the workshop was dedicated to the EU project MESA (Maritime European Strategy Action) and its Thematic Technology Group on “Materials and Production”. After welcome addresses from the Center of Maritime Technologies e.V. (CMT), MEYER WERFT and the MESA Project Officer (European Commission) the approach, findings and research priorities related to ship production innovation were presented and endorsed by about 70 workshop participants, mainly from European Shipyards, material research networks, production equipment manufacturers and research institutes.

The special research needs, defined in MESA, were the subject of the second part of the workshop, in three sessions on “Innovative lightweight structures”, “Shipbuilding 4.0” (digitisation) and “Automated manufacturing and assembly”, respectively. Each session focussed on the latest developments and potential opportunities. The workshop concluded with a panel discussion where all participants agreed on the crucial role of RD&I and cross-sectoral cooperation to maintain Europe’s competitiveness in high-edge marine products. It was emphasised that large research needs in the field of materials still exist, and that technology transfer between sectors, SMEs and big companies is of high importance to learn and benefit from each other.

Complemented by a guided shipyard visit at MEYER WERFT, this workshop was a first step forward to foster cooperation between maritime end users and key technology enablers in the future. A follow-up event is planned in 2017, resulting from high interest in the event and the positive feedback from the European Commission and workshop participants.



Speakers were, from left to right: Dr. Frank Roland (CMT), Gianni Zanaria, Fincantieri S.p.A., Prof. Dr.-Ing. Martin-Christoph Wanner, Fraunhofer IPA, Mariola Redríguez, TECNALIA, Dr. Kosmas Alexopoulos, University of Patras, Chris Decubber, EFFRA, Dr. Ralf Sören Marquardt, VSM, moderator)

The workshop was organised by CMT on behalf of the Waterborne Technology Platform, and the MESA project, with support from CFK Valley e.V., the European Factories of the Future Association (EFFRA) on behalf of the EU Technology Platform MANUFUTURE, and the Fraunhofer Application Center for Large Structures in Production Technology (Fraunhofer AGP). A list of all workshop presentations is available on the new Waterborne TP website. Workshops proceedings can be obtained from CMT (info@cmt-net.org).



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