

Rolls-Royce, Associated British Ports and Svitzer to develop next generation port technologies



Rolls-Royce has signed an agreement with Associated British Ports (ABP), the UK's leading port operator, and global towage operator Svitzer, to develop the next generation of technologies which will keep Britain trading.

The agreement means that Rolls-Royce will work with ABP and Svitzer, part of the Maersk Group, to develop the innovative technologies and systems needed to operate efficiently and sustainably well into the 21st century. The companies will focus on digitization and Ship Intelligence solutions.

The tri-party Memorandum of Understanding (MOU), was instigated by ABP's Director of Marine & Compliance, Mike McCartain and signed during a 'kick-off' workshop at ABP's Port of Southampton. The

meeting was also attended by representatives of the Department for Transport and the Maritime and Coastguard Agency.

Mike McCartain, ABP's Director of Marine & Compliance, said "New technologies emerge all the time which offer us exciting, additional capabilities. ABP is always looking to make these new technologies work for us and our customers. Where a solution does not yet exist, we will work with companies of the calibre and expertise of Rolls Royce and Svitzer to invent them and bring them into service."

"A sustainable future for ABP means a constant effort to be greener, safer and more efficient, so that we can continue to play a crucial role in Britain's economy, industrial infrastructure and local communities."

Kevin Daffey, Rolls-Royce, Director Engineering & Technology and Ship Intelligence, said "Rolls-Royce has a long, successful heritage in UK innovation in engineering and we are proud to be bringing this to bear in working with the UK's largest ports operator, ABP. We are confident that we can work together with ABP and Svitzer to deliver the technologies that will keep the UK competitive in the future."

Cobham SATCOM breaks new ground in China's dredging fleet

Cobham SATCOM maritime antenna systems will be powering the digital connectivity on 16 dredging vessels that support the One Belt One Road Initiative, China's ambitious port and infrastructure-building project covering much of Eurasia and parts of Africa as well as its new Polar Silk Road initiative.

16 SAILOR 900 VSAT antenna systems, via partner Beijing Highlander

Digital Technology Co. Ltd are due to be rolled out on the ships owned and operated by CCCD Dredging Company (CDC) over a period of 24 months with an option for a further six vessels. The new VSAT equipment will replace the vessels' existing FleetBroadband communications hardware.



China's dredging industry has undergone a massive overhaul over the past 20 years, resulting in a significantly expanded and more technologically advanced fleet. More than half of this capacity is owned by China Communications Construction Company (CCCC), which today operates around 40 trailing suction hoppers, 60 cutter section dredgers and almost a dozen bucket dredgers. Vessels are engaged in port construction, channel widening and land reclamation projects throughout Asia and in Africa and South America.

The latest ship to join the CCCC fleet is Tian Kun Hao (天鲲号), dubbed a 'magic island-maker' by its designer, was launched last year and is due to enter service this summer. It is the first fully domestically-built self-propelled dredger of its type in China. The 140m-long cutter section can dredge up to 6,000 cubic meters an hour from depths up to 35m and thanks to an automatic control system can be operated without any crew.

Dredging operators like CCCC are increasingly turning to digital solutions – particularly real-time monitoring and automation – to improve dredging efficiency. Increasing regulation and a push for greater transparency are also major drivers. The gathering and remote analysis of vessel operational systems and drilling equipment can be used for predictive maintenance, aid decision-making and ensure smooth project execution. Together such developments have seen a surge in ship-to-shore data volumes, placing greater demands on on-board satcoms infrastructure.

Cobham SATCOM General Manager China, Cheng-Yu Tang said "The dredging sector has been cautious in embracing digitalisation, but the enhanced on-board communications delivered to CCCC by the SAILOR 900 VSAT paves the way for real-time monitoring, higher precision modelling and potential for extended remote operations. Reliable connectivity is essential for these developments and for the sector to transition into the digital era in a manner that is environmentally friendly and operationally effective."



SAILOR 900 VSAT antenna systems come factory-tested, balanced and ready-to-go with standardised high-performance RF and the requirement for only one cable between antenna and equipment below-deck. The approach saves time and cost, and combined with operational reliability has positioned SAILOR 900 VSAT as the highest productivity Ku-band antenna on the market. The system has been tested to work on HTS services, including Intelsat's EpicNG, and is prepared for conversion from Ku- to Ka-band operation on services such as Inmarsat Fleet Xpress.

VIKING named exclusive distributor for new container firefighting solution

Maritime safety equipment manufacturer and global servicing provider VIKING Life-Saving Equipment has signed with Rosenby Engineering to exclusively distribute the award-winning Danish startup's HydroPen™ fire extinguishing system for container vessels.

VIKING's Product Management and New Building Director, Jørgen Holm, sees the HydroPen™ System as a leap forward for protecting container vessels, their cargo and crew from one of modern