



BUILDING NEW BRIDGES ACROSS THE SUPPLY NETWORK

TOC Europe comes back to **Rotterdam, the Netherlands** for its 2023 edition on **13th, 14th & 15th June**. This event will bring together stakeholders the maritime & logistics sector to learn, debate and network.

This event brings together port authorities, terminal operators, shipping lines, cargo owners, logistics service providers, government representatives, associations, equipment manufacturers, academia, consultants, and other stakeholders within the maritime & logistics sector. With a programme encompassing content from regional to international level, the chosen theme for TOC Europe's programme will be ***'Building Bridges Across the Supply Network'***.

The content will place the spotlight on the present challenges that lay ahead for the maritime & logistics sector, with a particular focus on overcoming supply chain disruption, financial and strategic investment, the forecast of potential new trade routes, the integration of digital tools into port & terminal operations, as well as the need for data collaboration, the integration of port infrastructure with inland logistics, and the road towards carbon neutral maritime trade.

Looking to deliver the best experience TOC Europe's content programme will be delivered in a multi stream structure with 4 themed content areas: **TECH TOC Theatre** (or port & terminal operations), **Business Intelligence Theatre**, **Sustainability Theatre** & **Digital Theatre**.

Alongside its insightful 3-day content programme, TOC Europe will also include a tradeshow exhibition featuring the latest innovations in port equipment, machinery, and technology.

AGENDA AT A GLANCE:

TUESDAY 13 TH JUNE			
TECH TOC THEATRE	BUSINESS INTELLIGENCE THEATRE	SUSTAINABILITY THEATRE	DIGITAL THEATRE
WELCOME SPEECH & PLENARY SESSION	N.A.	N.A.	N.A.
UNDERSTANDING AUTOMATION	MARKET OUTLOOK	GREEN LEGISLATION	DIGITALISING THE SUPPLY NETWORK
THE FUTURE OF CONTAINER TERMINAL OPERATIONS: EXPLORING THE TRANSFORMATIVE VALUE OF ARTIFICIAL INTELLIGENCE BROUGHT TO YOU BY AVLINO	N.A.	N.A.	N.A.
THE OPERATIONAL LANGUAGE OF PORTS	FINANCE & STRATEGIC INVESTMENT	ENERGY TRANSITION ACROSS THE SUPPLY CHAIN	INNOVATIVE DIGITAL SOLUTIONS

WEDNESDAY 14 TH JUNE			
TECH TOC THEATRE	BUSINESS INTELLIGENCE THEATRE	SUSTAINABILITY THEATRE	DIGITAL THEATRE
SAFER PORT OPERATIONS	FORECASTING THE EVOLUTION OF THE SUPPLY CHAIN	ALTERNATIVE FUELS & CLEAN TECH	THE ROAD TOWARDS DIGITAL INTEROPERABILITY
AUTOMATION TRENDS AT INTERMODAL TERMINALS	NEW TRENDS IN PORT INFRASTRUCTURE DEVELOPMENT	SUSTAINABLE PROFIT FOR MARITIME & LOGISTICS	CYBERSECURITY RESILIENCE

THURSDAY 15 TH JUNE			
TECH TOC THEATRE	BUSINESS INTELLIGENCE THEATRE	SUSTAINABILITY THEATRE	DIGITAL THEATRE
PORT EQUIPMENT MAINTENANCE & DAMAGE DETECTION	LISTENING TO CARGO OWNERS – A ROUND TABLE DISCUSSION	SUSTAINABILITY WORKSHOP	A CONVERSATION WITH #NEXTGEN PROFESSIONALS

SPEAKERS CONFIRMED

- **Hanna Stelzel**, Head of Port & Supply Chain Performance, **Port of Rotterdam Authority**
- **Que Tran**, Head of IT, **DP World Europe**
- **Pascal Ollivier**, President, **Maritime Street &** Chairman, **IAPH Data Collaboration Committee**
- **Laura Bercan**, Digital Portfolio Owner Data Products – Product Management, **APM Terminals**
- **Carles Rua**, Head of Innovation, **Port of Barcelona**
- **Francisco Blanquer**, Terminal Senior Manager R&D Assets, **CMA CGM &** Chair Operations Council, **TIC 4.0**
- **Peter Sand**, Chief Analyst, **Xeneta**
- **Eleanor Hadland**, Senior Analyst – Ports & Terminals, **Drewry**
- **Elisabeth Munck**, Global Sustainability Manager, **IKEA Supply Chain Operations**
- **Michael Yarwood**, Managing Director, Loss Prevention, **TT Club Mutual Insurance Ltd.**
- **James Hookham**, Director, **Global Shippers Forum (GSF)**
- **Hercules Haralambides**, Professor, **Erasmus University Rotterdam &** Editor-in-Chief, **Maritime Economics and Logistics**
- **Guillermo Massot**, Managing Partner, **Althium &** Senior Lecturer, **Rotterdam Business School**
- **Lars Jensen**, CEO, **Vespucci Maritime**
- **Professor Lynn Loo**, CEO, **Global Centre for Maritime Decarbonisation (GCMD)**
- **Danique De Jonge**, Senior Policy Advisor, **European Sea Ports Organisation (ESPO)**
- **Lasse Eriksson**, Head of Green Technologies, **Kalmar**
- **Mikko Lepistö**, Senior Vice President, BU Solutions, **Konecranes**
- **Gerhard Fischer**, Head of Sales, Harbour Cranes, **Siemens**
- **Uno Bryfors**, Senior Vice President, **ABB Ports**
- **Rene Alvarenga**, Director of Product Management, Execution & Visibility, **Navis**
- **Christian Blauert**, Global Director Port & Terminal Development, **Moffatt & Nichol**
- **Dr Darren Fraser**, Transport Economist, **HPC Hamburg Port Consulting**
- **Jia Hua Wen**, Project Director, **ZPMC**
- **Patrick Bol**, Head of Port Expansions & Special Projects – Global Operations, **DP World**
- **Bertrand Chen**, CEO, **Global Shipping Business Network (GSBN)**
- **Jordi Torrent**, Head of Strategy, **Port of Barcelona &** Secretary General, **MEDPorts**
- **Jérôme Besancenot**, Digital Transition Project Director, **HAROPA PORT**
- **Capt. Ben van Scherpenzeel**, Chairman, **International Taskforce Port Call Optimisation**
- **Bogdan Oldakowski**, Secretary General, **Baltic Ports Organization (BPO)**
- **Maarten Boot**, Policy Advisor, **FEPOR**
- **Lamia Kerdjoudj-Belkaid**, Secretary General, **FEPOR**
- **Laurence Jones**, Director Global Risk Assessment, **TT Club Mutual Insurance Ltd.**
- **Bonnie Nixon**, Director of Sustainability, **Long Beach Container Terminal (LBCT)**
- **Tommaso Spanevello**, Head of European Affairs, Directorate of Strategic Pilotage, **HAROPA PORT**
- **Thanos Pallis**, President, **International Association of Maritime Economists (IAME) &** Co-Director, **PortEconomics.eu**
- **Jon Lane**, Senior Sustainability Manager, **RightShip**

- **Boris Wenzel**, co-CEO and Chief Strategy & Investment Officer, **YILPORT**
- **Dr Carlo Raucci**, Maritime Decarbonisation Consultant, **Lloyd's Register Maritime Decarbonisation Hub (MDH)**
- **Nick Gross**, Global Containerships Segment Director, **Lloyd's Register**
- **Chantal Gouka**, Managing Director, **Routescanner**
- **Hans Rook**, Ambassador, **International Port Community Systems Association**
- **Tom Crawford-Condie**, Associate Director, Maritime, **WSP UK**
- **Sanna Vainionpää**, Director of Domain Strategy, Head of Maritime and Program Owner of Finnish National Single Window, **Siili Solutions Plc, Siili Maritime**
- **Ramana Jampala**, CEO, **Avlino**
- **Rich Ceci**, Senior Vice President Technology & Projects, **Virginia International Terminals LLC (Port of Virginia)**
- **Mark Higgins**, Director of Motor Carrier Experience, **Virginia International Terminals (VIT)**
- **Adam Sulich**, CIO & Vice President of Innovation, **Ports America**
- **Myriam Fatene**, Segment Specialist Director, Transportation, **Nokia**
- **Annika Kroon**, Head of Unit – DG MOVE – Maritime Transport & Logistics, **European Commission**
- **Peter Slootweg**, Chief Executive Officer, **Long An International Port**
- **Pat O'Leary**, Head of Technology, **PEMA – Port Equipment Manufacturers Association**
- **Pablo Ruiz del Real**, Managing Partner, **ALG**
- **Dennis Thie**, Maritime Sales Manager, **Liebherr**
- **Eugene Seah**, Chief Operating Officer, **Baku International Sea Trade Port**
- **Luisa Kempf**, Chief Technology Officer, **EUROGATE Technical Services & Vice-Chair Operations Council, TIC 4.0**
- **Nico van den Berg**, Business Partner Transport, **Bleckmann**
- **Ashley Woods**, Head of Global Environmental Improvement & Capital Investments HSSE, **A. P. Moller Maersk**
- **Remmelt Thijs**, Project Manager, **Portwise**
- **Jarno Kuipers**, Senior Sales Executive, **CERTUS Automation**
- **Hendrik Kramer**, CEO, **Fernride**
- **Sylvia Wong**, Director, Integration - Ports and Terminals, **Hatch**
- **Walter Leiler**, Sales Manager, **Kuenz GmbH**
- **John Lund**, Sales & Marketing Director (Global), **Visy Oy**
- **Mark Wootton**, Leading Professional Smart Ports, **Royal HaskoningDHV**
- **Marco Fehmer**, CEO, **DSP Data and System Planning SA**
- **Speaker from CSP Valencia Terminal to be announced**
- **Thor Thorup**, Co-founder & CCO, **Portchain**
- **Jennifer Rincon**, Global Business Development, **AllRead**
- **Paul Kokot**, Head of Applications, Automation & Operation Technology, **EUROGATE Technical Services GmbH**
- **Norbert Klettner**, Managing Director & co-Owner, **akquinet port consulting GmbH**
- **Lars Meurling**, VP, EMEA & Marketing, **Bromma**
- **Joerg Spiegelhalter**, Global Industry Manager I Ports I Terminals I Cranes, **SICK**
- **Richard Habering**, Head of Business Unit Smart Plastics, **Igus GmbH**
- **Patrick Baudin**, President, Services Division, **Cavotec**
- **Gadi Benmoshe**, Port Network Lead, **AELER Technologies & Vice-Chair, IAPH Data Collaboration Committee**

- **Paul Avery**, Editorial Director, **WorldCargo News**
- **Victor Shieh**, Communications Director, **International Association of Ports and Harbors (IAPH)**
- **José Giménez**, Port Logistics Director, **Fundación Valenciaport**
- **Martin Mannion**, Ports Director, **Mannion Marine**
- **Dr Nils Kemme**, Managing Director, **HPC Hamburg Port Consulting**
- **Lars Martin Greiner**, Associate Partner, and VP Middle East & Africa, **HPC Hamburg Port Consulting**
- **Steve Cameron**, Principal Consultant, **CMR Support**
- **Rodrigo Gonçalves**, Managing Principal, **Moffatt & Nichol**
- **Óscar Pernia**, Founder & Technical Lead, **NextPort.AI**
- **Theo Notteboom**, Professor of Port & Maritime Economics, **University of Antwerp**
- **Sahar Rashidbeigi**, Head of Decarbonization, **APM Terminals**
- **Oleg Ishchuk**, COO, **SDC Verifier**
- **John Fossey**, Consulting Editor, **WorldCargo News**
- **Pablo Rodas-Martini**, Vice President & Director of Market Intelligence, **Emerging & Frontier LLC**
- **David Moosbrugger**, Chief Technical Officer, **Kuenz GmbH**
- **Pieter Bas Bredius**, Head of Investments Europe, **APM Terminals**
- **Naomi van den Berg**, Business Manager, Sustainable Supply Chains, **Port of Rotterdam**
- **Stefan Wiech**, Managing Partner, **bloog GmbH**
- **Alex Yevtushenko**, CEO, **Salvador Technologies**
- **Piotr Konopka**, Senior Manager, Energy Programmes, **DP World**
- **Carolien De Vries**, Project Executive and Key Account MENA & Indian Subcontinent, **APEC-Antwerp/Flanders Port Training Center**
- **Dr Mathias Dobner**, CEO, **Boxbay**
- **Rob Harrison**, Vice President, Freight and Logistics - Europe, **DP World**
- **Slavia Jumelet**, Digital Business Transformation Lead (Standardization & Port Call Optimization), **Digital Container Shipping Association (DCSA)**
- **Jesper Rishoj Pedersen**, Managing Director – Hamad Port, **QTerminals**
- **Alex Duca**, Director – Head of Automation Engineering, **A. P. Moller Maersk**
- **Carla Grifo**, Director, Global Operation Systems & Optimization, **DP World**
- **Dimitrios Soulos**, Process Improvement Engineer, **COSCO Shipping Ports (CSC) Spain**

TUESDAY 13TH JUNE

TECH TOC THEATRE

9:45 – 10:00

WELCOME SPEECH

10:00 – 11:00

PLENARY SESSION

TWIN TRANSITION OF GREEN AND DIGITAL:

HOW THE PORT OF ROTTERDAM ACCELERATES, MAKING THE PORT MEASURABLY BETTER

Hanna Stelzel, Head of Port & Supply Chain Performance, **Port of Rotterdam Authority**

SMART AND SUSTAINABLE LOGISTICS:

HOW DP WORLD IS DELIVERING SMART AND SUSTAINABLE LOGISTICS THROUGH DIGITAL

Que Tran, Head of IT, **DP World Europe**

MODERATOR

Steve Cameron, Principal Consultant, **CMR Support**

12:00 – 13:30

UNDERSTANDING AUTOMATION

The automation of port & terminal operations has been a growing trend in the industry in recent years, yet it has not been fully implemented by most of the industry.

The International Transport Forum (part of the OECD) published a report in 2021 titled *Container Port Automation: Impact and Implications*, which states that across the world, only fifty-three container terminals were at that time automated to a certain degree. That is around 4% of the global container capacity.

Port automation can be grouped into yard automation, the automation of the terminal interface and the automation of the connections of foreland and hinterland. However, most automated systems are deployed only in the container yard, posing a question as to why that is. While the benefits of automation are centred around increased productivity, significant investments are required. Furthermore, the integration of automated processes and equipment into existing terminal operational systems (TOSs) present significant challenges in terms of re-adapting procedures, re-training staff, measuring the overall equipment efficiency (OEE) in the long-term, and future planning.

While some container terminals have opted for full automation, seeking lower cargo-handling costs and more efficiency, others have chosen to be semi-automated terminals, prioritizing flexibility.

In addition to operations at the yard, latest trends also show greater use of automated warehouse management systems whenever available, improving the movement of goods while preventing stock shortages.

With ports playing a larger role within supply chains, and with such a variety of options for automation technologies, a series of questions that remain to be answered: What is the right level of automation? Should automation be standardized or customized? And what are the metrics to measure automation's return-on-investment?

KEY TALKING POINTS

- What is the right level of automation? Should it be standardized or customized?
- Is automation a better alternative for brownfield or greenfield projects?
- Integrating automation into the TOS
- Assessing the ROI of automation and the OEE
- What are the main benefits and challenges faced by ports and terminals looking to automate their processes and equipment?
- What future operational concepts will be the best fit for the ongoing increase of automation?
- How can automated technologies optimize procedures within the supply chain?

MODERATOR

Laurence Jones, Director Global Risk Assessment, **TT Club Mutual Insurance Ltd.**

SPEAKERS

A GLOBAL SURVEY ON CONTAINER TERMINAL AUTOMATION: TERMINAL CHARACTERISTICS OPERATING PARAMETERS, AND REALISED BENEFITS

Thanos Pallis, President, **International Association of Maritime Economists (IAME)** & Co-Director, **PortEconomics.eu**

AUTOMATING FOR A GREENER FUTURE: HOW PORT SUSTAINABILITY CAN BENEFIT FROM AUTOMATION

Mikko Lepistö, Senior Vice President, BU Solutions, **Konecranes**

ADAPTING AUTOMATION TO THE TERMINAL, NOT THE TERMINAL TO AUTOMATION

Uno Bryfors, Senior Vice President, **ABB Ports**

BOXBAY A REALITY, ADVANTAGES UNBOXED

Patrick Bol, Head of Port Expansions & Special Projects – Global Operations, **DP World**

TERMINAL DEVELOPMENT / AUTOMATION: TRENDS AND SOME LESSONS LEARNED

Christian Blauert, Global Director Port & Terminal Development, **Moffatt & Nichol**

14:30 – 15:00

THE FUTURE OF CONTAINER TERMINAL OPERATIONS: EXPLORING THE TRANSFORMATIVE VALUE OF ARTIFICIAL INTELLIGENCE

BROUGHT TO YOU BY AVLINO

Amidst unpredictability, demand fluctuations and new digital solutions coming to the game, Artificial Intelligence (AI) stands out as one of the most promising solutions to resolve these challenges in container terminals.

In this regard, US-based AI company Avlino has developed AICON, a Suite of Solutions designed to optimize their cargo flows by means of actionable insights, real-time work instructions and autonomous workflows. AICON has successfully been implemented at several global terminals, to enable them to optimize productivity, ready themselves for peak work times, and distribute workloads, leading to increased throughput with reduced resource usage.

This session will bring together senior representatives from two of Avlino's clients, Virginia International Terminals, and Ports America's Chesapeake Terminal to share their journey with the attendees, addressing lessons learnt, challenges faced during the implementation of AICON, and the KPIs used to measure the return-on-investment (ROI).

KEY TALKING POINTS

- How can AI transform terminal operations and add value for their customers?
- Navigating through the implementation of AICON and understanding its potential
- Measuring the ROI of AI in terminal operations

MODERATOR

Stefan Wiech, Managing Partner, **bloog GmbH**

SPEAKERS

SOLVING THE PARADOX WITH AI: INCREASED THROUGHPUT WITH REDUCED RESOURCE UTILIZATION

Ramana Jampala, CEO, **Avlino**

THE CHALLENGES OF APPLYING AI/ML TECHNOLOGIES TO STACK YARD HOUSEKEEPING ON A MARINE CONTAINER TERMINAL

Rich Ceci, Senior Vice President Technology & Projects, **Virginia International Terminals LLC (Port of Virginia)**

LEVERAGING AI-BASED HOUSEKEEPING TO IMPROVE LANDSIDE OPERATIONS

Mark Higgins, Director of Motor Carrier Experience, **Virginia International Terminals (VIT)**

SCALING THROUGHPUT WITH EXISTING CAPACITY

Adam Sulich, CIO & Vice President of Innovation, **Ports America**

16:30 – 18:00

THE OPERATIONAL LANGUAGE OF PORTS

As the port & terminal sector incorporates innovative technologies in the hope to optimize their cargo handling operations, the need to articulate these into a seamless flow of data becomes pressing.

Nonetheless, at present the industry presents a wide scope of solutions that comes with an equally wide scope of technical language formats, making it difficult to properly integrate the distinct functions together. As such, the semantics of data exchanges describing the movement, handling, and storage of cargo across terminals must be standardized across the industry.

Whether using simulation & emulation for strategic decision-making, incorporating remote cargo handling technology, or investing in container stacking & storage facilities, the use of common semantics will provide a universal measuring unit to benchmark efficiency. This becomes particularly important for ports in times of high cargo flows when the risk of congestion and supply disruption increases.

Only when a sizeable share of the market embraces a standardized approach to cargo handling operations will the present multiplicity of available solutions deliver true efficiency to terminals.

KEY TALKING POINTS

- Optimizing terminal operations and cargo handling: What does it mean?
- How can the TOS & related cargo handling equipment speak the same data language? What are the semantics of it?
- Can simulation and emulation assist decision-makers from terminals and equipment manufacturers to assess the ROI of implementing a common data language?
- How can ports and terminals make the best use of their available space for containerized cargo? Can a harmonized cargo handling language format optimize container stacking and storage?
- What are the business implications of embracing a standardized operational language? Analysing pros and cons

MODERATOR

Pat O’Leary, Head of Technology, **PEMA – Port Equipment Manufacturers Association**

SPEAKERS

EVENT VS STATUS. HOW TO GET VALUE FROM DATA

Francisco Blanquer, Terminal Senior Manager R&D Assets, **CMA CGM** & Chair Operations Council, **TIC 4.0**

PRESENTATION TITLED TO BE ANNOUNCED

Gerhard Fischer, Head of Sales, Harbour Cranes, **Siemens**

EUROGATE'S DIGITAL TWIN IMPLEMENTING TIC4.0 STANDARDS

Luisa Kempf, Senior Manager Sustainability & Energy Transition, **EUROGATE Technical Services** & Vice-Chair Operations Council, **TIC 4.0**

PRESENTATION TITLED TO BE ANNOUNCED

David Moosbrugger, Chief Technical Officer, **Kuenz GmbH**

BUSINESS INTELLIGENCE THEATRE

11:00 – 12:30

MARKET OUTLOOK

The last three years have impacted maritime & logistics significantly. From covid-induced lockdowns around the world and the resulting port congestion, to the Russia-Ukraine war and the political tensions between the US and China over Taiwan, global trade has witnessed unprecedented disruption.

As travelling and consumption of services became limited, purchasing patterns shifted towards e-commerce, stressing supply chains as producers, cargo owners and shipping lines found themselves unable to replenish inventories and meet demand, leading in turn to what experts referred to as a 'container crisis'. Although port congestion seems to be easing as the world reopened in 2022, supply chains remain under stress. Amongst this unpredictable landscape for maritime trade, end-to-end logistics integration has stood out as a strategy pursued by industry leaders in search of resilience.

The current geopolitical scenario and the consequential economic sanctions, the rising inflation and protectionist measures on certain goods, have only intensified the general recession inherited by the pandemic, which translates into a predicted decrease in trade and economic growth for 2023. Further to these indicators, ports and terminals -and other sectors as well- have been faced with unprecedented worker strikes in recent months.

On a European scale, the cost of living and energy crisis have impacted the purchasing capacity of end-users, particularly in the United Kingdom, where the reality of Brexit is in fact driving the country to look for new Free Trade Agreements (FTAs) outside of Europe.

Under these circumstances, agility, flexibility, and visibility are paramount for freight forwarders and cargo owners if they are to adapt to an ever-changing landscape for trade.

KEY TALKING POINTS

- Economic outlook on maritime trade for 2023-24: What can we expect?
- How is the reality of Brexit affecting trade for Europe and the UK?
- Assessing the effects of international geopolitics and protectionist measures upon maritime trade
- How are inflation and recession affecting supply chains and maritime trade?
- Measuring the economic and business implication of worker strikes in maritime trade

- What are key action points for maritime & logistics stakeholders to navigate the present uncertainty?
- How is end-to-end logistics integration affecting maritime trade? What strategic movements can we predict from major industry stakeholders after this?

MODERATOR

Rodrigo Gonçalves, Managing Principal, **Moffatt & Nichol**

SPEAKERS

THE RIGHT DATA, WHERE TO GET IT AND HOW TO INTERPRET THEM – XENETA'S MARKET OUTLOOK

Peter Sand, Chief Analyst, **Xeneta**

DIVERSIFICATION AND DIVISION IN THE GLOBAL CONTAINER TRADE – WHAT DOES THIS MEAN FOR THE EUROPEAN PORT SECTOR?

Eleanor Hadland, Senior Analyst – Ports & Terminals, **Drewry**

HOW TO SURVIVE AND THRIVE IN THE POST-PANDEMIC UPHEAVAL

Lars Jensen, CEO, **Vespucci Maritime**

TERMINAL OPERATORS' EXPECTATIONS IN A WORLD OF PERMANENT CRISES AND NEW AMBITIONS

Lamia Kerdjoudj-Belkaid, Secretary General, **FEPOT**

DRIVING INDUSTRIAL TRANSFORMATION AND INTEGRATION

Alex Duca, Director – Head of Automation Engineering, **A. P. Moller Maersk**

15:00 – 16:30

FINANCE & STRATEGIC INVESTMENT

As purchasing behaviour evolves, supply chain stakeholders have found themselves in need to adapt to meet the demand of consumers. In such a dynamic landscape for maritime trade, strategic investment is paramount. But what drives investors in maritime & logistics?

A great deal of investment in the sector takes place in the form of infrastructure expansion in ports and their connectivity to the hinterland by industry leaders to optimize operations and reduce vessel waiting times. Yet, the latest UNCTAD *Review of Maritime Transport 2022* highlights as well the need to articulate investments with specific sustainability-led action points that increase resilience against future global crises and climate change.

While the investment in port & connectivity infrastructure is the result of a horizontal integration strategy, vertical integration seems to be a trend that industry leaders are pursuing as well in the hope to increase their ownership of the supply chain.

In such a dynamic market, industry players must look at different alternatives to remain competitive, both within and outside the sector. Nonetheless, whether the funding comes from the public sector, banks, venture capitalists, or maritime-specific investors, variables such as efficiency, visibility and ESG due diligence remain crucial when assessing the ROI.

KEY TALKING POINTS

- Attracting and retaining investment for ports and terminals
- What criteria is to be met to secure long-term investment in maritime & logistics?
- What is the role of the banking sector in the development of maritime infrastructure?
- How can ESG KPIs be translated into profit?
- Gaining a better understanding of different funding schemes for projects in Europe: What are their benefits & disadvantages?
- Assessing the ROI and efficiency of terminals operating under shared ownership schemes

MODERATOR

Martin Mannion, Ports Director, **Mannion Marine**

SPEAKERS

WHAT SHOULD I PRIORITISE? NEW REALITIES FOR PORTS AND OPERATORS INVESTMENTS

Thanos Pallis, President, **International Association of Maritime Economists (IAME)**
& Co-Director, **PortEconomics.eu**

PRESENTATION TITLED TO BE ANNOUNCED

Boris Wenzel, co-CEO and Chief Strategy & Investment Officer, **YILPORT**

BUILT A TERMINAL TOMORROW?

Pieter Bas Bredius, Head of Investments Europe, **APM Terminals**

SUSTAINABILITY THEATRE

12:30 – 13:30

GREEN LEGISLATION

Despite the reduction of carbon emissions remaining a priority, this transition needs to accelerate if the industry is to meet the IMO decarbonisation goals.

One of the main challenges is the lack of a harmonized regulatory framework that works efficiently at regional and global level. This was proved at the COP27, where governments differed from signing an agreement to improve regulation that would make carbon trades more transparent.

The COP27 also underlined that finance is crucial to enable this energy transition. Legislation plays a pivotal role in facilitating -and incentivizing- investment directed towards the decarbonisation of the industry. However, an approach based may bring more challenges and discourage first-movers. Instead, these measures must include market-based action points, address energy and technology deployment, and revise regulatory taxonomy aspects.

A clear regulatory with clear directives and milestones should set a clear road towards net-zero emissions by 2050.

KEY TALKING POINTS

- What are the latest updates in maritime green legislation? How can industry stakeholders adapt to these?
- How can a regulatory framework enable and incentivize the adoption of low-carbon & net-zero fuels?
- Can maritime regulations on their own lay the ground to increase investment in renewable energy infrastructure?
- Capitalising on green legislation to finance decarbonisation-related initiatives
- Understanding EU taxonomy for the maritime sector

MODERATOR

Steve Cameron, Principal Consultant, **CMR Support**

SPEAKERS

THE EU'S FIT-FOR-55 REGULATORY PACKAGE AND ITS IMPACTS ON THE TERMINAL INDUSTRY; DECARBONISATION AS A DRIVER OF NEW PORT BUSINESS MODELS

Guillermo Massot, Managing Partner, **Althium** & Senior Lecturer, **Rotterdam Business School**

FIT FOR 55: OPPORTUNITIES AND THREATS FOR THE TERMINAL INDUSTRY

Maarten Boot, Policy Advisor, **FEPORT**

FUELEU MARITIME – FROM PAPER TO PRACTICE

Annika Kroon, Head of Unit – DG MOVE – Maritime Transport & Logistics, **European Commission**

16:00 – 17:30

ENERGY TRANSITION ACROSS THE SUPPLY CHAIN

The reduction of carbon emissions has been a priority in the industry for quite a few years now. However, more than a unified path towards decarbonisation there seems to be a plethora of available roads pursued by different stakeholders of the supply chain working in silos.

While shippers are looking to green their supply chains – some of them are even willing to pay more for the reassurance of sustainable transport offerings –, carriers need clear and measurable demand signals in this regard, as well as industry-wide standards. Experts agree that the approach towards green transition must be transversal across all levels of the supply chain, from cargo owners all the way to energy providers.

From market-based to regulatory measures, decarbonisation action points to accelerate the energy transition include global carbon pricing, new ship building standards, assessment of fuel

life cycles, green fuel supply development, the consolidation of green corridors, investment in R&D, and scaling up the use of port equipment running on green power.

Although industry leaders have taken significant steps in this regard, like the coZEV initiative or Maersk's methanol-powered fleet and its upcoming global bio-methanol supply chain, a holistic approach is necessary if the industry is to stay in track with agreed decarbonisation goals.

KEY TALKING POINTS

- What projects, partnerships and initiatives are being launched to decarbonise the maritime and logistics sector? How can other industry players get involved?
- How can governments, port authorities, terminal operators, cargo owners, equipment manufacturers and other stakeholders articulate their green efforts?
- How critical is a fuel life cycle approach when strategizing decarbonisation action points?
- What are the key factors for the success of green corridors?
- How can technology, and port infrastructure and equipment enable the decarbonisation of the supply chain?

MODERATOR

John Fossey, Consulting Editor, **WorldCargo News**

SPEAKERS

A WHOLE-OF-SYSTEMS PARTNERSHIP MODEL TO HELP SHIPPING DECARBONISE

Professor Lynn Loo, CEO, **Global Centre for Maritime Decarbonisation (GCMD)**

DECARBONISING TRANSPORT AND LOGISTICS

Elisabeth Munck, Global Sustainability Manager, **IKEA Supply Chain Operations**

GREEN PARTNER OF CHOICE AT THE GREEN PORT OF CHOICE: ENVIRONMENTAL JUSTICE, ENERGY EQUITY AND EARLY ADOPTION

Bonnie Nixon, Director of Sustainability, **Long Beach Container Terminal (LBCT)**

FUELS OF COLOUR – INVESTMENT AND IMPLEMENTATION IN THE CONTAINERSHIP SEGMENT

Nick Gross, Global Containerships Segment Director, **Lloyd's Register**

PORTS AS ENERGY HUBS - VALUE CHAIN COLLABORATION TOWARDS DECARBONIZATION

Naomi van den Berg, Business Manager, Sustainable Supply Chains, **Port of Rotterdam**

DIGITAL THEATRE

11:00 – 12:30

DIGITALISING THE SUPPLY NETWORK

The digital transformation of the industry has been a major topic of discussion in recent years. From digitizing port operations to the implementation of digital platforms for trade, the

maritime & logistics sector has accelerated its efforts to capitalize on this '4th Industrial Revolution'.

Nonetheless, this digital transformation has been taking place in silos, faced by a general reluctancy to share data. As such, the potential benefits of the digital era are likely to remain not yet fully exploited until data exchange is channelled into a single streamline of information, providing visibility, flexibility, and predictability, not just for ports and terminals, but also for shipping lines, cargo owners and other major players of the supply chain.

While the digital infrastructure to support platforms that enable optimal data exchanges is available, it is necessary to assess and benchmark the digital maturity and resilience of supply chains, bearing in mind the business implications and potential added value for each stakeholder. This should allow to move forward without enlarging the digital gap between industry leaders and the rest of the sector.

Whether using a blockchain technology or another digital trade enabling platform, only by achieving an optimized level of maturity can supply chains become prescient and therefore truly resilient.

In words of Mr Tan Chong Meng, Group CEO of PSA International, we have the Internet of Things (IoT), we must now think about the Internet of Logistics (IoL).

KEY TALKING POINTS

- From one end to the other, what are the main challenges ahead of the digitalisation of the supply chain? How can we achieve true paperless trade?
- Visibility, flexibility & predictability: How can the maritime & logistics sector guarantee this for cargo owners?
- Conceiving ports and terminals as digital nodes: A holistic approach
- How digital trade enabling platforms can streamline maritime trade?
- Measuring and understanding the digital maturity and resilience of the supply chain
- What does end-to-end supply chain visibility look like, beyond the scope of visibility?
- From the IoT, what are the next steps to achieve IoL?

MODERATOR

Óscar Pernia, Founder & Technical Lead, **NextPort.AI**

SPEAKERS

IS DIGITALISATION A TECHNOLOGICAL CHALLENGE?

Carles Rua, Head of Innovation, **Port of Barcelona**

UNLEASHING CUSTOMER POTENTIAL: EMPOWERING BUSINESSES WITH DATA-DRIVEN INNOVATIONS

Laura Bercan, Digital Portfolio Owner Data Products – Product Management, **APM Terminals**

BREAKING DOWN BARRIERS TO ACHIEVE RESILIENCY & INTEROPERABILITY

Rene Alvarenga, Director of Product Management, Execution & Visibility, **Navis**

LET'S RETHINK SUPPLY CHAINS TOGETHER

Chantal Gouka, Managing Director, **Routescanner**

HOW DIGITALIZATION LEADS TO MORE RESILIENT PORTS AND SUPPLY CHAINS

Mark Wootton, Leading Professional Smart Ports, **Royal HaskoningDHV**

13:30 – 15:00

INNOVATIVE DIGITAL SOLUTIONS

The maritime & logistics sector is faced with a plethora of innovative solutions coming into the game every day.

Technologies such as the Metaverse, AI, 5G, Digital Twins, Blockchain, autonomous shipping vessels and vehicles, weather apps, vehicle booking systems, geolocation tools, automated gates, electronic readers for container plaques, etc., have claimed they will disrupt the way port and terminals operate and exchange data, bringing the sector to a new era of hyperconnectivity. From cargo handling to carbon emission reduction, these data-driven tools can certainly optimize maritime trade. Yet, decision-makers must understand how these solutions can be integrated into the sector in a safe and sustainable way.

This session will explore and assess how innovative digital solutions can improve maritime trade.

KEY TALKING POINTS

- Smarting the port: Efficiency optimization through data-driven decision making
- What are the latest digital developments that will bring the maritime & logistics sector forward?
- Integrating innovative technologies into digital infrastructure in ports & terminals
- How can novel digital tools help in the transition towards more efficient and sustainable maritime logistics?
- How can new technologies be integrated into digital infrastructure at each level of the supply chain to enhance connectivity and efficiency?
- What is the role of AI in smarting logistics? How can it be incorporated in a safe and sustainable way?

MODERATOR

Gadi Benmoshe, Port Network Lead, **AELER Technologies** & Vice-Chair, **IAPH Data Collaboration Committee**

SPEAKERS

UTILIZING DATA AND DIGITAL TOOLS TO REDUCE IN-PORT VESSEL EMISSIONS

Jon Lane, Senior Sustainability Manager, **RightShip**

DIGITAL INTELLIGENCE TO SUPPORT DAILY DECISIONS IN CONTAINER TERMINAL OPERATIONS: CASE STUDY PRESENTATION

Marco Fehmer, CEO, **DSP Data and System Planning SA**

Dimitrios Soulos, Process Improvement Engineer, **COSCO Shipping Ports (CSC) Spain**

DIGITAL BERTH ALIGNMENT FOR RELIABLE PLANNING: BENEFITS OF A TRUSTED DATA PLATFORM

Thor Thorup, Co-founder & CCO, **Portchain**

DIGITIZING DECADES OLD CONTAINER HANDLING CRANES WITH DEEP LEARNING

Jenniffer Rincon, Global Business Development, **AllRead**

EUROGATE'S DIGITAL TWIN – A CASE STUDY IN 4 STEPS

Paul Kokot, Head of Applications, Automation & Operation Technology, **EUROGATE Technical Services GmbH**

Norbert Klettner, Managing Director & co-Owner, **akquinet port consulting GmbH**

INTEGRATION OF CONTAINER GATE OUT WITH CUSTOMS

Jesper Rishoj Pedersen, Managing Director – Hamad Port, **QTerminals**

WEDNESDAY 14TH JUNE

TECH TOC THEATRE

12:00 – 13:30

SAFER PORT OPERATIONS

Guaranteeing a safe working environment at the port is crucial for the success of its operations.

Whether it is a new digital smart system aiming at preventing accidents at the terminal, new traffic management technology enhancing both safety and efficiency, or even simulation-based tools ensuring that personnel, equipment, and processes are positioned to adapt to sudden changes, the scope of tools focused on delivering safer port operations continues to grow. Yet, the optimal performance of these novel technologies comes in hand with adequate training for staff as well as best practices in risk management. Identifying and influencing behavioural aspects must be integrated into the overall business strategy of the port.

By incorporating technology and protocols that guarantee safety, ports and terminals will also optimize their operations, making their ROI more tangible.

****While this session features a business approach to safety at the terminal, the exhibition will be featuring a Safety Village with practical demonstrations and solutions to guarantee safe port operations.**

KEY TALKING POINTS

- A holistic approach to safety in ports and terminals
- Integrating safety technology into operational workflows and measuring its ROI
- What are the latest developments aiming to guarantee safe port operations?
How can these become integrated into standard safety procedures?
- Benchmarking or customising safety: What is the right approach?
- Best practices and safety training schemes to prevent accidents at the yard
- Understanding safety related KPIs and their business implications

MODERATOR

Laurence Jones, Director Global Risk Assessment, **TT Club Mutual Insurance Ltd.**

SPEAKERS

THE IMPORTANCE OF INNOVATION IN SAFETY

Michael Yarwood, Managing Director, Loss Prevention, **TT Club Mutual Insurance Ltd.**

PRESENTATION TITLED TO BE ANNOUNCED

Patrick Bol, Head of Port Expansions & Special Projects – Global Operations, **DP World**

DIGITALIZE AND OPTIMIZE YOUR SMART PORT OPERATIONS FOR SAFETY

Myriam Fatene, Segment Specialist Director, Transportation, **Nokia**

THE GLOBAL SHIPPING INDUSTRY IS EVOLVING – AND SO ARE ITS FIRE RISKS

Anders Gulliksson, Product Manager, **Dafo Vehicle**

ROLE OF FEA SIMULATIONS IN THE TERMINAL STRUCTURES SAFE WORKING CONDITIONS ASSURANCE

Oleg Ishchuk, COO, **SDC Verifier**

15:30 – 17:00**AUTOMATION TRENDS AT INTERMODAL TERMINALS**

The increasing fluctuations of freight throughput, and the need for more efficient and sustainable cargo handling processes have been major drivers for automating intermodal terminals.

Automated inland port connections are crucial to facilitate the rapid movement of cargo from vessels to on-dock rail and out into the hinterland. However, and despite the EU is devoting significant resources to increasing the modal share of rail freight transport, automation and digitalisation remain at levels less than optimal to guarantee safe and reliable cargo handling. The deployment of EU-level standards such as ERTMS/ETCS and technologies such as ATO (Automatic Train Operation) is required to scale up automated intermodal connectivity.

While bigger ports in Europe like Rotterdam or Hamburg have embraced automation in rail-short connections and pin handling on container wagons, there are still many small and medium-sized operators that can optimize their cargo handling procedures by means of automated intermodal technology. For such purpose, the sharing and collection is paramount.

Streamlining data such as cargo collection schedules or warehouse availabilities, and integrating this into the TOS, can enable real time container management, from the terminal to the hinterland using an automated rail transport system.

Despite all the benefits posed by automation and intermodal trends, there seems to be much room for growth.

KEY TALKING POINTS

- Are intermodal terminals the next step? How can automation enable this?
- What terminal & intermodal operational areas can be automated and what is the expected ROI?
- What technologies can enable automated cargo handling from the vessel to the hinterland?
- How can railroads and terminals use intermodal yards to build in the required flexibility to meet daily demands, as well as unexpected fluctuations?
- Can automated processes at intermodal terminals connecting the yard to the hinterland increase economies of scale?

- Can an automated TOS become integrated into a rail network?

MODERATOR

Paul Avery, Editorial Director, **WorldCargo News**

SPEAKERS

ZPMC ARTG TODAY AND FUTURE

Jia Hua Wen, Project Director, **ZPMC**

LET'S TALK ABOUT THE NEXT GENERATION AUTOMATED GATES

Jarno Kuipers, Senior Sales Executive, **CERTUS Automation**

HUMAN-CENTRIC PORT AUTOMATION: INTEGRATING ELECTRIFICATION FOR A SUSTAINABLE FUTURE

Hendrik Kramer, CEO, **Fernride**

QA STRATEGIES FOR HIGHLY INTEGRATED CONTAINER HANDLING SYSTEMS

Sylvia Wong, Director, Integration - Ports and Terminals, **Hatch**

LOW VOLUME INTERMODAL TERMINALS EFFICIENCY AND SUSTAINABILITY

Walter Leiler, Sales Manager, **Kuenz GmbH**

ROLLING OUT TERMINAL AUTOMATION IN PHASES – APMT GOTHENBURG CASE STUDY

John Lund, Sales & Marketing Director (Global), **Visy Oy**

BUSINESS INTELLIGENCE THEATRE

10:30 – 12:00

FORECASTING THE EVOLUTION OF THE SUPPLY CHAIN

With about 90% of cargoes brought to Western Europe coming from the Far East (Asia), the need to reassure clients and end-users becomes ever more pressing as we navigate through a new era where global supply chains are challenged by unpredictability.

Whether caused by a global pandemic, the growth of e-commerce, lockdowns and factory closures, international conflict or economic interests clashing, the key players in today's global trade scenario face the need to adapt their business models in search of resilience. As such, supply chains seem to be mixing globalisation with regionalisation, which presents opportunities for new manufacturing centres closer to bigger present and future consuming markets.

Additionally, the integration of ports with railway networks presents a new level of interregional and intraregional multimodal trade lanes with the potential for faster and more sustainable cargo flows.

In attempt to capitalize on this ever-changing landscape for maritime trade, industry leaders are pursuing different strategies that aim at end-to-end logistics integration, including

infrastructure investment, the development of new logistics corridors, or even the dissolution of shipping line alliances.

Amidst such a dynamic scenario, resilience will be determined by the adaptability and predictability of supply chain management systems.

KEY TALKING POINTS

- What are current & future trade routes for Europe? How are these likely to evolve?
- Can diversification across the supply chain lead to the evolution of global trade routes?
- Why are industry leaders pursuing logistics integration?
- Are supply chains moving from globalisation to regionalisation? What opportunities could this present for alternative manufacturing centres?
- How can ports remain competitive amidst an ever-changing network of shipping corridors?
- Can the modernization of port & terminal infrastructure effectively reshape the landscape for current trade routes?
- Integrating intra-European trade lanes & inland waterways to major maritime trade routes
- Analysing consumption trends and e-commerce in a post-covid world

MODERATOR

Steve Cameron, Principal Consultant, **CMR Support**

SPEAKERS

THE STATE-OF-PLAY OF APPLIED MARITIME LOGISTICS RESEARCH IN THE LAST DECENNIUM

Hercules Haralambides, Professor, **Erasmus University Rotterdam** & Editor-in-Chief, **Maritime Economics and Logistics**

DIVERSIFYING GLOBAL SUPPLY CHAINS: WHAT ABOUT SOUTHERN AFRICA

Dr Darren Fraser, Transport Economist, **HPC Hamburg Port Consulting**

NEW CHALLENGES FOR THE SUPPLY CHAIN: GLOBAL DECOUPLING, DECARBONIZATION, DIVERSIFICATION AND DISRUPTIONS

Jordi Torrent, Head of Strategy, **Port of Barcelona** & Secretary General, **MEDPorts**

THE POTENTIAL ROLE OF BALTIC PORTS AS A CORRIDOR FOR INTRA-EUROPEAN TRADE

Bogdan Oldakowski, Secretary General, **Baltic Ports Organization (BPO)**

PRESENTATION TITLE TO BE ANNOUNCED

Peter Slootweg, Chief Executive Officer, **Long An International Port**

THE LOGISTICS INTEGRATION RACE – A SOLUTION TO RESILIENCE AND REDUNDANCY

Rob Harrison, Vice President, Freight and Logistics - Europe, **DP World**

14:00 – 15:30

NEW TRENDS IN PORT INFRASTRUCTURE DEVELOPMENT

Infrastructure is a determinant factor when assessing the competitiveness of a port and the role it plays at both regional and global scale. In fact, according to ESPO's report *Trends in EU Ports' Governance 2022*, 45% of ports' income is made up of infrastructure charges. Hence, when developing strategic masterplans, infrastructure development and its potential ROI is major part.

Although positive financial performance is paramount, ports are also looking to maximize their throughput and their added value, while securing a positive environmental and social impact upon surrounding communities. As such, the three main drivers of port infrastructure development for the decade 2020-30 are growth, sustainability, and resilience.

At regional level, European ports are following these trends by articulating infrastructure development efforts under the scope of the EU TEN-T projects, which aims to create intra-European logistics corridors that enable multimodal sustainable trade. As ports become connected to the hinterland via railway networks, it is expected that cargo flows are optimized while reducing carbon emissions through efficient energy consumption. Additionally, several ports are developing infrastructure to develop activities that provide added value, such as warehouse facilities, innovation centres or green fuel bunkering facilities.

Looking at Eurasian trade, infrastructure development also plays a significant role in the establishment of middle corridors, enhancing connectivity to the hinterland and intra and inter-regional trade.

Amidst this variety of infrastructure development alternatives, port management bodies must consider what role they want to play within the broader maritime trade spectrum.

KEY TALKING POINTS

- What are the main trends driving the modernization and expansion of port infrastructure? How are these enhancing connectivity and sustainability across the sector?
- Forecasting the untapped potential of intermodal terminals: Are these the future of the sector?
- Benchmarking vs customizing infrastructure development: What is the right approach?
- What are the main infrastructure projects for ports & terminals in and outside of Europe? How are these enhancing intra and inter-regional trade?
- Port-city synergies: What are the infrastructure requirements to properly integrate ports with their surrounding communities?
- Can infrastructure development enable a larger control of the terminal over the supply chain?
- How can port expansion projects manage scarcity of space? Is clustering the answer?

- Analysing the role of infrastructure development in the establishment of sustainable and resilience middle trade corridors

MODERATOR

Dr Nils Kemme, Managing Director, **HPC Hamburg Port Consulting**

SPEAKERS

TRANSLATING THE CHANGING ROLE OF PORTS INTO INFRASTRUCTURE AND INVESTMENT NEEDS

Danique De Jonge, Senior Policy Advisor, **European Sea Ports Organisation (ESPO)**

INFRASTRUCTURE DEVELOPMENT – A LEVER FOR CONNECTIVITY, SUSTAINABILITY AND PORT-CITY INTEGRATION

Tommaso Spanevello, Head of European Affairs, Directorate of Strategic Pilotage, **HAROPA PORT**

WESTPORT, AUSTRALIA - HOW CAN PORT INNOVATIONS DELIVER A SUSTAINABLE INTEGRATED SUPPLY CHAIN'

Tom Crawford-Condle, Associate Director, Maritime, **WSP UK**

PRESENTATION TITLE TO BE ANNOUNCED

Pablo Ruiz del Real, Managing Partner, **ALG**

THE INFRASTRUCTURE CHALLENGES OF TRADE, CONNECTIVITY AND SUSTAINABILITY IN THE MIDDLE CORRIDOR

Eugene Seah, Chief Operating Officer, **Baku International Sea Trade Port**

BOXBAY – SUSTAINABLE, MODULAR AND ADAPTABLE TO ALL OPERATING SYSTEMS

Dr Mathias Dobner, CEO, **Boxbay**

SUSTAINABILITY THEATRE

10:30 – 12:00

ALTERNATIVE FUELS & CLEAN TECH

A key element in decarbonising maritime trade is transitioning to a new source of power, yet this process presents several questions: What fuel to transition to? Is there one right answer or should the industry look at multi-fuel mix scenario? What are the required technology and infrastructure to enable their deployment? What are the business and safety implications?

Finding an answer to these questions becomes even more difficult when considering the financial aspects and the limited availability of non-fossil-based fuels. Experts have suggested that halving shipping emissions between 2030-2050 will cost USD1.4-1.9 trillion, with a further USD350 billion needed this decade.

Ammonia and hydrogen seem to be the long-term solution for the industry as they are both carbon neutral; by 2050 they are predicted to supply 60% of the market's energy needs. While

these are deemed as the fuels of the future, methanol and LNG present an alternative for the short-term. From the perspective of port equipment manufacturers, the industry witnesses growing production of electric and low carbon machinery.

Hydrogen, ammonia, methanol, biofuels, LNG, or electrification...? Each alternative presents challenges and opportunities. As such, a holistic approach to decarbonisation is required, including a roadmap with measurable strategies, combined with scalability factors.

KEY TALKING POINTS

- Assessing the alternative fuel & clean technology scenario
- How can the industry effectively deploy alternative fuels across the supply chain?
- Customizing decarbonisation strategies
- Scaling up green fuels and clean technologies: What are the challenges ahead?
- How can fuel bunkering at strategic port locations enable alternative fuel deployment?
- How can intersectoral stakeholders align efforts to accelerate decarbonisation?
- What infrastructure and technologies can bring terminal operations to net-zero emissions?

MODERATOR

Martin Mannion, Ports Director, **Mannion Marine**

SPEAKERS

MARITIME DECARBONISATION: CHALLENGES AND GCMD'S WAY TO ADDRESS SOME OF THESE

Professor Lynn Loo, CEO, **Global Centre for Maritime Decarbonisation (GCMD)**

PERSPECTIVES ON ZERO-EMISSION CARGO HANDLING SOLUTIONS

Lasse Eriksson, Head of Green Technologies, **Kalmar**

MARITIME FUEL TRANSITION AND HOW TO OVERCOME UNCERTAINTIES

Dr Carlo Raucci, Maritime Decarbonisation Consultant, **Lloyd's Register Maritime Decarbonisation Hub (MDH)**

IMPLICATIONS OF BATTERY TECHNOLOGY FOR TRANSPORT SYSTEM IN CONTAINER TERMINALS OPERATIONS

Remmelt Thijs, Project Manager, **Portwise**

TIPPING POINT FOR ELECTRIC CONTAINER HANDLING EQUIPMENT; NOT A MATTER OF IF, BUT WHEN

Sahar Rashidbeigi, Head of Decarbonization, **APM Terminals**

15:30 – 17:00

SUSTAINABLE PROFIT FOR MARITIME & LOGISTICS

Sustainability has often been dissociated from profitability, limiting its role in maritime & logistics to a ticking-a-box type of actions. However, the growing need to address against climate change and social disparities is placing the spotlight on this topic.

As such, the United Nations have developed their Sustainability Development Goals (SDGs), which should change the traditional belief that sustainability and profit are mutually exclusive. Furthermore, more and more investors and decision-makers are looking at ESG metrics as a KPI of significant relevance when assessing potential ROI. The maritime & logistics sector is no strange to this trend, however, the integration sustainability into the overall business strategy across the industry remains a work in progress.

This effort, however, requires intersectoral collaboration and the standardization of key sustainability indicators.

KEY TALKING POINTS

- What does it mean to be sustainable?
- Demystifying sustainability in maritime & logistics
- A holistic approach to ESG & SDGs
- How can sustainability become profitable? What can ports & terminals do to capitalize on sustainability actions and guarantee a tangible ROI?
- Strategizing decarbonisation

MODERATOR

Pablo Rodas-Martini, Vice President & Director of Market Intelligence, **Emerging & Frontier LLC**

SPEAKERS

WHAT DOES IT MEAN FOR A PORT TO BE SUSTAINABLE?

Victor Shieh, Communications Director, **International Association of Ports and Harbors (IAPH)**

DECARBONISATION: FUTURE-PROOFING COMMERCIAL OPERATIONS

Piotr Konopka, Senior Manager, Energy Programmes, **DP World**

ZE FIRST: ZERO-EMISSION FREIGHT INVESTMENT IN RESILIENT, SUSTAINABLE TRANSPORT

Bonnie Nixon, Director of Sustainability, **Long Beach Container Terminal (LBCT)**

USING OF FRAMES OF REFERENCE TO ASSESS SUSTAINABILITY

Ashley Woods, Head of Global Environmental Improvement & Capital Investments
HSSE, A. P. Moller Maersk

ON BOARD WITH THE ENVIRONMENT - SUSTAINABLE SOLUTIONS FOR PORT HANDLING

Dennis Thie, Maritime Sales Manager, **Liebherr**

DIGITAL THEATRE

11:30 – 13:00

THE ROAD TOWARDS DIGITAL INTEROPERABILITY

According to the World Bank only 34% of ports utilize digital trade platforms, such as Maritime Single Windows (MSWs), the electronic bill of lading (eBL), or port community systems (PCSs).

This low digital landscape is partly due to a lack of funding and reluctance to embrace data collaboration as a way of empowering maritime trade, which not only makes it less efficient but also more susceptible to cyberattacks. While countries and political blocks deal with this matter by developing their own single trade platforms, some industry experts question this approach, advocating for a single trade window of global scale – which the right approach remains a matter of discussion.

There are several separate industry-led initiatives looking to harmonize digital protocols and enable interoperability, however, these efforts must be incorporated by industry stakeholders and decision-makers into their business processes, from top to bottom. Even with the World Trade Organization (WTO) developing a regulatory framework to accelerate this process, the industry itself must understand the business value within data collaboration to reach effective interoperability.

The recent agreement on signed by DCSA members on fully adopting the eBL by 2030 is major step forward paperless maritime trade. It is now time to streamline data into a single interoperable system.

KEY TALKING POINTS

- What is the goal of interoperability?
- What are the barriers that slow down interoperability of maritime trade digital systems across the industry?
- What are the steps towards interoperability across maritime trade digital systems?
- How does each maritime trade platform interact with each other? What are the achievements and what are the misses?
- Understanding data governance & security: Who is accountable for the security of data in a collaborative environment and what is the scale of their jurisdiction?
- How can interoperability be sustainable in the long-term?

MODERATOR

Pascal Ollivier, President, **Maritime Street** & Chairman, **IAPH Data Collaboration Committee**

SPEAKERS

THE CHALLENGES AND OPPORTUNITIES OF EBLs INTEROPERABILITY

Bertrand Chen, CEO, **Global Shipping Business Network (GSBN)**

STANDARDIZATION HAS ENDED, IMPLEMENTATION HAS STARTED

Capt. Ben van Scherpenzeel, Chairman, **International Taskforce Port Call Optimisation**

PRESENTATION TITLE TO BE ANNOUNCED

Hans Rook, Ambassador, **International Port Community Systems Association**

MARITIME DATA ECOSYSTEMS

Sanna Vainionpää, Director of Domain Strategy, Head of Maritime and Program Owner of Finnish National Single Window, **Siili Solutions Plc, Siili Maritime**

INTEROPERABILITY IN TERMINAL OPERATIONS: ENHANCING PROCESS VISIBILITY AND REAL-TIME DECISION MAKING

José Giménez, Port Logistics Director, **Fundación Valenciaport**

STANDARDIZATION IN PRACTICE: ROLE OF THE SHIPPING LINES IN ACHIEVING GLOBAL ADOPTION

Slavia Jumelet, Digital Business Transformation Lead (Standardization & Port Call Optimization), **Digital Container Shipping Association (DCSA)**

14:00 – 15:30

CYBERSECURITY RESILIENCE

Whether it is a new digital system that facilitates data exchange, or novel cargo handling machinery, the accelerated integration of digital assets in maritime & logistics requires protective schemes against any potential cyberattack.

Although often considered as a 'side aspect' left to the digital department to deal with, effective cybersecurity protocols are in fact vital to guarantee resilient operations across the sector. As such, decision-makers must assess their digital flanks to identify areas that might be susceptible to a cyberattack and invest in developing efficient crisis management strategies to be set into motion when needed.

By ensuring effective cyber-responses, assets can be protected, minimizing risk for industry players, and enhancing their competitiveness within the sector.

KEY TALKING POINTS

- What do we understand by cybersecurity implementation in the maritime & logistics sector and who's accountable for it?
- What are the business implications of an effective cybersecurity strategy in port communities?
- How are ports & terminals incorporating cybersecurity protocols into their daily operations to ensure resilience?
- Analysing cybersecurity's ROI in port communities
- From data exchange to cargo handling, how can port & terminal operations manage cyber risk to their digital assets and infrastructure to drive cybersecurity resilience?

- Is it possible to insure data as well as cargo and staff? Can cybersecurity & safety protocols complement each other?

MODERATOR

Pascal Ollivier, President, **Maritime Street** & Chairman, **IAPH Data Collaboration Committee**

SPEAKERS

CYMPATI: AN INNOVATIVE PLATFORM FOR PORT AND PORT FACILITIES CYBER RESILIENCE

Jérôme Besancenot, Digital Transition Project Director, **HAROPA PORT**

IAPH CYBERSECURITY GUIDELINES FOR PORTS

Gadi Benmoshe, Port Network Lead, **AELER Technologies** & Vice-Chair, **IAPH Data Collaboration Committee**

CYBER-ATTACK RECOVERY: HOW DELEGATION TO THE OPERATOR REDUCES DOWNTIME COST

Alex Yevtushenko, CEO, **Salvador Technologies**

THURSDAY 15TH JUNE

TECH TOC THEATRE

10:30 – 11:30

PORT EQUIPMENT MAINTENANCE & DAMAGE DETECTION

As ports invest in equipment and machinery to optimize their operations, an aspect that is commonly left aside is the maintenance of it, reducing this to reactive action points when visible damage occurs.

However, in the current hyperconnected state of the industry, the time lost due to a reactive approach to port equipment and machinery maintenance is translated into a loss reliability and availability of container handling equipment, which in turn causes disruption across the entire supply chain. Therefore, a preventive approach to equipment maintenance must be incorporated into operational flows. Whether in the form of digital twins, automated condition monitoring, or other novel tool, predictive technology can enable better maintenance planning, minimizing any potential disruption.

Further to the maintenance of equipment, when – and if – damage occurs, the use of data collection for damage detection will allow the required repairing actions to take place, curtailing its impact on the operational flow.

While these new technologies hold great potential, it is paramount to embrace best practices that enable preventive protocols for maintenance and damage control.

KEY TALKING POINTS

- Exploring strategies & best practices for equipment maintenance
- What new technologies can enhance equipment maintenance? How can these be incorporated into already existing operational processes?
- What are the benefits of condition monitoring & predictive maintenance?
- How can equipment maintenance & container damage control be optimized?
- Standardizing data collection & sharing to improve damage detection
- Automated damage detection

MODERATOR

Paul Avery, Editorial Director, **WorldCargo News**

SPEAKERS

DRIVE PRODUCTIVITY THROUGH SPREADER HEALTH MONITORING AND PREDICTIVE MAINTENANCE - A CASE STUDY

Lars Meurling, VP, EMEA & Marketing, **Bromma**

CONDITION MONITORING AND PREDICTIVE MAINTENANCE FOR INTELLIGENT PORTS

Joerg Spiegelhalter, Global Industry Manager I Ports I Terminals I Cranes, **SICK**

THE ROI AS A BASIS FOR DECISION-MAKING FOR PREDICTIVE MAINTENANCE SYSTEMS

Richard Habering, Head of Business Unit Smart Plastics, **Igus GmbH**

GROW YOUR REVENUE BY PREDICTING EQUIPMENT BREAKDOWN

Patrick Baudin, President, Services Division, **Cavotec**

BUSINESS INTELLIGENCE THEATRE

11:00 – 12:00

LISTENING TO CARGO OWNERS – A ROUND TABLE DISCUSSION

The turmoil faced by industry stakeholders since the outbreak of the pandemic has not yet eased up. Whether caused by port congestion or an accentuated growth of online purchasing, supply chains have been under constant stress. This situation has been intensified because of ongoing geopolitical tensions, inflation, and recession.

In such a volatile scenario, cargo owners are faced with unpredictable freight rates and unexpected delays, which only adds pressure to their already stressed supply chains that strive for resilience and sustainability.

Furthermore, we are witnessing a great number of industry leaders in maritime & logistics pursuing end-to-end logistics integration strategies. While this trend looks promising, the shippers' points of view on this is yet to be heard.

This round table discussion will give a voice to cargo owners, addressing a multiplicity of subjects of interest for them, in the hope of building bridges across supply chains.

KEY TALKING POINTS

- What do cargo owners expect from their supply chain partners?
- Is end-to-end logistics integration the way? What do cargo owners have to say?
- How can the industry work in tandem to relieve supply chains under stress?

MODERATOR

Lars Martin Greiner, Associate Partner and VP Middle East & Africa, **HPC Hamburg Port Consulting**

PANELLISTS

James Hookham, Director, **Global Shippers Forum (GSF)**

Elisabeth Munck, Global Sustainability Manager, **IKEA Supply Chain Operations**

Nico van den Berg, Business Partner Transport, **Bleckmann**

SUSTAINABILITY THEATRE

12:00– 13:00

IAPH / APEC PORT ENDEAVOUR GAMEPLAY – A SUSTAINABILITY WORKSHOP

In partnership with APEC and UNCTAD/TrainforTrade, the International Associations of Ports and Harbors (IAPH) brings the new digital version of their 'Port Endeavour Game'.

This digitally enhanced gamified experience will enable representatives from port authorities, terminal operators, shipping lines, shippers, and other stakeholders from the maritime & logistics sector to grasp a practical understanding of the United Nations Sustainable Development Goals (UN SDGs). This game will draw real life examples from 200+ strong IAPH World Ports Sustainability Programme (WPSP) database of projects and best practices on how ports and the broader maritime sector can work in tandem to integrate UN SDGs into their business models and operations.

As part of its focus on promoting sustainability across the industry, TOC Worldwide is proud to support the IAPH, APEC and UNCTAD/TradeForTrade, and provide a forum for the industry to learn more about the UN SDGs through this game.

FACILITATORS

Victor Shieh, Communications Director, **International Association of Ports and Harbors (IAPH)**

Carolien De Vries, Project Executive and Key Account MENA & Indian Subcontinent, **APEC-Antwerp/Flanders Port Training Center**

DIGITAL THEATRE

10:30 – 11:30

A CONVERSATION WITH #NEXTGEN PROFESSIONALS

Gone are the days when ports worked as islands. Amidst unpredictability, climate change and new technologies coming to the game, the maritime and logistics sectors continue to integrate.

As the industry evolves, the next generation of professionals are looking at the skills they will need to master if they are to navigate through maritime & logistics. From school to the working place, what does this journey look like? What are the key issues that ports and terminals need to address now, and how are these likely to evolve in the future? What new perspectives can we bring to the table?

This session will feature a conversation between distinguished industry experts, followed by an informal chat between professionals of today and the professionals of tomorrow to discuss the future of maritime and logistics.



MODERATOR

Steve Cameron, Principal Consultant, **CMR Support**

CHALLENGES IN MARITIME AND PORT ECONOMICS EDUCATION AND RESEARCH

Hercules Haralambides, Professor, **Erasmus University Rotterdam** & Editor-in-Chief,
Maritime Economics and Logistics

Carla Grifo, Director, Global Operation Systems & Optimization, **DP World**

John Lund, Sales & Marketing Director (Global), **Visy Oy**