INTERFERRY2024



SAFETY, SECURITY & SUSTAINABILITY • MARRAKECH • OCT 26-30



CONFERENCE GUIDE

A better partnership for flexible fuel 8 technology solutions



Austal, with innovative vessel designs and proven experience in delivering advanced technology and flexible fuel solutions, ensures you always have options - now and in the future.

In 2023, Austal delivered the 115 metre 'Express 5' for Molslinjen featuring a for-but-not-with LNG-capable powerplant that delivers a powerful, yet economic and environmentally conscious solution. Having an immediate, positive effect on route passenger numbers and customer satisfaction upon introduction, Express 5 is a flexible platform, ready for future operating requirements.



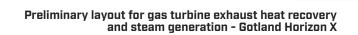
Now, Austal and Gotlandsbolaget are working towards an allnew catamaran. 'Gotland Horizon X', that is going to re-define commercial ferry capabilities; with a multi-fuel and hydrogen capable combined cycle powerplant and a class-leading, efficient hull design. This exciting new vessel is designed to meet future climate-neutral emissions targets, using fossil-free fuels, while also providing an exceptional customer experience for passengers.

Talk to Austal today about flexible fuel solutions for your next high speed ferry build - and benefit from a better partnership.

Find out more from the Austal team at Interferry 2024.

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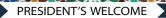


natural gas

G

♦ hybrid

Gotland Horizon X





RONNY MORIANA GLINDEMANN President, Interferry Manaaina Director at FRS Iberia Maroc/DFDS, Spain

WELCOME TO MARRAKECH

Dear friends, colleagues and industry partners,

It is my great honor, on behalf of DFDS, to warmly welcome you to Marrakech for Interferry2024, the 48th Annual Interferry Conference. This year, we are particularly proud to host you in the vibrant city of Marrakech, a place where history and tradition meet modern innovation. This is a momentous occasion, as it marks the first Interferry event ever held on the African continent.

Morocco is a country rich in culture, history, and natural beauty, and it has been a privilege for us at DFDS to work alongside such dedicated and talented Moroccan colleagues. We are excited to share with you the unique experiences that Marrakech has to offer, from its bustling souks and exquisite architecture to its warm and welcoming people.

The theme of this year's conference, "Safety, Security, and Sustainability," resonates deeply with our mission at DFDS. These are not just buzzwords—they are the cornerstones of our daily operations and the guiding principles as we navigate the future of our industry. We believe that this conference will provide a vital platform to explore these crucial issues, exchange ideas, and forge stronger connections within our community.

In addition to the rich conference program, we have arranged several opportunities for you to explore the wonders of Morocco. I encourage you to take part in our technical tour to Tangier, where you will have the chance to visit the strategic port of Tanger Ville, the gateway to Africa, where nearly 1.8 million ferry passengers embark on unforgettable journeys each year. This strategic port offers a unique opportunity to experience the vibrant crossroads of effective transportation and intensive safety procedures.

After a productive and engaging conference, I hope you will take some time to enjoy the many tourist attractions that Marrakech has to offer like the lively Jemaa el-Fnaa square, there is so much to discover in this incredible city.

Once again, I extend a warm welcome to all of you. Here's to a successful and inspiring conference in the heart of Morocco!

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Full force towards sustainable ferry operations

We are committed to exploring any and all opportunities for a cleaner, greener,

more sustainable maritime future. We're working towards increased circularity in

our ferries, as well as a range of future fuel solutions.

Our focus is versatile and flexible. Our aim is to ensure that whatever tomorrow has in store, you'll be ready.







Carus Travel Report: We left our hearts onboard the *Global Mercy*

Touching down on the sun-soaked island of Tenerife in late July is always a delight. The air buzzes with the excitement of tourists eager to bask in the sun, stroll along pristine beaches, and indulge in the island's rich



culinary delights. Their joy is infectious, yet our visit this time carries a different purpose—one that tugs at the heartstrings and offers a profound glimpse into humanity's capacity for compassion.

This trip is not about leisure, but about witnessing a mission of hope and healing aboard the *M/V Global Mercy*, currently docked in Santa Cruz de Tenerife for its annual technical maintenance. We are invited to visit and see with our own eyes what Carus has decided to support and promote.

As we journey along the coastline from Tenerife South Airport, I find myself eagerly scanning the horizon for the ship's silhouette. Finally, upon reaching the city, there it is—poised majestically at the far end of the cruise terminal, the Global Mercy stands as a beacon of hope for many. Driving up to the vessel, we're warmly greeted by Arjen van der Wolf and the dedicated team aboard, whose smiles speak volumes about the incredible work they do.



Our visit begins with an insightful presentation about Mercy Ships and their noble mission. One question quickly arises: Why use ships for their humanitarian efforts? Wouldn't it be more practical to establish local hospitals on land? The answer is as illuminating as it is logical.

First and foremost, a vessel offers safety in unstable environments—a reality for many African nations. If unrest or conflict arises, the ship can relocate, continuing its mission wherever it is needed most. This mobility is invaluable, allowing the hospital to bring care to the most underserved regions, and to return to places like Tenerife for essential maintenance, where expertise, equipment, and spare parts are readily available.

Moreover, the ship itself fosters a unique sense of community among the volunteers. Living and working together in this floating sanctuary, they form bonds that make Global Mercy not just a workplace, but a home.

The highlight of our visit is a 90-minute tour of the ship's facilities. We walk in the footsteps of the patients, from the welcoming areas to the treatment rooms, and finally to the cozy quarters where they rest and recover after surgery.

The operating rooms are a testament to the advanced medical care provided onboard. One room, dedicated to eye surgeries, can treat up to 30 patients a day, with cataracts being the most common condition addressed. The difference this makes in a patient's life is immeasurable.



In another part of the ship, we learn about surgeries performed to remove large tumors—often life-threatening in the absence of timely intervention. The beforeand-after photos of

young patients are both heartbreaking and uplifting, showing the stark contrast between despair and newfound hope. The ship's surgeons also specialize in correcting limb deformities, transforming lives by restoring mobility and dignity to those who might otherwise be shunned by society.



As we absorb these success stories, a sobering question lingers: Why are these conditions so prevalent in Africa? Back home, such ailments rarely reach the advanced stages seen here. The answer lies in the harsh

realities of life in many parts of Africa—where access to basic healthcare is scarce, and where malnutrition compounds the severity of these conditions. The stories we hear today are a poignant reminder of the stark disparities in global health.

Mercy Ships' work is a vital lifeline for those who would otherwise have no access to the care they desperately need.

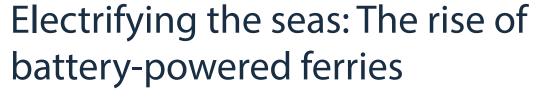
How You Can Help:

- **Donations**: Every contribution helps sustain this life-saving mission.
- · Use the pledge cards you got at registration!
- Volunteer: Join the ranks of those making a direct impact.
- Be an Ambassador: Spread the word about Mercy Ships' mission and encourage others to get involved.



carus.com





DNV

As a leading classification society, DNV has been closely monitoring and facilitating the energy transition of the maritime industry. One of the most significant shifts we have seen in recent years is the increasing adoption of battery and hybrid technologies in the ferry segment.

Ferries are at the forefront of the shipping industry's transition towards electrification and hybridization. DNV's Alternative Fuels Insight platform reveals the ferry sector's prominent position when it comes to battery power. There are currently 346 electric car and passenger ferries operational, with 98 on the order book.

In Uruguay, ferry operator Buquebus will soon start operating the largest battery-powered ship in the world. Currently under construction at Tasmania-based shipbuilder Incat, the 130-metre ship will have a battery capacity of over 40 MWh, almost four times the capacity of any battery-powered vessel constructed before.

From LNG to battery power

Following the success of the DNV-classed HSC Francisco Papa, Incat's first LNG vessel delivered to Buquebus in 2013, the new DNV-classed vessel was originally planned to run on LNG. This was switched to electric/battery propulsion after Robert Clifford, founder of Incat, presented his plans for a new electric/battery-powered ship.

An important factor in Buquebus's decision to switch to battery operation was the type and weight of the batteries on board. Corvus Energy was selected to supply their latest lightweight, high-density Dolphin NxtGen batteries, a result of their four-year Blue Whale ESS project. These batteries will enable the Buquebus ferry to navigate longer routes without additional weight.

More battery vessels to enter the market

Elsewhere, Stena RoRo's E-Flexer newbuilding programme has just delivered its first battery-powered RoPax. The DNV-classed Ala'suinu is under a five-year lease to Marine Atlantic, a Canadian operator based in the province of Newfoundland and Labrador. The ship deploys a 2 MWh battery and dual-fuel LNG and diesel propulsion. It is the first RoPax vessel to receive DNV's Silent Class notation, demonstrating reduced underwater noise to protect marine wildlife.

Highlighting the expansion of battery power in the ferry segment, two new Brittany Ferries E-Flexers are currently being built under DNV class which will have significantly larger 11.5 MWh batteries. The vessels will be able to switch to shore power while in port to further reduce emissions.

"Battery and hybridization technologies are progressing, but we can expect so much more from battery power over the next ten years," says Hans Eivind Siewers, Segment Director Passenger Ships & RoRo at DNV. "Improvements in density will extend ranges, opening up longer routes and reducing the reliance on scarce carbon-neutral fuels. This is a great contribution to shipping's quest to reach net zero by 2050. Based on technical and financial feasibility studies, DNV experts can help owners, designers and yards to select the best hybrid option for individual operational needs."

Collaboration on a zero-emission ferry started

A recent flock of new order announcements highlight the further strong growth that the ferry sector is set to experience for battery propulsion. In May 2024, DFDS announced that it was investing in six electric ferries for the English Channel. The first two electric vessels will be in operation by 2030, while the rest are expected to follow

In June 2024 Brittany Ferries partnered with Incat Tasmania and Wärtsilä to explore designs and technical requirements for a zeroemissions craft. "We know that battery electric propulsion, coupled with lightweight aluminium vessels, is the ideal choice to eliminate emissions," says Incat chief executive Stephen Casey.

Hydrofoiling: Back to the future with fast foil ferry

DNV and Artemis Technologies Ltd are advancing in electric propulsion development by expanding their collaboration on 100% electric foiling vessels, building upon their ongoing Artemis EF-24 Passenger ferry project. The EF-24 Passenger is designed and built to meet the requirements of the IMO High Speed Craft Code (HSC) and the DNV High Speed Light Craft (HSLC) Rules.

Hydrofoil ferries offer substantial benefits in terms of emission savings. The unique design of hydrofoils lifts the hull of the vessel out of the water, significantly reducing water resistance and energy consumption. Swedish company Candela launched their high-speed, long-range electric hydrofoil shuttle, the Candela P-12 prototypes, in 2023. Due to the insufficiency of existing rules for this novel technology, the company utilized DNV's Technology Qualification process to ensure safety, reliability and profitability at the different stages of the development process.

Overcoming charging limitations

"Increasing maritime battery adoption requires more affordable and easier to implement technology with a continued effort on safety," says Arnstein Eknes, Board Member of the Maritime Battery Forum. "Standardization of solutions and systems is also key. Batteries, often part of a hybrid system, need to be compatible with other technologies on board."

But, despite the adaption of battery power, there is still not enough onshore power supply to charge the batteries. Most existing capacity is limited to "cold ironing" consumption at berth, so recharging levels are insufficient for propulsion systems.

Green corridors can help in overcoming these challenges. The Decatrip project, initiated in 2022, aims to create a carbon-neutral green corridor between Turku (Finland) and Stockholm (Sweden). Concurrently, the UK is advancing its first green shipping corridor, with a focus on electric power, linking the ports of Dover, Calais and Dunkirk.

"With our continuous development of class rules for battery operation and shore power, DNV is keeping up with changing industry requirements," Siewers concludes.





Scan to find out how, together with Attica Group, UES Marine designed and installed a reimagined air seating solution for Blue Star 2 that has since had extremely positive passenger reviews.

ues-marine.com

A fresh perspective on custom maritime seating solutions

UES Marine seating and furniture is meticulously crafted to elevate comfort, safety and security, offering the perfect blend of aesthetics and functionality, combining form, ergonomics and quality materials to enrich travel with unparalleled comfort. Transforming every moment at sea into an unforgettable journey.

The UES Marine team takes the time to analyse and understand the details of each and every project, working collaboratively with operators, marine architects and builders, to make sure all aspects of a fitout are covered.



HOGIA FERRY SYSTEMS www.hogiaferrysystems.com







DFDS brings innovation and leadership to the strategic Spain-Morocco connection



DFDS, a pioneering company in the ferry and logistics sector in Europe, was founded in 1866, and has consistently demonstrated its commitment to excellence and innovation, establishing itself as a key player in the maritime industry.

Throughout the 150 years of history, DFDS has evolved to become a leader in the transport of people, vehicles, and goods across Europe. Throughout our journey, we have successfully adapted to and led significant changes in the maritime sector and have expanded our network considerably over the last 5 years.

DFDS has once again been recognised as Europe's Leading Ferry Operator by the World Travel Awards 2024, a clear testament to our commitment to excellence. The company generates 3.8 billion euros annually and employs 14,000 full-time staff. With 66 ferries operating across 30 routes, DFDS transports 4.5 million passengers annually, underscoring our large-scale operations and our key role in European

At DFDS, we understand that the future of maritime transport relies on sustainable practices. Therefore, we have integrated sustainability into every aspect of our operations. From optimising our routes to lower CO2 emissions, to implementing cleaner technologies in our fleet, we are committed to reducing our environmental impact. This approach not only allows us to meet current regulations but also positions us as leaders in the transition towards greener maritime transport.

Our experience and strategic position enable us to efficiently and safely connect Spain with Morocco, facilitating the transport of goods and passengers between the two continents. In January 2024, DFDS acquired FRS Iberia Maroc, expanding its presence in the strategic Strait of Gibraltar region. This acquisition underlines DFDS's strategy to offer a strong shipping and logistics network across Europe and beyond, offering enhanced services for its customers and strengthening its position as a premier transport provider in the region.

Torben Carlsen President & CEO at DFDS, emphasized the company's commitment to Morocco: "Morocco is a country with immense potential, both as a growing economy and as a key link between Europe and Africa. DFDS is dedicated to serving passengers and Moroccan exporters with high-quality services and the necessary capacity to meet their needs."

The Strait of Gibraltar Business Unit operates all DFDS' routes across the Strait. With over 800 employees, the company has been connecting Spain and Morocco since the year 2000.

As a European leader in the maritime sector, DFDS continues to set standards of excellence and sustainability in the industry. As we face the challenges of the future, our mission is to continue innovating and providing solutions that not only meet current needs but also anticipate those of tomorrow.



A better partnership for flexible fuel and technology solutions



Austal partners with ferry operators to ensure vessels designed and built today are ready for tomorrow.



The high-speed ROPAX ferry market has long exceeded early expectations regarding the life and resilience of high-speed ferries the second and third-hand markets continue to exhibit strong activity and new orders demonstrate the demand for faster or more efficient crossings on seasonal tourist or life-line routes. With the average age of the fleet approaching 25 years and the need for lower emission vessels to meet ambitious legislative decarbonisation requirements, it is fast becoming clear that a new generation of high-speed ROPAX ferries that can run on multiple fuels will be necessary.

For over 35 years, Austal has been successfully partnering with ferry operators to design, construct and support high-speed craft demonstrating innovation and flexibility in developing customised solutions that meet individual requirements:

- In 1998, following consultation with a number of operators including IDO and Irish Ferries, Austal introduced MARINELINK to offer ferry operators a powerful, integrated monitoring and control system that has improved efficiency and operability, and evolved into one of the industry's leading digital platforms, with a modern 3D interface.
- In 2000: Austal worked with Minoan Flying Dolphins to deliver the first vessel with a T Max high-speed steering system. This innovative Austal system takes over control from the vessel's waterjets at cruising speed and uses less fuel than steering with waterjets only.
- 2004: Austal worked with Fred Olsen Express to design and build the award-winning 127 metre trimaran Benchijiqua Express which introduced a massive leap forward in seakeeping, stability and customer comfort.
- 2023: Austal worked with Molslinjen to design and build the 115-metre Express 5 featuring a for-but-not-with LNG-capable powerplant.
- Today, Austal is working with Gotlandsbolaget on a concept for a 130-metre catamaran, Gotland Horizon X, powered by a multi-fuel hydrogen-capable gas turbine combined cycle powerplant.

Austal's technology, research and development teams are working with ferry operators to identify how new generation high-speed ROPAX ferries can meet their legislative and operational requirements, in a flexible way. Interviewed in the lead up to Interferry 2024, Mr Sam Abbott, Austal's Head of Research and Development said "One of the benefits of highspeed ferries is that the same features that are necessary for reaching high speeds, such as highly efficient hull forms and lightweight materials, also result in relatively lower fuel consumptions at more moderate speeds.

"When combined with low-emission or zero-emission maritime fuel technology, a new generation high-speed ROPAX ferry can be designed with an eye towards future compliance and lowering through-life operating costs.

"Looking to the future and ensuring flexibility are important considerations when it's clear that multiple maritime fuels and technologies will be necessary for the decarbonisation of shipping.

"Electrification is an exciting technology for high-speed ROPAX ferries, but it cannot be the only maritime fuel considered, as it is simply not practical for many ferry operators today.

"To get the most out of an electric high-speed ROPAX ferry, a high level of optimisation to a specific route will be necessary, which for some operators may mean losing the flexibility of moving vessels within their fleet," explained Abbott.

Abbott went further to say that new generation ferries will need to be flexible, both in terms of the maritime fuels that they use and their ability to accept or be reconfigured for future technologies.

"Every ferry operator is different, and looking to differentiate from their competitors, so why should we expect high-speed ROPAX ferries to be the same? The future high-speed ROPAX ferry market has to be made up of different maritime fuels and technologies to suit the different requirements of ferry operators.

"In the last 12 months alone, we've worked with ferry operators on concepts at varying technology readiness levels for electric, hydrogen, methanol, different biodiesel types and hybrid solutions."

To learn more about flexible fuel solutions for your next ferry, contact the Austal team at Interferry 2024.

Scan QR code or visit lr.org/ERR to download the report

ENGINE RETROFIT REPORT:

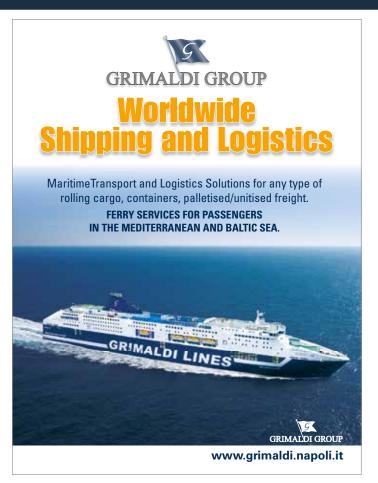
Applying alternative

fuels to existing ships

Explore options to decarbonise your fleet

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Their extensive industry knowledge combined with their flexible and innovative approach meant they exceeded our expectations, and we are thrilled with the result Peter Domenighini Head of Shoreside operation Time & Tide Operations We will be the time of time o

Pioneering methanol engine retrofits in passenger shipping





Amid the current surge in interest in converting ships to use methanol – with more than 100 ship conversions ordered last year – it is easy to forget that the first methanol conversion occurred nearly a decade ago in the ferry sector.

In 2015, the Stena Line ro-pax cruise ferry *Stena Germanica* had methanol fuel tanks installed and began the conversion of its four Wärtsilä Z40 four-stroke engines to use the fuel, making it the world's first methanol-fuelled passenger ship. The LR-classed ferry is the only retrofitted methanol vessel in service.

Based on that experience, Stena Line has chosen to work with LR on two further retrofits. *Stena Superfast VII* and *Stena Superfast VIII* will each have two out of four engines converted for methanol, with bunkering, storage, fuel supply, and supporting systems also adapted for the new fuel.

LR has already issued Approval in Principle for the retrofit design based on its ShipRight Risk-Based Certification Stage 2. To leverage LR's expertise in methanol fuel across the ship lifecycle, both ro-ros will be transferred to LR class.

The rationale for the initial conversion nearly ten years ago was very different to today's, driven by incoming regulations limiting sulphur (SOx) and nitrous oxide (NOx) emissions. Current ship conversions are driven by decarbonisation demand, with operators aiming to use renewable methanol to reduce exposure under the European Union's Emissions Trading System, comply with emissions intensity requirements under the forthcoming FuelEU Maritime regulation, or to contribute to the IMO long-term ambition of reaching net-zero emissions from international shipping by 2050.

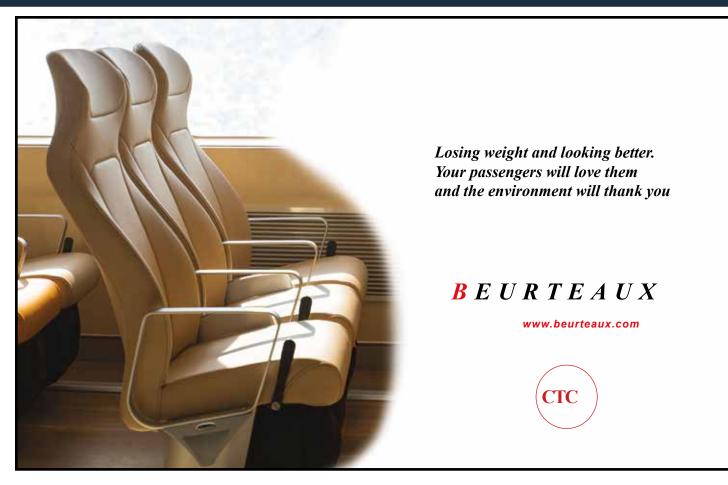
Whatever the reasons behind their conversion decisions, today's shipowners and ship operators can draw important lessons from the pioneering project that brought the world's first methanol retrofit into service – and the long-term collaboration that has seen Stena Germanica using the fuel successfully and safely for the past nine years. LR worked closely with Stena Line across the design, construction, and commissioning of the methanol-fuelled ship, as well as providing inservice technical support, meaning LR now offers the most profound experience of methanol retrofitting.

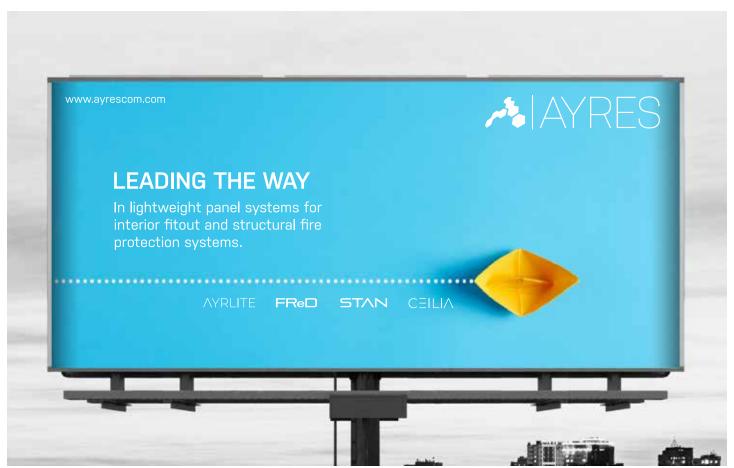
As methanol conversions become part of the palette of solutions for maritime decarbonisation, LR's experience in supporting Stena Germanica means that it is ready to support shipowners preparing to start their own methanol-fuelled journeys.

To help the maritime industry address the pivotal challenge of reducing carbon emissions from the existing fleet, LR has produced an annual Engine Retrofit Report (as part of its wider Retrofit Research Programme), which provides a comprehensive overview of the state of technology, compliance frameworks, systems integration capabilities, and the business case for retrofitting vessels. The report uses methanol and ammonia as examples to analyse the industry's readiness for adopting alternative fuels.

Download the report at:

https://www.lr.org/en/knowledge/research-reports/applying-alternative-fuels-to-existing-ships/





mtu hybrid systems and more for greener shipping





Rolls-Royce offers a wide range of solutions for the energy transition in shipping under its *mtu* brand. The most recent example is the hybrid high-speed ferries of the Italian shipping company Liberty Lines, which entered service in summer 2024. Powered by *mtu* hybrid propulsion systems, *Vittorio Morace, Cristina M* and *Gennaro C.G.* are the first IMO HSC (High Speed Craft) vessels of this size with hybrid propulsion and certified by RINA in accordance with "Green Plus" rules. This is because they significantly reduce environmental and climate impact.

The ships are the result of intensive collaboration between the shipbuilding company Incat Crowther, the Spanish shipyard Astilleros Armon, Rolls-Royce and Liberty Lines. Three of the nine monohull ferries ordered are now in service between the Italian island of Sicily and the smaller islands, some of which are UNESCO World Heritage Sites.

"These ships are five to ten years ahead of their time," says Ettore Morace, speaking for the shipping company's owner family. In electric mode, they can sail and manoeuvre in port areas with zero local emissions, while the batteries supply on-board power. In hybrid mode, the electric motors together with the two *mtu* Series 4000 engines provide additional acceleration. In pure diesel mode, they can travel at speeds of over 30 knots. The batteries are charged in diesel mode, and charging via shore power is also possible.

The *mtu* NautlQ Blue Vision NG control and monitoring system coordinates all components. The *mtu* NautlQ Foresight equipment health monitoring system analyses data on the technical condition in order to improve the operational availability of the ship, reduce maintenance costs and lower fuel consumption and thus CO2 emissions.

Technical Data: mtu Hybrid PropulsionPack for Liberty Lines ferries

- Combustion engines: 2 x mtu 16V4000 M65L, 2560 kW at 1800 rpm, IMO Tier III and US EPA Tier 4 compliant, with mtu SCR exhaust gas aftertreatment systems
- Transmission: Reintjes WVSA-1542 hybrid-capable with clutchable PTO/PTIs for electric machines
- E-machines: 2 x Danfoss Editron EM-PMI375 T1100-2900 permanent magnet e-machines, each with approx. 130 kW drive power, each with up to 260 kW charging power.
- Power generators: 2 x 100 kWe variable-speed generators with 1000 - 2400 rpm
- Batteries: 3 x 11 EST Green Orca 1050 battery packs (346 kWh in total)

Driving the maritime energy transition

mtu hybrid propulsion systems are part of Rolls-Royce's range of solutions on the way to climate-neutral shipping - with the combustion engine at the centre. The **mtu** Series 2000, 4000 and 8000 engines are approved for operation with HVO, which means that up to 90 % CO2 emissions, 40 % particulate emissions and 8 % nitrogen oxide emissions can be avoided. **mtu** Series 4000 gas engines fall below the IMO III nitrogen oxide limits without aftertreatment, and particulate matter is below the detection limit. Rolls-Royce is also developing technologies for dual-fuel and single-fuel methanol engines and is expanding its mtu NautlQ automation solutions.



We move for all to grow

Movement has always been a natural part of who we are. Since our origin in 1866, to our daily activities of travel and transportation, we are all about moving. Moving people, moving goods but also moving mindsets and new, important agendas. We move forward, we move as one.

Moving Together.

Rauma Marine Constructions Sea. That's why.





As Rauma Marine Constructions (RMC) celebrates its 10th anniversary in 2024, the Finnish shipbuilder stands at the forefront of innovation, sustainability, and strategic importance in the global maritime industry. RMC has rapidly established itself as a leader in constructing advanced vessels tailored for challenging conditions and a greener future.

Pioneering Shipbuilding

RMC has built the world's first car and passenger ferry to meet the stringent criteria of the Clean Design classification. The recently completed Spirit of Tasmania IV and its fast-approaching sister ship are examples of this commitment to a sustainable maritime future.

These vessels, designed for the demanding Bass Strait route, showcase RMC's expertise in creating ships that combine superior performance with environmental responsibility. The vessels feature a dual-fuel system. allowing them to operate on conventional fuels and liquefied natural gas (LNG). Additionally, they are designed to accommodate future renewable fuels such as liquefied biogas (LBG) and synthetic e-fuels, making them future-proof for green shipping. This versatility showcases RMC's flexible and forward-thinking ship design capabilities.

Collaborative Excellence and Innovation

RMC's success is built on close collaboration with customers and partners. The Spirit of Tasmania project exemplifies this approach, with technical teams and future captains actively involved throughout construction. This model ensures that ships exceed customer expectations while driving maritime innovation. RMC's ecosystem of long-standing partners and its role as a prime contractor allows it to manage such large projects effectively.

The operation model also enables RMC to play a vital role in developing green corridors that are aligned with its mission. The Decatrip project, which will establish one of the world's first carbon-neutral sea routes between Turku and Stockholm, demonstrates this commitment to sustainable maritime solutions and paves the way for RMC's strategic role in various maritime sectors.

Strategic Importance in Defense and Arctic Operations

RMC's expertise extends from commercial vessels to defense applications, showcasing the company's versatility and ability to innovate across various maritime sectors. The company is currently constructing four multipurpose corvettes for the Finnish Navy — the only combat ships of their size with ice class — demonstrating its ability to create ships that can operate in extreme conditions.

Building on this Arctic expertise, the recently announced ICE Pact a trilateral collaboration between Finland, the United States, and Canada – further recognizes Finland's leadership in icebreaker technology. This initiative aims to enhance information exchange and workforce development in polar icebreaker construction. RMC's proven capabilities position it well to contribute to this international effort, which could open up new opportunities for innovation. The expertise gained from these specific projects will directly apply to RMC's future capabilities.

A Future-Focused Approach

With plans for fully electric passenger ships, RMC leads in advanced technology and sustainability. With a current order book valued at EUR 1.4 billion and extending to the end of the decade, RMC is poised to continue its trajectory of innovation and growth.

The company's ability to create vessels that comply with current and future regulations while meeting each client's specific needs sets RMC apart in the competitive shipbuilding landscape. By continuously pushing the boundaries of what's possible in maritime technology, RMC is not just building ships—it's crafting the future of sea travel and marine operations.

Entering its second decade, RMC is poised to meet diverse shipbuilding needs, cementing its versatile, innovative, and sustainable shipbuilder position. With its eyes set firmly on the horizon, RMC is ready to meet the opportunities and challenges of the next decade, continuing to build vessels that are more than just technology and steel – they are the bridges to a secure and sustainable maritime future.



HOW TO REACH HIGHEST COMFORT, RELIABILITY AND SUSTAINABILITY WITH ONE SYSTEM?

With our *mtu* Hybrid PropulsionPack, we make vessels ready for a sustainable future, with maximum comfort for crew and passengers.

Providing ever cleaner, safer and more competitive solutions is always on our mind – even when we're not at work.



Talk to Tobias about our mtu Hybrid PropulsionPack – a fully integrated and intuitive to operate solution.



How Seagliders will revolutionize coastal transportation



More than 4 billion people travel by ferry every year, comparable to the number of people who travel by air. Still, many coastal communities remain inaccessible or underserved. Seagliders present efficient, low-cost, sustainable solutions to augment existing coastal transportation networks and provide access to these communities.

Seagliders are novel high-speed, all-electric maritime vessels that will drastically reduce the time and cost of transporting passengers and goods between coastal destinations. REGENT Craft, which stands for Regional Electric Ground Effect Nautical Transport, is developing and manufacturing seagliders to improve the coastal transportation experience and increase operational efficiency at lower costs.

Innovative operations

Seagliders are all-electric maritime vessels that operate in three modes: float, foil, and fly.

Float: Seagliders float on their hull at docks or while maneuvering at low speeds, using existing dock infrastructure to pick up and drop off passengers and goods.

Foil: Seagliders rise onto hydrofoils to navigate harbors and channels and reach low takeoff speeds.

Fly: Seagliders fly over open water at high speeds on a cushion of air using a phenomenon called "ground effect," always flying within one wingspan of the water's surface.

The unique design and functionality of seagliders enable them to be the first type of vessel to make ground-effect transportation an affordable, comfortable, and efficient reality — all with zero emissions.







Multiple missions

Seagliders can serve multiple missions, including passenger travel, cargo transport, offshore logistics, search and rescue, and defense operations. REGENT's Viceroy seaglider will transport 12 passengers or up to 3,500lbs (1,600kg) of payload, and the larger Monarch seaglider will transport 50-100 passengers or up to 22,000lbs (10,000kg) of payload.

Seaglider advantages

Seagliders offer a fast and efficient transport solution using existing dock infrastructure. The Viceroy seaglider will travel up to 180 miles (300 km) at up to 180 mph (300 kph), and the Monarch seaglider will travel up to 400 miles (640 km) at up to 140 mph (225 kph).

With this increased efficiency, seagliders can augment existing transportation systems and meet an underserviced need for fast coastal regional mobility. At the same time, seagliders' simple design, fewer moving parts, and materials designed to operate in salt-water environments deliver low operations and maintenance costs.

Seaglider technology also provides a comfortable passenger experience – while foiling, seagliders have five to six feet of wave tolerance, and while flying, the ground effect provides a smooth ride – and the interior of the cabin is designed with more legroom, bigger windows, and a quiet ride.

Most important, seagliders, which will be regulated as maritime vessels, will ensure the highest safety standards in every market in which they operate.

REGENT has a global order book worth more than \$9 billion, with order holders and strategic investors across six continents. The first seagliders will enter into service in 2026-2027, bringing sustainable, convenient transportation solutions to coastlines around the world.





Celebrating over 30 years of Marine Evacuation Excellence

LSA - THE GLOBAL LEADER IN MARINE EVACUATION SYSTEMS

Established in Hobart, Tasmania in 1992, LSA has been leading the way in Marine Evacuation Systems for over 30 years. Our pioneering inclined slide based, dry shod systems have set the standard for safety and reliability in the industry.

LSA has grown into a globally renowned company with MES and liferafts installed on all types and sizes of passenger and personnel carrying vessels worldwide. We believe that our commitment to these values is what has kept us at the forefront of the industry for the past three decades.

As we celebrate our 30th anniversary, we would like to take this opportunity to thank our customers and partners for their continued trust and support. We remain dedicated to providing the best possible solutions to ensure the safety of all those at sea.

Simply the **BEST** system, then, now and into the future.

Contact us today to learn more about our industry-leading Marine Evacuation Systems and liferafts.

WWW.LSAMES.COM



A new partnership between **UES Marine and Attica Group**





A new partnership is added to the potential of UES Marine, a leading ship furnishing company, with Attica Group, the leading ferry company in Greece. This is the application of the Lux Form Journey seats, designed entirely from scratch to meet Attica Group's specialized needs and requirements, in Blue Star 2.

The type of seats chosen has custom made dimensions and has an ergonomic design to ensure a comfortable journey for the passenger, while it also features for the first time in this type of recessed cup holder on the arm of the seat, which unfolds like an individual table. In addition, the seat includes USB Type A and C, and the fabrics chosen for this seat come from New Zealand, with Attica's color of choice, now exclusively for the use of the company, and are characterized by high quality, thus further upgrading the overall travel experience for passengers who will choose this ship for their trip.

The two companies worked closely together throughout the design and configuration process of the final seat implemented in *Blue Star 2* by Attica Group, with the level of service on the part of UES Marine being particularly high and fully satisfying the very strict requirements and specifications of the leading ferry company.

"We are excited about our new partnership with Attica Group and that we have been given the opportunity to showcase a different type of seat and partnership, for the first time in the Greek market through Blue Star 2. It is a great honor for UES Marine, given that Attica Group is an emblematic company, intertwined with Greek coastal shipping and their selection was made with the highest and strictest criteria. We want to believe that together we set a high bar for passenger service in Greek shipping and we look forward to the next steps, which will give us the opportunity to exploit the pioneering capabilities of both companies. It is an honor to be called Attica partners." Ms. Ioanna Gouvatsou – UES Marine (Greece)

"We at Attica Group, being committed to the best services we provide to our passengers with a constant non-negotiable goal to try an unforgettable travel experience during the trip with our ships, set high the bar of quality by applying strict criteria and specifications at all levels. In this context, when we had to renew an entire air seat room on our ship Blue Star 2, it was with great satisfaction that we collaborated with UES Marine, whose people with enthusiasm and professionalism helped us design and implement the optimal seat according to the criteria, ergonomic and aesthetic, that we had set from the beginning. We are pleased with this first cooperation, which we believe lays the foundations for future more extensive cooperation for the benefit of both parties." Mr. Nikolaos Triantaphyllides – Attica Group

About UES Marine UES International was founded in 1904 and UES Marine was created by over 125 years of engineering solutions. UES Marine offers exceptional solutions and experiences to ship owners and passengers around the world. The focus on full-line solutions enables perfectly customized and personalized design, construction and installation of projects. As a strategic partner to some of the world's most iconic shipping businesses, including the WETA Water Emergency Transportation Authority San Francisco, New York's Staten Island Ferry, and Brittany Ferries, UES Marine offers a fresh perspective with world-class experience. For more information, visit www.ues-marine.eu or contact info@ues-marine.com.

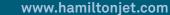
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Embark on an efficient journey with HamiltonJet. Our advanced waterjets redefine excellence, ensuring fast turnarounds and unmatched durability. The LTX Series reimagines possibilities, rivaling traditional propulsive systems' performance at lower speeds. This advancement empowers you to achieve more without compromise.







Safety first as we make our foray into Africa







Mike Corrigan CEO, Interferry

First of all, I would like to extend a very warm welcome to all distinguished delegates. Interferry 2024 is our 48th annual conference and while our world-class flagship conferences have taken us to all four corners of the globe, this is the first time we set foot on African soil. Therefore, a special welcome to our African delegates and ferry friends whom, I hope, will stay with us for many more conferences to come.

This year's conference theme of Safety, Security and Sustainability has attracted a representative cross section of the world's ferry community once again. Actually, a good part of the safety programme will continue building on domestic ferry safety and what has been achieved during this year's Africa Ferry Safety Seminar in Dar es Salaam, Tanzania as we continue our foray into Africa with a follow-up workshop on 30 October, bringing together African ferry operators and regulators.

Promoting the highest standards in domestic ferry safety has been one of Interferry's key strategic objectives, all the way from our FerrySafe initiative in the Philippines to the recent Africa Ferry Safety Seminar. Admittedly, it would have been extremely difficult to organise this Africa Ferry Safety Seminar on our own and we proudly partnered with the International Maritime Organization (IMO).

Africa is really interesting from an Interferry perspective by virtue of the continent's domestic ferries covering the whole range of ferry activity; from riverine to lakes and ocean – with the safety issues being different in each environment. You will learn more about the African ferry landscape in Session 10 of the Speakers Program where we hear from operators and others who have joined forces with Interferry on

Over 100 participants from across the African ferry industry, IMO and our global network convened in Dar es Salaam 16-17 April. We fielded a delegation of 14 seasoned professionals from our worldwide operator and supplier members whose purpose was to listen, exchange experience and share best practices on both operational and regulatory levels as we were not there to lecture operators and

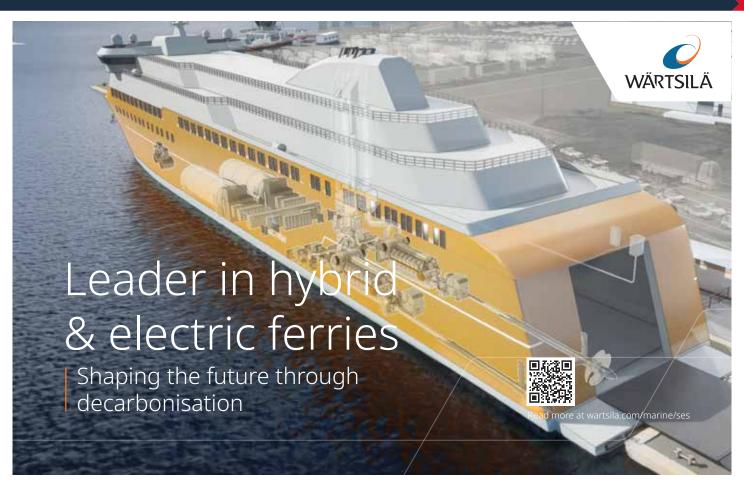
governments. Open discussions focused on critical areas impacting safety, including ticketing and passenger counting; cargo loading and stowage; vessel design and classification; insurance and financing; management culture and technical management; incident reporting; and the crucial role that political will plays in driving safety

The primary purpose of our Africa Ferry Safety seminar was to enhance ferry safety across the African continent. Thanks to the collaborative spirit and commitment from all attendees we have made excellent progress and with our half-day follow-up workshop here in Marrakech, we keep the safety flag flying high on the African continent.

Besides safety, sustainability also remains at the core of our organisation's activities as the IMO's and the EU's green agenda and greenhouse gas strategy keeps Johan Roos, our Director of Regulatory Affairs, busy. You can read more on what's high on Interferry's regulatory agenda in Johan's column on the next page.

Talking about sustainability, I take this opportunity to draw your attention to one of my pet subjects, which is Onshore Power Supply (OPS), or better still, the persistent lack of it. The ferry industry – a sector that transports approximately 4.27 billion passengers and 373 million vehicles per year – is a trailblazer in maritime electrification and hybridisation with ferries being the prime ship type to adopt battery technology for propulsion purposes. However, to maintain its lead on the one hand and meet IMO's ambitious decarbonisation targets on the other, governments and electricity utilities should prioritise investment in OPS infrastructure. I therefore urge governments to reinvest a good portion of the revenues from carbon tax schemes in the strategic rollout of OPS for as long as sufficient OPS infrastructure is missing, ferry operators will remain in limbo with regard to ordering new full-electric or hybrid-electric ferries.

Let me end wishing you a fruitful conference in excellent company. For those delegates who are not an Interferry member yet, I encourage you to consider doing so – not only for the great networking, business development and best practices sharing opportunities. As a nongovernment organisation, we are solely funded through membership and as an Interferry member, you can guide our regulatory efforts to ensure safety and security of passengers, crew, cargo and ships, while also ensuring that fair and equitable regulations exist for the ferry industry as well as the protection of the environment.





The bumpy path to net zero



Johan Roos Director of Regulatory Affairs



All hands on deck as we continue our pathway to net zero. While we don't contest IMO's ambitious decarbonisation targets, the way how to achieve significant greenhouse gas (GHG) emissions cuts somehow continues to be a hot potato as especially the much-contested Carbon Intensity Indicator (CII) remains a torn in our side. But there might be some light at the end of the tunnel as we have recently proposed a Fleet-Balancing mechanism, a well-established compliance tool in a wide range of sectors that is in the spirit of the CII framework and the uptake of new fuels and technologies.

In its current format, CII is a shipping industry-specific operational

efficiency requirement that dictates how much fuel is allowed to be burned per nautical mile, in relation to ship type and ship size. No other transport mode is similarly regulated as CII follows the same challenging statistical approach as IMO's **Energy Efficiency Design** Index (EEDI) for new ships and the Energy Efficiency Existing Ship Index (EEXI).

When analysing the CII performance for ro-ro passenger and ro-ro cargo ships, it is clear that the route on which

the ship operates has a major impact on its CII performance. Shorter routes are typically characterised by a high number of port calls. Each port call implements a higher consumption per nautical mile on account of the ship's acceleration and manoeuvring. Routes and operations that require prolonged port visits to meet e.g. customer demand will fare worse on account of fuel being consumed while alongside.

Thanks to our proposed Fleet-Balancing mechanism, an operator's fleet of ships on average can comply with the median value or so-called C rating. Fleet-Balancing also continues in the same spirit as FuelEU Maritime's 'fleet pooling' system, due to enter into force on 1 January 2025. IMO has a comparable concept under consideration as part of its pending Global Fuel Standard. We keep our fingers crossed that common sense will prevail at IMO.

As Mike already pointed out in his column, safety is embedded in Interferry's DNA. Fire at sea is a shipowner's and crew's nightmare. We therefore participated in LASH FIRE, an EU research project aimed to significantly reduce the risk of fires on board ro-ro ships by developing

and validating effective operative and design solutions. While ro-ro deck fires on ferries are typically caused by an electrical fault, usually malfunctioning reefer units, LASH FIRE also tested the efficacy of a fixed water-based drencher system in relation to Battery Electric Vehicle (BEV) fires. Long story short, LASH FIRE clearly demonstrated that ships with pressure water drencher systems can contain thermal runaway battery fires until the ship safely proceeds to port for shore-based support to extinguish the fire.

Prompted by a few major Pure Car and Truck Carrier (PCTC) ro-ro deck fires believed to have originated in the battery of a BEV, IMO is

> currently the carriage of BEVs and other alternative fuel vehicles on ro-ro decks. Based on above findings, we have called on IMO to make a clear distinction between ships equipped with a drencher system and a CO² fire suppression system as found on PCTCs. When using CO², the fire is initially put out but there are concerns that a runaway fire in a shortcut battery may re-ignite after the CO² suppression system has run out of extinguishing agent, rendering the



operator defenceless. We are also of the opinion that IMO should make a clear distinction between long-distance transportation of new and used vehicles and the carriage of private cars that are stowed for just a few hours on a vehicle deck of a drencher-equipped ro-pax ferry.

Last but not least, Interferry also keeps on pushing hard to amend IMO's High-Speed Craft Code (HSC Code) to a High Speed & Light Craft Code, taking out the minimum required speed currently imposed by the HSC Code as there is no objective reason to retain the minimum speed threshold. The rationale behind a High Speed & Light Craft Code replacing the HSC Code is that it will pave the way to build many more lightweight craft than is now the case, resulting in overall reduced fuel consumption and GHG emissions.

I encourage you to take in Session 5 of the Speakers Program aptly named 'Regulatory Panel' where I will provide a short presentation on each of these topics. An expert panel will then debate each topic and take questions from the audience via the conference App.

Safety, Security and Sustainability

SATURDAY • OCTOBER 26

9:00am - 2:00pm³

PRETOUR • TASTE OF THE MARRAKECH MEDINA

SUNDAY • OCTOBER 27

7:45am - 3:45pm*

OSK DESIGN GOLF TOURNAMENT • FAIRMONT ROYAL PALM GOLF & **COUNTRY CLUB**

8:30am - 5:00pm*

ATLAS MOUNTAINS 4×4 TOUR

7:00pm - 9:00pm*

WELCOME RECEPTION • POOLSIDE AT THE MÖVENPICK MARRAKECH

CONFERENCE DAY 1 • MONDAY • OCT 28

9:00am - 9:30am

SESSION 1 • OPENING CEREMONIES

Mike Corrigan – Interferry, Canada

Ronny Moriana Glindemann – FRS Iberia Maroc / DFDS, Spain

Abdessamad Kayouh – Kingdom of Morocco

9:30am - 10:00am

SESSION 2 • KEYNOTE: HOW THE MARITIME INDUSTRY IS RESPONDING TO EXTERNAL FORCES ON AN EVER-CHANGING POLICY AND GEOPOLITICAL LANDSCAPE

Bud Darr – MSC Group, Switzerland

10:00am - 10:30am

SESSION 3 • KEYNOTE: THE GREEN TRANSITION FROM A **EUROPEAN PERSPECTIVE: TURNING THE EUROPEAN GREEN DEAL** TO AN AMBITIOUS INDUSTRIAL STRATEGY

Sotiris Raptis – European Community Shipowners' Association (ECSA), Belgium

FLASH PRESENTATION • CARUS

10:30am - 11:00am **COFFEE BREAK**

FLASH PRESENTATION • DNV

11:00am - 11:20am

SESSION 4 • INTERFERRY UPDATE AND 2023 AGM

Mike Corrigan – Interferry, Canada Tim Mooney - Fire Island Ferries, USA

FLASH PRESENTATION • DAMEN

11:20am - 12:30pm

SESSION 5 • INTERFERRY REGULATORY UPDATE AND PANEL

Claes Berglund – Stena, Sweden (Moderator)

Johan Roos – Interferry, Sweden

Ed Pang – Arcsilea, UK

Torben Carlsen - DFDS, Denmark

Paul Kyprianou – Grimaldi Group, Italy John Garner – JG Maritime Solutions, UK

12:30pm - 2:00pm LUNCH

2:00pm - 2:30pm

SESSION 6 • SECURITY

Changes to EU Borders – EES AND ETIAS

Georgios Tsakalis – Frontex/European Border and Coast Guard Agency, Poland

Safety and Security Issues Facing the Ferry Industry

Claire Womersley – HFW, UK

2:30pm - 3:00pm

SESSION 7 • NAVIGATING CYBERSECURITY CHALLENGES IN MARITIME OPERATIONAL TECHNOLOGY

Ahmed Hassan - ABB, Norway

SESSION 8 • GREEN METHANOL - A SCALABLE ZERO-EMISSION **FUEL IN THE MARITIME SECTOR**

Claes Berglund - Stena, Sweden (Moderator)

Green Methanol - A Scalable Zero-Emission Fuel in the Maritime Sector

David Surplus – B9 Energy, Ireland John Garner - JG Maritime Solutions, UK

FLASH PRESENTATION • MTU / ROLLS-ROYCE

3:30pm - 4:00pm COFFEE BREAK

FLASH PRESENTATION • UES MARINE

4:00pm - 5:00pm

SESSION 9 • FERRY LEADERS PANEL 1

Matteo Catani – GNV, Italy Panos Dikaios - Attica Group, Greece

Nicolas Jimenez – BC Ferries, Canada

Elisabeth Lönne - Stena Line, Sweden Steve Nevey - Washington State Ferries, USA

5:00pm - 6:00pm HAPPY HOUR

7:00pm – 10:00pm* NETWORKING RECEPTION AT THE PALAIS JAD MAHAL

CONFERENCE DAY 2 • TUESDAY • OCT 29

9:00am - 10:30am

SESSION 10 • REGIONAL SPOTLIGHT: AFRICA

Interferry Domestic Ferry Safety Committee Update

Oliver Weiss - Interferry, UK

Safety in Developing Countries Through IT

John Bertell – Carus, Åland

Decarbonizing African Ferry Industry Through Sustainable Ferry Design and Operations

Akpan Ukeme Sunday – Lagos State Waterways Authority, Nigeria

Maritime Safety and Sustainability

Rose Appiah Okyere – Volta Lake Transport Company, Ghana

Electrifying Nigeria's Inland Waterway Vessels Using Market Forces

David Okafor – Consultant for Caverton Marine Limited, Nigeria Roberta Weisbrod – World Ferry Safety Association (WFSA), USA

Maritime Organization for West and Central Africa (MOWCA) Update

Dr. Paul Adalikwu – Secretary General of the Maritime Organization of West and Central Africa (MOWCA), Nigeria

FLASH PRESENTATION • AFRICA MOROCCO LINK (AML)

10:30am - 11:00am COFFEE BREAK

11:00am - 11:15pm

SESSION 11 • WORLD FERRY SAFETY ASSOC. STUDENT AWARDS

Roberta Weisbrod – World Ferry Safety Association (WFSA), USA

FLASH PRESENTATION • RAUMA MARINE CONSTRUCTIONS

SESSION 12 • BUILDING A FERRY SUSTAINABLE FUTURE

Anders Ørgård – OSK Design, Denmark (Moderator)

How DFDS is Working on a Ferry Sustainable Future

Jesper Aagesen – DFDS A/S, Denmark

Navigating the Future: Zero Emissions - Fast Passenger Transport

Dr. Iain Percy – Artemis Technologies, UK

FUSE – Electrification of Short Sea Shipping Mika Laurilehto – Rauma Marine Constructions, Finland

Building a Sustainable Future at Washington State Ferries

Kevin Bartoy - Washington State Ferries, USA

Baleària's Ferry Sustainable Future Juan Pablo Molina – Baleària, Spain

12:30pm - 1:45pm

1:45pm - 2:00pm

SESSION 13 • REGENT: THE SEAGLIDER SOLUTION

Adam Triolo - REGENT, USA

FLASH PRESENTATION • REGENT

2:00pm - 3:30pm

SESSION 14 • SAFETY SPOTLIGHT: BATTERIES AND ALTERNATIVE FUELS

Claes Berglund - Stena, Sweden (Moderator)

Safety Spotlight: Batteries and Alternative Fuels

Joep Bollerman – Lloyd's Register, USA

Battery Propulsion: Rule Development and Learning from Incidents

Sverre Eriksen – DNV, Norway

Safety First: Navigating the Construction of the World's Largest Battery Electric Ferry

Kim Clifford - Incat, Australia

Safety Spotlight: Alternative Fueled Ships and Cargo

Martin Carlsson - Stena Teknik, Sweden

Innovative Strategies for Transporting Alternative Fueled Vehicles on Ro-Ro/Ro-Pax Ships

Maria Garbarini – RINA, Italy

3:30pm - 4:00pm COFFEE BREAK

FLASH PRESENTATION • AUSTAL

4:00pm - 5:00pm

SESSION 15 • FERRY LEADERS PANEL 2

Götz Becker – FRS, Germany

Greta Bédard – Société des traversiers du Québec (STQ), Canada

Will Dady – StraitNZ, New Zealand

Tim Mooney - Fire Island Ferries, USA

Mark Wilson - Northumberland/Bay Ferries, Canada

FLASH PRESENTATION • MERCY SHIPS

5:00pm - 5:05pm

SESSION 16 • CLOSING CEREMONIES

Mike Corrigan – Interferry, Canada Tim Mooney - Fire Island Ferries, USA

Ronny Moriana Glindemann – FRS Iberia Maroc / DFDS, Spain Guido Grimaldi – Grimaldi Group, Italy

5:05pm - 6:05pm **HAPPY HOUR**

7:00pm - 1:30am* **FAREWELL DINNER AT THE PALAIS DAR SOUKKAR**

WEDNESDAY • OCTOBER 30

9:00am - 1:00pm

AFRICA FERRY SAFETY WORKSHOP

1:30pm*

DFDS TECHNICAL TOUR



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- HAPPY HOUR-





















- LANYARDS -







information and conference updates.



























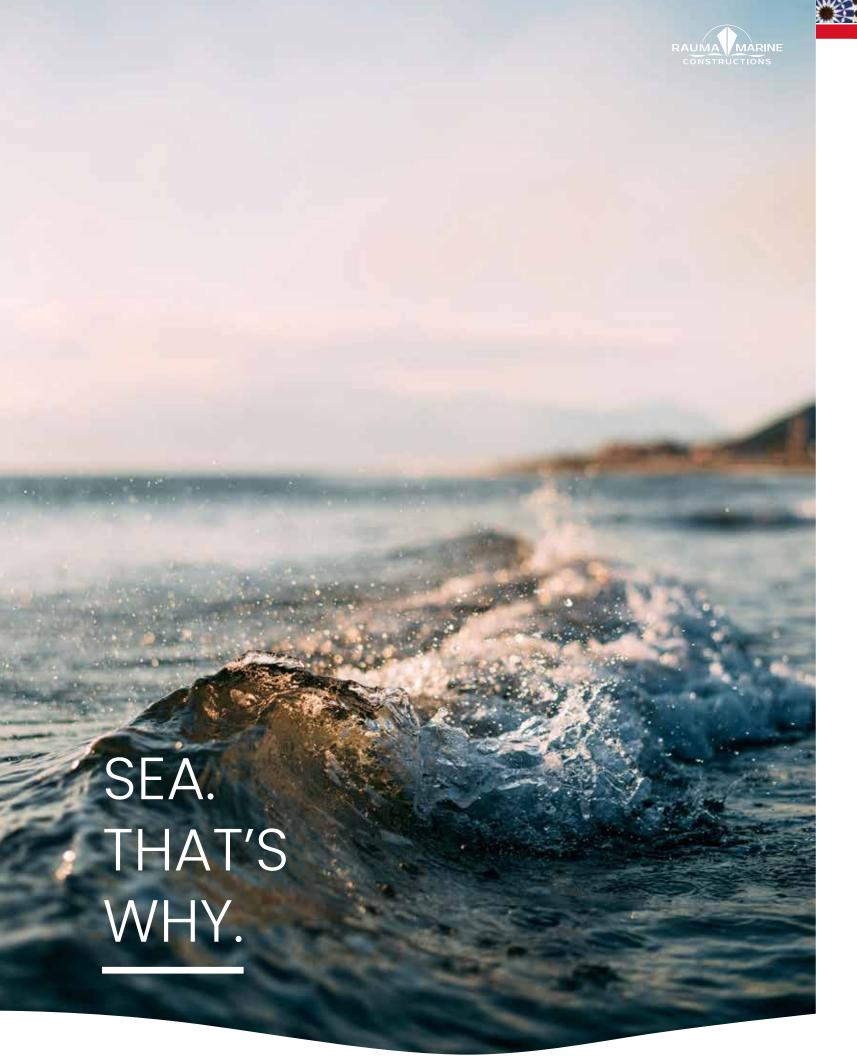








*Check the Interferry2024 conference app for complete event times, transportation



Conference Venue Maps **Sponsor Exhibit Locations**

1. Ferryhawk

2. MTU / Rolls-Royce

3. Africa Morocco Link (AML)

4. Stena RoRo

5. Hogia

6. HamiltonJet

7. Austal

8. Rauma Marine Constructions

9. AYRES Composite Panels

10. Liferaft Systems Australia (LSA)

11. Volvo Penta

12. RINA

13. WMS

14. Artemis Technologies

15. Beurteaux

16. Shippax

17. Lloyd's Register

18. REGENT

19.

20. Strategic Marine

21. Lighthouse

22. Green Marine

23. Hullbot

24. Servogear

25. Nowhere Networks

26. MariApps

27. Seat Innovation

28. IMS

29. Mercy Ships

30. DNV

31. Carus

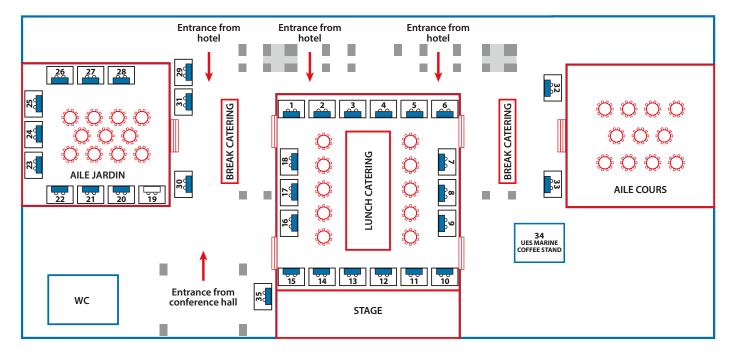
32. Damen

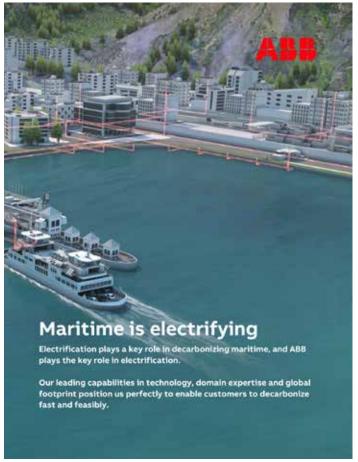
33. Worldwide Ferry Safety Assn.

34. UES Marine Coffee Stand

35. DFDS

INTERFERRY2024 CONFERENCE EXHIBITION HALL PALAIS DES CONGRÈS MARRAKECH











Australian Marine

For more information on Australian marine designers, builders, suppliers and service providers, please see our <u>2024 Australian Marine Industry Directory</u>

Visit our website for more information



Conference Venue Maps Mövenpick Marrakech Floorplan



- 1. Main Hotel Registration Desk
- 2. Meeting Location for Tours and Monday and Tuesday Evening Events
- 3. Conference Registration Desk Friday, Saturday and Sunday
- 4. Conference Registration Desk Monday and Tuesday
- 5. Bank Machine 1
- 6. Bank Machine 2
- 7. Sunday Evening Welcome Reception
- 8. Marcelona Restaurant and Terrace
- 9. Entrance to Palais De Congrès Conference Center
- 10. Lobby Groupe (Group Lobby) entrance
- 11. Lobby Groupe (Group Lobby) registration desk





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Speakers and Moderators

KEYNOTE SPEAKERS

BUD DARR • MSC GROUP, SWITZERLAND



Bud Darr is Executive Vice President, Maritime Policy and Government Affairs of MSC Group which operates in 155 countries. Bud is engaged across MSC's Cargo and Passenger divisions, continuing to develop and refine the company's central Government Affairs function. He is closely involved in MSC's response to developments in environmental public policy and regulation and other industry-wide issues such as greenhouse gas emissions, maritime security, safety at sea, and international shipping policy. Bud began his education in Submarine Nuclear Engineering and later obtained his formal undergraduate education at the US Merchant Marine Academy.



SOTIRIS RAPTIS • EUROPEAN COMMUNITY SHIPOWNERS' ASSOCIATIONS (ECSA), BELGIUM 53: Keynote / Topic: The Green Transition From a European Perspective: Turning the European Green Deal to an Ambitious Industrial Strategy

Sotiris Raptis has been Secretary General of the European Community Shipowners' Associations (ECSA) since 2022. He worked previously as Director for Environment in ECSA and as Senior Advisor in European Sea Ports Organisation. Sotiris was responsible for the clean shipping campaign of the NGO Transport & Environment and worked as MEP policy advisor on environment, transport and legal affairs at the European Parliament. He studied law at the University of Thessaloniki, University of Athens and King's College London. Sotiris was awarded European Citizens' Prize 2008 of the European Parliament as member of "G700" blog for promoting intergenerational justice.

SPEAKERS AND MODERATORS

JESPER AAGESEN • DFDS A/S, DENMARK

S12: Building a Ferry Sustainable Future / Topic: How DFDS is Working on a Ferry Sustainable Future

Jesper Aagesen has 25+ years of experience within the shipping business and graduated as a Naval Architect,
M.Sc., from The Technical University of Denmark in 1997. In 2015 Jesper Aagesen joined DFDS A/S establishing
and heading the newbuilding and major conversions department being responsible for executing DFDS' extensive
newbuilding programme with 11 vessels being delivered 2017-2022 from shipyards in Germany and China. Since
2021 Jesper Aagesen has been heading the department "Sustainable Fleet Projects" taking care of newbuilding
projects, conversion projects and execution of the "Vessels of Tomorrow" programme as part of DFDS' Climate Plan.



DR. PAUL ADALIKWU • MOWCA, NIGERIA

S10: Regional Spotlight – Africa / Topic: Maritime Organisation for West and Central Africa (MOWCA) Update

Dr. Paul Adalikwu a Nigerian was recently elected as the 6th Secretary General of the Maritime Organization of West and Central Africa (MOWCA). Dr. Adalikwu has over 30 years of expertise in corporate governance, maritime, strategic and policy issues as well as international development cooperation. His extensive experience includes resource mobilization and strategic partnerships, organizing high-level events, project management and coordination of multi-country affairs on maritime safety and security matters. He has worked extensively in both the academia and public sectors in the USA, Nigeria, Taiwan, Cote d'Ivoire amongst other countries.



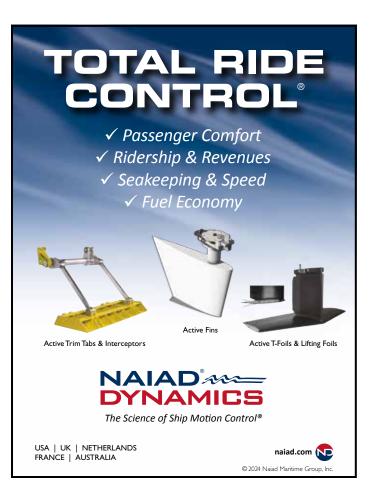
KEVIN BARTOY • WASHINGTON STATE FERRIES, USA

S12: Building a Ferry Sustainable Future / Topic: Building a Sustainable Future at Washington State Ferries
Kevin Bartoy is Senior Director of the Department of Quality, Health, Safety, and Environment, and Designated
Person Ashore (DPA) at Washington State Ferries (WSF). He has worked for the Washington State Department of
Transportation (WSDOT) since 2009. Kevin was the first Chief Sustainability Officer for WSF and was lead author of
WSF's first Sustainability Action Plan, published in 2019. His work in establishing a sustainability program at WSF
and leading WSF's efforts to help recover the critically endangered Southern Resident Killer Whale was recognized
with the Washington State Governor's Leadership in Management Award in 2021.

Cruise & Ferry











GÖTZ BECKER • FRS, GERMANY

S15: Day 2 Ferry Leaders Panel

Götz Becker is CEO of the FRS group of companies (Förde Reederei Seetouristik GmbH & Co. KG). Today, FRS is one of Europe's leading ferry specialists, having grown from a regional ferry operator to an internationally active business group operating 55 vessels with more than 2,000 employees worldwide. Götz has been with FRS since 1994, CEO since 2005. In 2015, he joined the OPC committee of Interferry, since 2019 Götz became Chair of Interferry's OPC committee. One year later, he joined the DNV•GL committee. Götz has been member of the board of directors of Interferry since 2016...



GRETA BÉDARD • SOCIÉTÉ DES TRAVERSIERS DU QUÉBEC, CANADA

S15: Ferry Leaders Panel 2

With a career of more than 40 years in the maritime sector, Mrs Greta Bédard is now the first woman to hold the position of President and Chief Executive Officer at the Société des traversiers du Québec. This graduate of the Institut maritime du Québec as Navigation Officer completed a Master of Business Administration and is also a certified corporate director. Mrs. Bédard's experience was developed in various spheres of the maritime division and public service, from founding two worker cooperatives to several management positions in operations and capital assets. Her sense of ethics and strategic vision of the maritime industry are amongst her many merits.



CLAES BERGLUND • STENA, SWEDEN

S5, S8, S14: Moderator

Claes Berglund is a senior executive in the shipping industry. As a Director of Public Affairs and Sustainability at Stena and active in many shipping organizations, he is a major influencer of shipping policy in Europe and globally. He holds a Bachelor in Science and is an officer in the Royal Swedish Navy (reserve). Before coming into the shipping world 15 years ago he had 12 years in road-based transport and third party logistic services. Stena is active in the challenge of finding sustainable energy sources for the shipping industry and has among other things introduced the world's first methanol ferry.



JOHN BERTELL • CARUS, ÅLAND

S10: Regional Spotlight: Africa / Topic • Safety in Developing Countries Through IT

With a background in the shipping industry working with cargo shipping operations as well as cruise and port operations, John Bertell has spent the last 20 years with IT solutions for the ferry industry. Being involved both from the sales perspective and practical system implementations as project manager and implementation expert, he has gained experience of a wide range of ferry operations in detail. In 2010 he joined Carus as Sales Manager and is now Director of Sales, with the responsibility for new clients as well as for client relationships and business development. Carus is a leading provider of reservations, sales and port solutions specifically designed for the passenger vessel industry.



JOEP BOLLERMAN • LLOYD'S REGISTER, USA

S14: Panel • Safety Spotlight: Batteries and Alternative Fuels / Topic • Safety Spotlight: Batteries and Alternative Fuels Originally from The Netherlands, Joep sailed as an engineer for 10 years on cargo and cruise ships. Joined Lloyd's Register in 1996 in Miami as surveyor and auditor and moved to the LR Passenger Ship Support Center in 2007. In his current position as VP Passenger Ships his focus is to support internal and external clients in getting-it-right. He supports training and rule interpretations, while also maintaining and growing industry relationships and promoting the sharing of expertise, practical interpretations, and solutions to ever changing Rule and Regulatory challenges. Joep is a member of the Interferry Safety Committee since 2020.



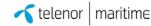
TORBEN CARLSEN • DANISH FERRY & TRANSPORT GROUP (DFDS), DENMARK

S5: Regulatory Panel

Torben Carlsen was appointed President & CEO of Danish Ferry & Transport Group (DFDS) from 1 May 2019. He joined the company in 2009 as CFO and was, among other things, responsible for DFDS' acquisition of Ferry and Transport Group Norfolkline in 2010 as well as other acquisitions, digitisation of DFDS and major change projects. Torben has a broad and international managerial background, with leading positions in Switzerland and the USA, primarily within the airline industry. In addition to this comes experience from private equity. He holds an MSc in Finance and various board positions in the finance and shipping industries.







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MARTIN CARLSSON • STENA TEKNIK, SWEDEN

S14: Safety Spotlight: Batteries and Alternative Fuels / Topic: Alternative Fueled Ships and Cargo

Starting a marine career in beginning 1990's as deck hand in Stena Line, Martin has ever since had his heart with RoRo and RoPax vessels. After serving in various vessels, studies at Nautical Academy and a Naval Architecture degree he went for a first post graduate role at Lloyd's Register HQ R&D team. Since 2019 Martin works with Stena Teknik on fire safety of RoRo and RoPax ships, participating with operators view in fire safety research projects such as German Albero project and EU Horizon 2020 financed LASHFIRE project. He supports Swedish Shipowners Association, Swedish Flagstate, and EMSA in developing future fire safety regulations and is deeply involved in setting new standards for transporting vehicles with alternative fuels.



MATTEO CATANI • GNV (GRANDI NAVI VELOCI), ITALY

S9: Day 1 Ferry Leaders Panel

Matteo Catani is the Chief Executive Officer of GNV, a leading Ferry Company in the western Mediterranean Sea. Prior to this he served as Director of Sales and Business Development (2014 – 2016), leading sales, marketing and development activities, as Strategy and Business Development Manager (2011 – 2014) heading planning, forecasting, pricing and revenue management as well as Business Planning and Analysis Manager (2007 – 2010). He had previously held different business planning related positions within the Danone Group (2004 – 2007) a multinational company leader in the food-and-beverage Industry. Matteo holds a master's degree in Economics from the University of Genoa and an MBA from The University of Chicago – Booth School of Business, US, Illinois.



KIM CLIFFORD • INCAT, AUSTRALIA

S14 • Safety Spotlight: Batteries and Alternative Fuels / Topic: Safety First – Navigating the Construction of the World's Largest Battery Electric Ferry

Kim Clifford, a proud Tasmanian, and daughter of shipbuilding pioneer Robert Clifford, is the Managing Director of Incat Marketing Pty Ltd. She is a Director of one of the world's largest aluminum ship manufacturers, driven by her passion for people, purpose, and productivity. Kim's dedication extends beyond business; she is the President of the Tasmanian Fast Ferry Museum and serves as the Honorary Consul for Japan. Additionally, Kim was an inaugural Director of Brand Tasmania, championing the unique identity and values of her home state.



MIKE CORRIGAN • INTERFERRY, CANADA

S1, S4, S9, S15, S16

Mike Corrigan is CEO of Interferry, the trade association that represents the worldwide ferry industry. Mike's focus leading Interferry is to ensure that it continues to be the voice of the worldwide ferry industry in matters of safety and operational best practices, is the industry's voice with regulatory agencies such as IMO, and that the trade association's value continues to grow for existing and new members. Mike brings to his position of CEO of Interferry extensive executive experience in the ferry industry, most recently as the CEO of BC Ferries, one of the world's largest ferry operators.



WILL DADY • STRAITNZ, NEW ZEALAND

S15: Day 2 Ferry Leaders Panel

Will Dady is Chief Commercial Officer at StraitNZ, a nationwide integrated transport business, who operate the Bluebridge Cook Strait Ferries ropax service between the North and South Islands of New Zealand. Responsible for Bluebridge's freight and passenger revenue streams, as well as IT, HR and media relations, across the group, Will has been with StraitNZ since 2017. Before joining, he spent several years in digital leadership roles at Air New Zealand and enjoyed six years working across online travel businesses in the UK. Will has a burgeoning interest in the regulatory side of ferry operations and is a participant in Interferry's Regulatory Committee.



PANOS DIKAIOS • ATTICA GROUP, GREECE

S9: Day 1 Ferry Leaders Panel

Panos Dikaios is the CEO of ATTICA GROUP, one of the leading ferry operators worldwide, based in Greece. He joined the Group in 2012 and from 2013 until 2023 he served as the Chief Financial Officer. Mr. Dikaios is also a member of the Board of Directors of ATTICA GROUP as well as its subsidiaries. He has more than 20 years of experience in shipping finance and investment banking. Prior to joining ATTICA GROUP, he held the position of Shipping Manager at the Investment Bank of Greece, responsible for financing and investment banking services to the maritime sector.



SVERRE ERIKSEN • DNV, NORWAY

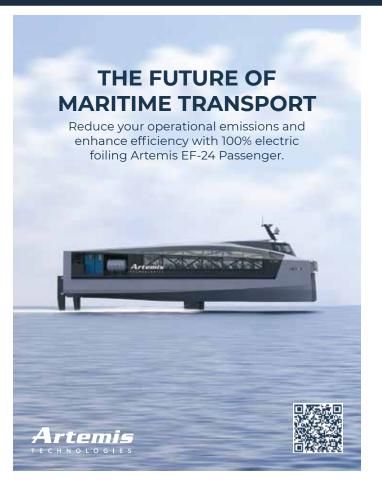
S14: Safety Spotlight: Batteries and Alternative Fuels / Topic: Battery Propulsion – Rule Development and Learning from Incidents

Sverre Eriksen is a Senior Principal Engineer for electrical systems in DNV Maritime. Sverre has an MSc in electric power engineering from the Norwegian University of Science and Technology. He joined DNV in 2008. He is a specialist in battery systems and has been responsible for developing the DNV class rules for battery-powered ships since 2011. He works with the certification of battery systems and DNV classification of many ships with batteries. In addition, he is involved in DNV investigations of incidents with batteries installed on ships.

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MARIA GARBARINI • RINA, ITALY

S14: Safety Spotlight: Batteries and Alternative Fuels / Topic: Innovative Strategies for Transporting Alternative Fueled Vehicles on Ro-Ro/Ro-Pax Ships

Maria Garbarini is the Head of Passenger Ships Excellence Centre at RINA Services S.p.A. With a decade-long tenure in a ro-ro shipping company, she specialized in overseeing new building, conversion, and engineering projects, as well as managing funded innovative projects. Transitioning to RINA in 2018 as a passenger ships engineer, Maria focuses on implementing cutting-edge products and value-added services in the passenger ships sector. She actively contributes to RINA's Decarbonization Committees, dedicated to exploring alternative fuels, new technologies, and operational strategies to achieve net-zero greenhouse gas emissions.



JOHN GARNER • JG MARITIME SOLUTIONS, UK

S8: Green Methanol – A Scalable Zero-Emission Fuel in the Maritime Sector

John has over forty-five years' experience at sea and ashore and has spent over thirty years in the ferry industry, moving ashore in 1994 with Stena Line. John was Fleet Director of P & O Ferries Ltd, from 2004 -2019 and had full responsibility for all maritime aspects of the fleet. As founding director of JG Maritime Solutions Ltd, John has provided advice to three ferry newbuild projects, new business development projects as well as conducting the surveys of ten ferry operators for the Inmarsat report. John is a former Interferry Director, the current chair of the Interferry Regulatory Committee and provides regulatory liaison on behalf of Interferry in the LASH FIRE project.



RONNY MORIANA GLINDEMANN • FRS IBERIA MAROC / DFDS

S1: Opening Ceremonies; S16: Closing Ceremonies

Ronny Moriana Glindemann serves as the Managing Director at FRS Iberia/Maroc, a subsidiary of DFDS. DFDS operates a transport network bridging Europe with an annual revenue of EUR 3.6bn and 14,000 full-time employees. Established in the year 2000, FRS Iberia/Maroc stands as the sole ferry company that currently operates in all the ports along the Strait of Gibraltar. Capitalizing on the growing Moroccan economy and the flourishing bilateral trade between Spain and Morocco. Today, the company proudly holds the top position in the ferry traffic market between Spain and Morocco, demonstrating profound expertise in both fast ferry operations and freight transportation.



GUIDO GRIMALDI • GRIMALDI GROUP, ITALY

S16: Closing Ceremonies / Topic: Invitation to Sorrento and Interferry2025

Guido Grimaldi has a Degree in Economics from the University of Naples Federico II, and has attended the MBA "Automotive Logistics" program at the ECG Academy (European Vehicle Logistics Association). Currently, Guido Grimaldi is the Corporate Commercial Director Short Sea Shipping Services of Grimaldi Group, Hotel Management and Claims Department Director of Grimaldi Short Sea Services; President of the Agencies Grimaldi Sardegna, Grimaldi Catania and Grimaldi Brindisi; Member of the Board of Directors of Finnlines Plc, Valencia Terminal Europa, Grimaldi Marangolo Terminal Catania, Grimaldi Logistica Genova, Grimaldi Maroc, Grimaldi Tunis and Grimaldi Shipping Agency Shanghai.



AHMED HASSAN • ABB, NORWAY

S7: Cybersecurity / Topic: Navigating Cybersecurity Challenges in Maritime Operational Technology

Ahmed Hassan is the Global Cyber Security Manager for ABB's Marine and Ports division. He joined ABB in 2007 and now leads the development of a customer-centric cyber security portfolio that enables shipowners to maintain and monitor OT system cyber security and comply with international regulations. Hassan has more than 15 years of international experience in operational technology (OT), with a focus on the cyber security domain in the past seven years.



NICOLAS JIMENEZ • BC FERRIES, CANADA

S9: Day 1 Ferry Leaders Panel

Nicolas Jimenez joined BC Ferries, one of the largest ferry operators in the world, in March 2023. As President and CEO, he provides leadership and strategic direction to ensure safe, reliable and affordable ferry service in coastal British Columbia. His focus on delivering an important public service is matched by his commitment to great customer experiences. Nicolas has a Master's Degree in Public Administration from both Harvard University and the University of Victoria as well as a Bachelor's Degree in Political Science from Wilfrid Laurier University. Outside of work, Nicolas sits on many boards, councils and advisory bodies, both industry groups and non-profits.



ABDESSAMAD KAYOU • THE KINGDOM OF MOROCCO

S1: Opening Ceremonies

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Kayouh has been a prominent figure within the Istiqlal Party for over a decade and has become one of the most influential personalities from the Souss-Massa region, recognized for his contributions to both regional and national development. In 2018, he was elected first vice-president of the House of Councillors, the upper chamber of the Moroccan parliament, where he was involved in shaping legislative reforms and fostering international relations. Beyond his political career, Kayouh holds a strong academic background that complements his work in public office. He earned a degree in international trade from Casablanca and later pursued a master's degree in political science. He also completed advanced training in agricultural management in South Africa and the US.

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PAUL KYPRIANOU • THE GRIMALDI GROUP, ITALY

S5: Regulatory Panel

Paul Kyprianou entered the Grimaldi Group in 1995 by covering the position of Commercial Executive at the Group's offices in London. In 1997 he was transferred to the Group's Headquarters in Naples as Area Manager for Greece and Cyprus. Since 2000 he also holds the position of External Relations Manager. From 2005 to 2010 Paul was Managing Director of Grimaldi & Louis Dreyfus Lines which run a freight & passenger service between Civitavecchia (Italy) and Toulon (France). Paul represents the Grimaldi Group at various associations such as ECSA (European Community Shipowners' Associations), Interferry and he is at the Advisory Board of the Italian-Cypriot Chamber of Commerce. Paul is currently the chair of Interferry's Operators Policy Committee.



MIKA LAURILEHTO • RAUMA MARINE CONSTRUCTIONS, FINLAND

S12: Building a Ferry Sustainable Future / Topic: FUSE – Electrification of Short Sea Shipping

Mika graduated as M.Sc. in Naval Architecture and has since been working for 35 years in the international marine industry. During those years he has held several managerial positions in various areas of shipbuilding in different companies in Finland and Germany. He started at RMC four years ago and is responsible for technology and sales activities focusing heavily on providing novel solutions combining high performance with low environmental impact for ship owners and operators.



ELISABETH LÖNNE • STENA LINE GROUP, SWEDEN

S9: Day 1 Ferry Leaders Panel

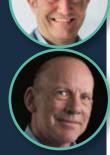
Elisabeth Lönne has been serving as the Chief Commercial Officer of Stena Line Group since 2022. She has a wealth of knowledge and experience in the shipping industry. Prior to taking up her role in Stena Line Group Management, she held several senior commercial roles internationally throughout the company since joining



JUAN PABLO MOLINA • BALEARIA, SPAIN

S12: Building a Ferry Sustainable Future / Topic: Baleària's Ferry Sustainable Future

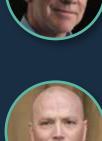
Juan Pablo Molina earned an MSc. In Navsl Architecture and Marine Engineering from the Universidad Politecnica de Madrid, and has more than 25 years of experience in different areas of the maritime sector and international environments. Juan has been Corporate Technical Director of the ferry shipping company Balearia since 2021, to which he was already linked in its early years.



TIM MOONEY • FIRE ISLAND FERRIES, USA

S4: Interferry 2023 Annual General Meeting; S15: Day 2 Ferry Leaders Panel; S16: Closing Ceremonies

Tim Mooney is president of Fire Island Ferries, Fire Island Water Taxi and Fire Island Terminal, responsible for providing ferry, water taxi, freight and parking services originating from their Long Island, New York facility and servicing the communities of Fire Island. With a fleet of 25 vessels they provide transportation and related services to over 1 million passengers a year. In 2003 Tim left the computer industry to join his father to help run Fire Island Ferries. Since joining his father, he and his staff have worked to implement many new systems in support of websites, ticketing, freight billing, parking and advertising creating numerous incremental ridership and revenue opportunities for the organization. Tim has served on the Interferry Board since 2013, and is currently chairman.



STEVE NEVEY • WASHINGTON STATE FERRIES, USA

S9: Day 1 Ferry Leaders Panel

Steve Nevey is the assistant secretary for the Washington State Ferries Division. A career mariner, Nevey progressed directly from high school to a maritime academy in the United Kingdom. For the past two years he has served as director of marine operations for WSF and has been instrumental in the development of programs that address ongoing staff shortages in the industry. Steve has a wealth of experience from a maritime career spanning more than two decades. He has worked with his team and Washington State Ferries leadership to find workable solutions to staffing shortages and vessel-related maintenance and preservation challenges to ensure better service and reliability in the long term for the users of the WSF system.

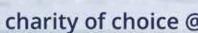


DAVID OKAFOR • CONSULTANT FOR CAVERTON MARINE LIMITED, NIGERIA

S10: Regional Spotlight: Africa / Topic: Electrifying Nigeria's Inland Waterway Vessels Using Market Forces

David Okafor is a Naval Architect and Marine Engineer with over a decade of experience in ship design, marine technology, and project management. He has been involved in the design and construction of various naval vessels for the Nigerian Navy at Naval Dockvard Limited, Additionally, he consults for Caverton Marine Limited, leading efforts to promote sustainability in the Nigeria Marine Transportation Industry. Currently, he is pursuing a PhD in Naval Architecture and Ocean Engineering at the University of Strathclyde, UK. His research focuses on exploring efficient ship design and operation using electrical and renewable energy for inland waterway transportation in Lagos. David is dedicated to advancing the growth of shipbuilding in Africa.

















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ROSE APPIAH OKYERE • VOLTA LAKE TRANSPORT COMPANY, GHANA

S10: Regional Spotlight: Africa / Topic: Maritime Safety and Sustainability

Mrs. Rose Appiah Okyere is the Managing Director of Volta Lake Transport Company Limited in Ghana. Mrs. Okyere joined the company in 2006 as a Planning Officer and rose through the ranks to become Corporate Planning and Regulatory Affairs Manager. In 2020, Mrs. Okyere was appointed as the Ag. Managing Director of the Company and she was confirmed as the substantive Managing Director in January 2023, becoming the first female Managing Director of the Company. She has over 15 years of experience as a corporate executive leader in inland water transport. Rose holds a bachelor's degree in social sciences (Economics) from University of Cape Coast and an MBA from Kwame Nkrumah University of Science and Technology, all in Ghana.



ANDERS ØRGÅRD • OSK DESIGN, DENMARK

S12: Building a Ferry Sustainable Future / Moderator

Anders is CCO of OSK Design A/S, a leading Danish marine consultancy group specialising in innovative ferry designs and ship interiors, tonnage strategy and green propulsion technologies. He has served as Secretary General of Danish Society for Naval Architecture and Marine Engineering and has been recommended as fellow of the Royal Institute of Naval Architects in London. Anders spends the majority of his time advising shipowners on Fleet Strategy, concept development and technical advisory on tender processes and negotiation of newbuilding projects. Anders holds a master's degree in Naval Architecture and Engineering from the Technical University of Denmark and is a specialist in the field of RoRo and RoPax ferries, innovative concept designs, passenger flow, and on-board experience economy.



ED PANG • ARCSILEA, UK

S5: Regulatory Panel

Edwin is a naval architect with around 24 years' experience in ship design and consulting. He has been involved at the IMO since 2001 and currently chairs the IMO Committee of the Royal Institution of Naval Architects as well as being a member of the Board of the Institution. His experience also includes EU research projects on alternative design for fire safety, damage stability and marine applications for hydrogen fuel cells. He was lead author of a study into the future of EEDI for the European Commission and was closely involved in the development of the EEXI and CII frameworks. He has been closely involved with Interferry since 2016, assisting with modifications to the EEDI and EEXI frameworks for ro-ro ships and also with domestic ferry safety. Edwin set up Arcsilea in 2018 and the consultancy specialises in regulatory policy development based on extensive data analysis.



DR. IAIN PERCY • ARTEMIS TECHNOLOGIES, UK

S12: Building a Ferry Sustainable Future; Topic: Navigating The Future: Zero Emissions - Fast Passenger Transport **Solutions for Today and Tomorrow**

Dr. lain Percy OBE is a four time Olympian, three time Olympic medalist and double Olympic champion. He is also a veteran of four America's Cup challenges. After retiring from Olympic competition in 2012, he joined Artemis Racing as a tactician, and was appointed Team Manager in October 2013. Iain then went on to lead the team's successful 35th America's Cup campaign in Bermuda, reaching the Louis Vuitton Challenger Series final in 2017. Passionate about protecting the oceans, the economics graduate founded Artemis Technologies in 2017, with a mission to see how America's Cup technology could play a part in the decarbonization of the maritime industry. He has overseen the company's transition from a sailing services provider, to an applied technologies company focusing on green innovations for high-speed, marine transport.



JOHAN ROOS • INTERFERRY, SWEDEN

S5: Regulatory Update and Regulatory Panel

Johan Roos is the Executive Director of EU and IMO Affairs for Interferry, based in Sweden. Previously he was Director of Sustainability with Stena Rederi AB. He holds a Masters Degree in Environmental Sciences from the University of Gothenburg, Sweden. In the year 2000, Johan left DNV to join Stena Line, the ferry operator, to develop environmental management systems internally. From 2006-2011 he was in charge of sustainability issues for all of Stena's shipping activities. Johan works in close relation with the European Community Shipowners Association and the International Chamber of Shipping and represents Interferry at the International Maritime Organization.



AKPAN UKEME SUNDAY • LAGOS STATE WATERWAYS AUTHORITY, NIGERIA

S10: Regional Spotlight - Africa; Topic: Decarbonizing African Ferry Industry Through Sustainable Ferry Design

Akpan Ukeme Sunday is a seasoned Marine Engineer, Vessel Surveyor, Maritime Safety Trainer, Inland Waterways Expert and Maritime Consultant. With over 18 years of experience in the Maritime Industry, Ukeme is a soughtafter speaker for several Maritime events, safety conferences, seminars and training workshops. He was one of the speakers and panelists at the joint IMO / INTERFERRY Africa Ferry Safety Seminar held at Dar es Salaam Tanzania in April 2024. He is the brain behind the annual Lagos State Boat Builders conference as well as several workshops and trainings for the ferry crew organized by LASWA and other maritime stakeholders.









DAVID SURPLUS • B9 ENERGY, NORTHERN IRELAND

S8: Green Methanol – A Scalable Zero-Emission Fuel in the Maritime Sector

David is a Chartered Marine Engineer and former Lloyd's Register Surveyor who moved from offshore oil and gas into renewables 32 years ago to form the B9 Energy group of companies. B9 has developed 10 onshore and 2 offshore wind farm projects, provided O&M services on 49 wind farms, developed industrial scale anaerobic digestion, 6 x landfill gas power stations, and is now focussed on green Power-to-X projects to provide balancing load for otherwise curtailed wind farms. David is currently working on green shipping corridors for ro-ro freight ferries and container ships and the production of e-methanol using innovative patent pending CO2 recycling technology to ensure that methanol can be a scalable zero emission marine fuel to meet 2050 decarbonisation targets.



ADAM TRIOLO • REGENT, USA

S13: REGENT: The Seaglider Solution

Adam is an experienced leader in aviation and aerospace business development with a focus on relationship cultivation, sales, and operational expertise. With over 10 years of experience at Textron Aviation (parent of the Cessna and Beechcraft brands) culminating in leading the sales team for the Asia Pacific region as well as acting as managing director for TechJet Aviation, Adam brings a wealth of knowledge on aviation-focused business development, sales, and customer relationships. Adam joined REGENT after earning his MBA from Boston University where he advanced from Director of Commercial Business Development to Vice President of Commercial Business Development. Adam also holds an Airline Transport Pilot license with Type Ratings in aircraft including the Airbus A319/320/and 321e.



GEORGIOS TSAKALIS • FRONTEX/EUROPEAN BORDER AND COAST GUARD AGENCY, POLAND S6: Security / Topic: Changes to EU Borders – EES AND ETIAS

Georgios Tsakalis works for FRONTEX, for the past 3 years in the Assistance Centre Unit of the ETIAS Central Unit Division, preparing the carriers' industry for the implementation of two new systems that EU is introducing, the Entry/Exit System (EES) and the European Travel Information and Authorisation System (ETIAS). He has been engaging with the ferry and cruise industry in various formats as a speaker, interacting with and providing guidance to all stakeholders within the sea carriers' community affected by those new EU systems.



ROBERTA WEISBROD • WORLD FERRY SAFETY ASSOCIATION, USA

S10: Regional Spotlight – Africa; Topic: Electrifying Nigeria's Inland Waterway Vessels Using Market Forces S11: World Ferry Safety Association Student Awards

 $Roberta\ Weisbrod\ is\ the\ Executive\ Director\ of\ the\ Worldwide\ Ferry\ Safety, Association\ since\ the\ organization's\ activation$ in 2012. WFSA sponsors an international design competition for a safe affordable ferry; maintains and data base of ferry fatalities since 2000; and conducts and commissions research. Roberta was a consultant for over twenty years on maritime transport and waterfront development. She is a lifetime honorary member of Interferry. She was awarded, on behalf of the Worldwide Ferry Safety Association, the Maritime Safety Award by the Royal Institute of Naval Architects and Lloyd's Register in 2022, and in 2023 was presented with an award by the USCG Captain of the Port of New York.



OLIVER WEISS • INTERFERRY, UK

S10: Regional Spotlight – Africa; Topic: Interferry Domestic Ferry Safety Committee Update

Oliver Weiss retired as a partner in 2013 from a leading firm of maritime solicitors in the City of London. In a career spanning almost forty years as a litigator he dealt with some of the major casualties, including ferries. He established Griffon Maritime (GMA) in 2014 and continues to advise clients from his position as a consultant. Oliver chairs the Safety Committee of Interferry.



MARK WILSON • BAY FERRIES LIMITED (BFL) AND NORTHUMBERLAND FERRIES LIMITED (NFL), CANADA

S15: Day 2 Ferry Leaders Panel

Mark Wilson is the President and Chief Executive Officer of Bay Ferries Limited (BFL) and Northumberland Ferries Limited (NFL). He has over 30 years' experience in the Marine and Maritime profession. Wilson has been with the companies since May 2021, starting as Vice President Marine Operations, becoming Senior Vice President in July 2022 and Acting Chief Executive Officer in August 2023. Prior to his career in the marine transportation sector, Wilson served 23 years in the Royal Canadian Navy, with increasing senior engineering responsibilities and active service in the Persian Gulf. Mark spent 11 years in various senior executive positions at BC Ferries.



aml.ma





CLAIRE WOMERSLEY • HFW, UK

S6: Security / Topic: Safety and Security Issues Facing the Ferry Industry

Claire is a leading practitioner in crisis management response and is currently managing high profile and complex litigation on a number of matters for the travel and container shipping sectors that have attracted significant media attention and associated reputational risks. As a Master Mariner who spent nine years at sea navigating large passenger vessels and ro-ro ferries, Claire brings a wealth of insight, knowledge and 'hands on' experience to the cases she has the conduct of. Claire is an active participant in various industry forums supporting the travel industries such as Interferry, CLIA, the UK Chamber of Shipping and the Mission to Seafarers, she is also a

champion for diversity and inclusion including most recently supporting the Aspiring Solicitors Group in their International Women's Day event.

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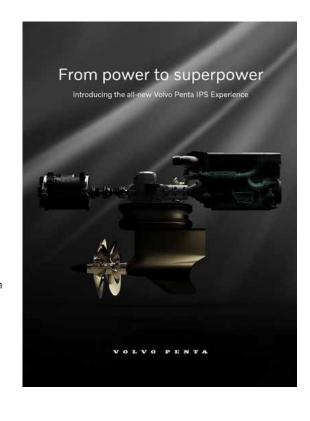
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Corsica Ferries, FRANCE Corsica Linea, FRANCE David MacBrayne Ltd., UK Delaware River & Bay Authority, USA

DFDS A/S, DENMARK Experiencias Xcaret Parques, MEXICO Fire Island Ferries Inc., USA

FjordLine A/S, NORWAY Flagship Cruises and Events, USA FRS. GERMAN)

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Groupe CTMA, CANADA Hornblower Group, Inc., USA Interislander (Kiwirail), NEW ZEALAND

Irish Continental Group, IRFL AND Dream Ferries, HONDURAS Jadrolinija, CROATIA

Liberty Lines, ITALY Marine Atlantic Inc., CANADA Massachusetts Bay Lines Inc., USA

Molslinjen, DENMARK National Ferries Company (MWASALAT), OMAN

Naviera Armas, SPAIN NRMA Marine, AUSTRALIA Norled NORWAY

Northumberland/Bay Ferries, CANADA Onorato Armatori — Moby Lines, Cin Terrenia, Toremar, ITALY Owen Sound Transportation Company Ltd., CANADA

PT ASDP Indonesia Ferry (Persero), INDONESIA Red Funnel Group, UK

Red and White San Francisco Bay Cruises, USA Rederi AB Gotland, SWEDEN

Riverside Marine, AUSTRALIA Roads and Transport Authority of Dubai, UAE Royal Doeksen - Rederij Doeksen, NETHERLANDS Samsø-Linien A/S, DENMARk

San Francisco Bay Ferry (WETA), USA Scandlines, DENMARK SeaLink Travel Group, AUSTRALIA

Sea Lines, TURKEY Searoad Ferries, AUSTRALIA Seaspan Ferries Corporation, CANADA

SeaStreak, LLC, USA Seatruck Ferries, UK Shun Tak — China Travel Ship Management Ltd., HONG KONG

Societe des Traversiers du Ouebec, CANADA Spirit of Tasmania (TT-Line Pty Ltd), AUSTRALIA Staten Island Ferry, NYCDOT, USA Stena Line Scandinavia AB, SWEDEN Stena RoRo, SWEDEN

StraitNZ Bluebridge Cook Strait Ferries, NEW ZEALAND Sudiles (Betico), FRANCE

SWITCH Maritime, US Thames Clippers, UK

The Isle of Man Steam Packet Company Limited, UK The Maritime Company For Navigation, SAUDI ARABIA

Trasmapi-Sercomisa, SPAIN TT Line GMBH & Co., GERMANY Twin City Liner, AUSTRIA

Ultramar / Naviera Ocean, MEXICO United Marine Egypt (UME), EGYPT Vancouver Island Ferry Co., CANADA Viking Line ABP, FINLÁND

Virtu Ferries Limited, MALTA Wagenborg Passenger Services, NETHERLANDS Wasaline, FINLAND

Washington State Ferries, USA Wightlink, UK

Woods Hole Martha's Vineyard Nantucket Steamship Co., USA Wyker Dampfschiffs, GERMANY

CREWING & TRAINING

Anglo-Eastern Ship Mgmt., NETHERLANDS Euro Work Group, FINLAND RelyOn Nutec, NETHERLANDS Simwave B V NFTHERI ANDS Viking Maritime, UK

SHIPBUILDERS Asian Marine Transport Corporation, PHILIPPINES

Aus Ships, AUSTRALIA Austal Limited AUSTRALIA Brix Marine, USA Brodrene AA, NORWAY Candela Technology AB, SWEDEN

China Merchants Industry, CHINA Damen Offshore & Specialized Vessels B.V., NETHERLANDS

Gladding-Hearn Shipbuilding, USA Guangzhou Shipyard International Company Ltd, CHINA Incat Australia, AUSTRALIA

Incat Crowther, AUSTRALIA Metal Shark Boats, USA Meyer Turku Oy, FINLAND OCÉA, FRANCÉ

Rauma Marine Constructions Oy, FINLAND Remontowa Shipbuilding S.A., POLAND Strategic Marine, SINGAPORE

Wight Shipyard Company Ltd, UK **DESIGNERS, NAVAL ARCHITECTS** & MARINE ENGINEERS

Artemis Technologies, UK Arup, USA as2con, CROATIA Aurora Marine Design, USA Bluetech Finland, FINLAND BMT Ltd., UK Chartwell Marine, UK

Adec Kedge, AUSTRALIA

C-Job Naval Architects, NETHERLANDS Danfoss, DENMARK Deltamarin Ltd., FINLAND Elliott Bay Design Group, USA

FV Maritime New 7ealand Foreship Ltd., FINI AND Houlder Limited, UK INMEL d.o.o., CROATIA JTC International, PANAMA Knud E. Hansen A/S. DENMARK

Kroes Marine Projects, NETHERLANDS LMG Marin, FRANCE Naos Ship & Boat Design SRL, ITALY navalue GERMANY

One 2 Three Naval Architects, AUSTRALIA OSK Design, DENMARK REGENT Craft, USA SeaTransport, AUSTRALIA SimFWD GREECE

Spear Green Design, AUSTRALIA

EQUIPMENT SUPPLIERS & MANUFACTURERS

ABB Oy, Marine and Ports, FINLAND Adelte Ports & Maritime S.I.I.I. SPAIN AEGIR-Marine BV, NETHERLANDS Alucoil.com, SPAIN

Ayres Composite Panels, AUSTRALIA Brunvoll Mar-El AS, NORWAY Caterpillar Motoren GmbH & Co.KG, GERMANY CBG Systems, AUSTRALIA

Consilium, USA Corvus Energy, NORWAY Current Scientific Corporation, CANADA CWF Hamilton & Co. Ltd., NEW ZEALAND

DCARB Australia Pty, AUSTRALIA Echandia, SWEDEN EMCS Industries, Ltd., CANADA

GE Aerospace, USA GIT Coatings, CANADA Hullbot, AUSTRALIA Kongsberg Maritime, NORWAY

Liferaft Systems Australia, AUSTRALIA MacGregor, SWEDEN MAN Energy Solutions, GERMANY Marine Charging Point, FINLAND

MTU / Rolls-Royce, GERMANY Naiad Dynamics, USA North Sea Offshore Technology (Yantai) Co., Ltd., CHINA

Star Engineering, UK Steerprop Ltd., FINLAND TFCO 2030 Inc., USA Trelleborg Marine and Infrastructure, UAE

Victaulic, BELGIUM VID FIREKILL, DENMARK Voith Turbo GmbH & Co. KG. GERMANY

Volvo Penta SWEDEN Wabtec, GFRMANY Wärtsilä Finland, FINLAND

Yanmar, JAPAN ZF Marine Propulsion Systems, USA

INTERIOR DESIGN & EQUIPMENT

Reurteaux AUSTRALIA Seat Innovation AS, NORWAY UES Marine, AUSTRALIA

CONSULTANTS

Arcsilea, UK BoCS Consulting AB, SWEDEN Briggs Marine & Environmental Services, SCOTLAND EHRENBERG SØRENSEN Kommunikation, DENMARK

Glosten, USA International Maritime Services Pty Ltd (IMS), AUSTRALIA IG Maritime Solutions Ltd. LJK KPFF Consulting Engineers, USA

Live Business, ÚK Shipshape Consulting, UK

SHIPBROKERS

Alta Shipping Brokers, S.L., SPAIN Brax Shipping HB, SWEDEN BRS Shipbrokers, FRANCE Go Shipping & Mamt, Inc, GREECE Grifone Shipbrokers, SWEDEN IBS Global, AUSTRALIA Maatsuyker Limited, UK Macholl & Specht GmbH, GERMANY Malta Shipbrokers, MALTA Mason Shinhrokers LIK Navitaship ApS / Trollship, DENMARK Nordvik Shipping, SWEDEN Pinnacle Marine, USA Simsonship AB, SWEDEN

PUBLISHERS

Cruise and Ferry / Tudor Rose, UK PressReader, CÁNADA Shippax Information, SWEDEN

A/S Global Risk Management Ltd., DENMARK Hannaford Turner LLP, UK HFW. UK NorthStandard Group Services Limited, UK Shipowners Protection, UK

FINANCIAL, INSURANCE &

INFORMATION TECHNOLOGY

Adonis, NORWAY AFerry, Ltd. UK Aurizn Solutions Pty, AUSTRALIA Brock Solutions, CANADA Carus Ferry AB Ltd., FINLAND Cetasol, SWFDFN Direct Ferries, UK E-Dea S.p.A. Transport Technology, ITALY Expian Ltd, UK Ferryhawk, AUSTRALIA Ferryhopper, GREECE Helm Operations, CANADA Hogia Ferry Systems, FINLAND Lighthouse, SWEDEN Liknoss Group, GRFFCF NAPA FINI AND NCB Hazcheck Limited, UK Pharos Data Ltd., UK Pivotel America Inc., USA

AGENCIES

Surikat AB, SWEDEN

Telenor Maritime, NORWAY

Ripple, CANADA

Speedcast, USA

WMS, USA

Asta Adria MACEDONIA Ballyhoo Media, USA BC Ferry & Marine Workers' Union, CANADA Shipping Corporation of Zanzibar (SHIPCO), ZANZIBAR Viamare All Year Travel GREECH

CLASSIFICATION SOCIETIES

Bureau Veritas Marine & Offshore SAS, FRANCE DNV GERMANY Lloyd's Register, UK

RINA Services, ITALY **ASSOCIATIONS**

Association of Pacific Ports. CANADA Australian International Marine Export Group, AUSTRALIA

Canadian Ferry Association, CANADA Danish Car Ferry Association, DENMARK Danish Transport & Logistics Assoc., DENMARK

Discover Ferries, UK Ferry Shipping Summit B.V., NETHERLANDS Green Marine, CANADA

International Transport Workers' Federation, UK Mercy Ships, UK

Passenger Vessel Association, USA Philippine Interisland Shipping Association, PHILIPPINES

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