State-of-the-art sustainable energy efficiency technologies roadmap for waterborne transport towards the fit-for-55 guidance compliance

Project 101192661 - FLEETfor55

D9.12 - Initial report on synergies and EAB establishment

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Project 101192661 — FLEETfor55 — HORIZON-CL5-2024-D5-01

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Document Info

Document	
Title	State-of-the-art sustainable energy efficiency technologies roadmap for waterborne transport towards the fit-for-55 guidance compliance
Acronym	FLEETfor55
Call	HORIZON-CL5-2024-D5-01
Type of Action	HORIZON Innovation Actions
Grant Number	101192661
Start date	01/01/2025
Duration	42 months
Document identifier	D9.12 - Initial report on synergies and EAB establishment
Due Date of Delivery to EC	31/12/2025
Actual Date of Delivery to EC	30/12/2025
Dissemination level	PU - Public
Delivery Type	R - Document, report
Work package	WP9
Related Tasks	T9.1, T9.3, T9.4, T9.5
Lead Beneficiary	12.1 - MGLCRL

Contributor(s)	
Main Contributor(s)	12 - MCI
Contributor(s)	1 - HYD
Reviewers (s)	1 - HYD 11 - EPS

History Sheet			
Version	**Date**	**Editor**	**Summary of Modifications**
v0.1	12/08/2025	Reza Karimpour (MCI)	Initial version of the document with only table of contents.
v0.2	12/09/2025	Reza Karimpour (MCI)	Second version of the document with developed chapters.
v.03	25/11/2025	Lydia Sfyraki (HYD), Dimitris Polyzogopoulos (EPS)	Reviewers' comments included in the document.
v.04	09/12/2025	Reza Karimpour (MCI)	Reviewers' comments included in the document. Some new contents added.
v.05	12/12/2025	Spyros Pappas, Lydia Sfyraki (HYD)	Reviewers' comments included in the document.
v.06	22/12/2025	Reza Karimpour (MCI)	Second round of reviewers' comments included in the document. Some new contents added.
v0.7	29/12/2025	Lydia Sfyraki (HYD), Dimitris Polyzogopoulos (EPS)	Reviewers' comments included in the document.
v.08	29/12/2025	Reza Karimpour (MCI)	Third round of reviewers' comments included in the document.
v1.0	30/12/2025	Lydia Sfyraki (HYD)	Comments and partners' input incorporated, final version produced

Acronyms and Abbreviations	Meaning
ABS	American Bureau of Shipping
AEGIR	Horizon Europe project on advanced energy and green innovative retrofit routes
AMMONIA 2-4	Ammonia2-4 – Full-scale demonstration of dual-fuel marine engines running on ammonia
BlueBARGE	Blue Bunkering of Anchored ships with Renewable-Generated Electricity
BPO	Baltic Ports Organization
CII	Carbon Intensity Indicator
CINEA	European Climate, Infrastructure and Environment Executive Agency
CL5	Horizon Europe Cluster 5
CNR	National Research Council of Italy (Consiglio Nazionale delle Ricerche)
DESLAB	Ship Design Laboratory (NTUA)
DSS	Decision Support System
EAB	External Advisory Board
EBU	European Barge Union
ECSA	European Community Shipowners' Associations
ECMAR	European Council for Maritime Applied R&D
EEDI	Energy Efficiency Design Index
EET	Energy Efficiency Technology
EEXI	Energy Efficiency Existing Ship Index
ENGIMMONIA	Sustainable technologies for future long-distance shipping towards complete decarbonisation
ESS-RFB	Energy Storage System – Redox-Flow Battery
ETP4HPC	European Technology Platform for High-Performance Computing
ETS	Emissions Trading System
EU	European Union
FCH-JU	Fuel Cells and Hydrogen Joint Undertaking
FLEXSHIP	Flexible and modular large battery systems for safe onboard integration and operation of electric power
FuelEU	FuelEU Maritime Regulation (EU maritime fuel GHG intensity regulation)
GA	Grant Agreement
H2020	Horizon 2020 Framework Programme

Acronyms and Abbreviations	Meaning
HE	Horizon Europe
HEMEXPO	Hellenic Marine Equipment Manufacturers and Exports
HSVA	Hamburg Ship Model Basin
HE	Horizon Europe
HORIZON-CL5-2024-D5-01	Horizon Europe Cluster 5, Call 2024, Destination 5, Topic 01
HYD	Hydrus Engineering S.A.
IA	Innovation Action
IEEE	Institute of Electrical and Electronics Engineers
IEEE-SA	IEEE Standards Association
IMO	International Maritime Organization
IPR	Intellectual Property Rights
IWT	Inland Waterway Transport
JU	Joint Undertaking
KPI	Key Performance Indicator
LCA	Life Cycle Assessment
LCCA	Life Cycle Cost Analysis
LH2CRAFT	Safe and Efficient Marine Transportation of Liquid Hydrogen
LOHC	Liquid Organic Hydrogen Carrier
MarLEN	Maritime Low Emission Network – Research for zero-emission waterborne transport sector
MCI	Magellan Circle Italy SRL
MGLCRL	Magellan Circle (beneficiary code in GA)
MRL	Manufacturing Readiness Level
NDA	Non-Disclosure Agreement
NH_3-CRAFT	Ammonia Fuel Integration, Bunkering Safety, and Risk Modelling Study
NICOLHy	Novel Insulation Concepts for Liquid Hydrogen Storage Tanks
NTUA	National Technical University of Athens
OPS	Onshore Power Supply
PC	Project Coordinator
PERMAGOV	Permits and Governance of Marine Geo-engineering Activities (research project)
PLATINA4Action	Platform for the Implementation of the Navigation Action Programme for Action
PMT	Project Management Team

Acronyms and Abbreviations	Meaning
R	Report (Type of Deliverable)
RP	Reporting Period
RETROFIT55	Retrofit solutions to achieve 55 % GHG reduction – Decision-Support System for ship retrofitting
R&D&I	Research, Development and Innovation
PU	Public (Dissemination level classification)
SEASTARS	Sustainable Emission Abatement Strategies & Technologies for Advanced Revolution Ships
SEA Europe	Shipyards' & Maritime Equipment Association of Europe
SHIP-AH_2Oy	Zero-Emission Hydrogen Power Onboard Demonstrator Using Liquid Organic Hydrogen Carriers
sHY2PS (sH2YpS)	Sustainable Hydrogen Powered Shipping
SRIA	Strategic Research and Innovation Agenda
SRL	Società a responsabilità limitata (Italian limited liability company)
SYNERGETICS	Synergies for Green Transformation of Inland and Coastal Shipping
TIN	Technologies Innovation Network
TP	Technology Platform (as used in "Waterborne TP")
TRL	Technology Readiness Level
UNDERPIN	Outcome Indicators to Measure Progress on Climate Resilience
WP	Work Package
ZEWT	Zero Emission Waterborne Transport

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Executive Summary

This deliverable presents the initial outcomes of Task 9.5 – External Advisory Board (EAB) engagement and synergies with relevant Horizon Europe activities, covering the period from Month 1 to Month 12 of FLEETfor55. The report documents the establishment of the External Advisory Board, the processes followed for its composition, and the first activities undertaken to position the EAB as a source of independent, high-level advice for the consortium. It also outlines the initial mapping and engagement of synergies with Horizon Europe projects and partnerships, with an emphasis on the Zero Emission Waterborne Transport (ZEWT) partnership and related initiatives.

The EAB has been conceived as a central mechanism to ensure that the project's work remains aligned with industrial priorities, regulatory developments, and stakeholder expectations. During the first 12 months of the project, the consortium successfully identified, invited, and confirmed a balanced group of six external experts representing the core profiles foreseen in the Grant Agreement—namely world-class ship operators, shipowners, maritime authorities, international clusters and associations, and marine technology and equipment providers. This composition ensures that the External Advisory Board (EAB) reflects the required diversity of operational, regulatory, and industrial perspectives and supports meaningful strategic guidance, in line with the mandate defined in Task 9.5 and Annex 1 of the Grant Agreement. Regular interaction mechanisms—such as virtual roundtables and one annual in-person meeting—have been established to structure their engagement and ensure continuity of advice.

In parallel, FLEETfor55 has initiated contacts with a small number of Horizon Europe projects and EU-level platforms that address alternative fuels, retrofit technologies, safety and digital tools for shipping. At the time of this deliverable, the explored potential links include: the European IWT Projects Cooperation Platform, AEGIR Horizon Europe project, the Waterborne Technology Platform (Waterborne TP), the Horizon Europe Mission Oceans; and the ETP4HPC – European Technology Platform for High-Performance Computing. These interactions will consist of joint attendance at clustering and dissemination events, exploratory bilateral discussions on possible co-organised workshops, and mutual visibility of calls and surveys. As they mature, they will be expected to support alignment of key performance indicators where appropriate, improve coordination of outreach to the maritime and regulatory communities, and will reduce the risk of duplicating effort by ensuring that lessons and emerging practices from these sister initiatives are considered in the exploitation strategy of FLEETfor55.

These synergies provide opportunities to pool knowledge, align key performance indicators, and coordinate outreach to the maritime sector and regulatory bodies. Early interactions have

already generated added value by avoiding duplication of effort and ensuring that lessons from sister projects are taken into account in the exploitation strategy of FLEETfor55.

The findings of this report lay the foundation for more extensive cooperation in subsequent periods, to be consolidated in the final report (D9.13, Month 42 of the project).

1 Introduction and Background

1.1 Overview of the FLEETfor55

FLEETfor55 is a Horizon Europe flagship initiative driving the maritime sector's transition toward the EU's Fit for 55 climate targets and IMO decarbonization goals. It delivers an integrated roadmap to accelerate the uptake of advanced Energy Efficiency Technologies (EETs) across diverse vessel types.

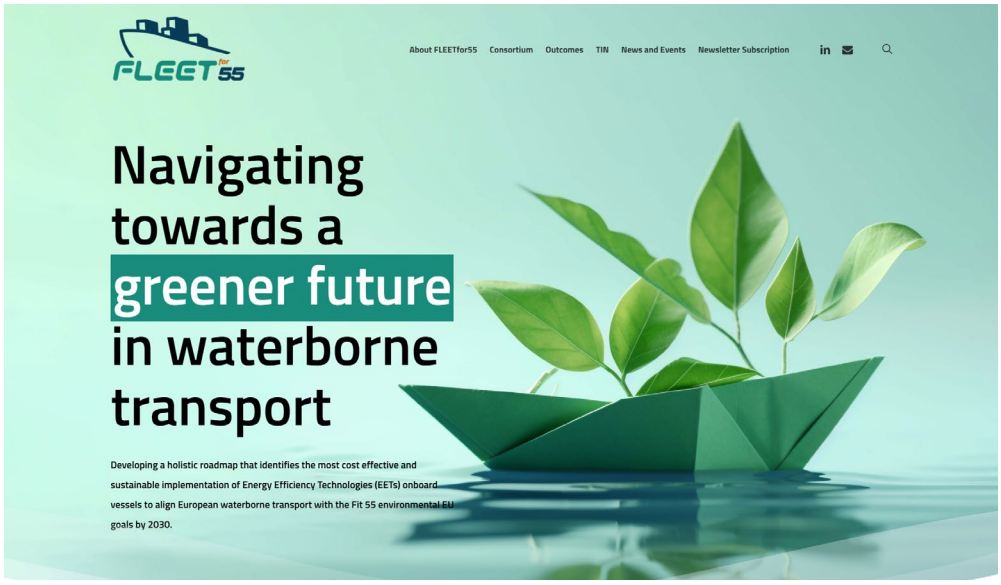

Figure 1: FLEETfor55 website: Navigating towards a greener future in waterborne transport

1.2 Objectives of FLEETfor55 Task 9.5

Task 9.5 addresses two complementary dimensions of external engagement. The first is the establishment and operation of the External Advisory Board, a body designed to provide strategic and managerial guidance throughout the project lifecycle (M01–M42). The second is the systematic identification and development of synergies with Horizon Europe projects and initiatives that share thematic and technological relevance. By integrating these two dimensions, the task ensures that FLEETfor55 remains outward-looking, connected to broader European innovation ecosystems, and responsive to evolving sectoral needs.

1.3 Role of the Deliverable within WP9

D9.12 – *Initial report on synergies and EAB establishment* is the **first deliverable** arising directly from **Task 9.5** under **Work Package 9 – Dissemination, Exploitation and Communication**. Covering the period **M01–M12**, it serves four main purposes:

- to document the **initial establishment and composition** of the External Advisory Board, including the rationale, selection process, and engagement mechanisms;
- to present the **early mapping and first contacts** with relevant Horizon Europe projects and platforms, in line with the GA requirement to ensure close cooperation with new HE initiatives;
- to pave the way **for subsequent deliverables**, in particular D9.13 *"Final report on synergies and EAB establishment"* (M42); and
- to complement other WP9 outputs—especially the early deliverables on Technologies Innovation Network (TIN) formation (D9.1–D9.2) and the initial exploitation planning activities under WP9—by introducing a structured external, strategic perspective.

Deliverables D9.1 and D9.2 established the Technologies Innovation Network (TIN) framework, defining its scope, governance, EET categorisation, and engagement mechanisms, and operationalising stakeholder outreach through clustering events and workshops.

These activities are intended to support future exploitation-related deliverables, including D9.3 (scheduled for submission at M42). While preparatory work has been initiated within the consortium, detailed exploitation, IPR structuring, and Key Exploitable Results will be formally addressed in later reporting phases. While D9.4 set the overarching communication and dissemination strategy supporting visibility and stakeholder uptake. Building on these foundations, D9.12 complements—rather than duplicates—earlier WP9 outputs by consolidating independent, high-level input from the External Advisory Board (EAB). It provides an external validation layer on the strategic coherence, maturity, and positioning of the TIN and exploitation assumptions, thereby strengthening the robustness and credibility of the FLEETfor55 impact and exploitation pathway.

In addition to reporting on the status at M12, D9.12 establishes a **framework and methodology** for ongoing EAB engagement and synergy monitoring, which will be further developed and consolidated in later reporting periods.

1.4 Structure of the Report

This deliverable is organized to follow the logical flow of Task 9.5, from contextual framing to operational implementation and forward-looking steps. After the front matter (Document Info, Acronyms and Abbreviations, Lists of Figures and Tables) and the Executive Summary, Section 1 provides the overall context: it introduces the FLEETfor55 project, clarifies the objectives of Task 9.5, and explains the specific role of D9.12 within WP9 and in relation to subsequent deliverables (notably D9.13).

Section 2 focuses on the **External Advisory Board (EAB)**. It first sets out the rationale, mandate, and strategic role of the EAB within FLEETfor55 and WP9; it then describes the selection and membership composition, including the nomination and prioritization process and alignment with the Grant Agreement. The section continues by explaining the interaction between the EAB and the Technologies Innovation Network (TIN), and concludes with a summary of key activities, insights, and added value generated during the first project periods.

Section 3 addresses **synergies with Horizon Europe projects and initiatives**. It explains the purpose and strategic value of these synergies, presents the initial mapping and monitoring of relevant ZEWT and related projects, outlines the envisaged engagement mechanisms (e.g. joint events, workshops, data exchange), and describes how these interactions are integrated within the Grant Agreement framework and FLEETfor55's broader strategy.

Section 4 summarises the main conclusions and outlines the next steps for EAB operation and synergy-building.

2 External Advisory Board (EAB): Establishment, Composition, and Contributions

The External Advisory Board (EAB) was established under Task 9.5 of WP9, which is led by Magellan Circle Italy (MCI). In accordance with the Grant Agreement, the EAB is composed of 6–8 independent experts representing key segments of the maritime ecosystem, including ship operators, energy suppliers, maritime clusters and associations, authorities, and shipowners.

The EAB is positioned as a high-level advisory body within WP9, complementing the consortium and the Technologies Innovation Network (TIN). Its role is to support the project by bringing external expertise and sectoral insight, ensuring that FLEETfor55 activities remain coherent with market realities, regulatory developments, and evolving priorities of the European maritime sector (See Figure 2).

Figure 2 : FLEETfor55 synergies with Horizon Europe relevant projects, the TIN, and the External Advisory Board (EAB).

2.1 Purpose and Strategic Role

As defined in the Grant Agreement, the EAB operates throughout the project duration (M01–M42) as a strategic and managerial advisory body. Its mandate is to provide independent, non-operational guidance to the project team, supporting informed decision-making and safeguarding the practical relevance, quality, and credibility of project outputs.

In line with Task 9.5, the EAB advises on strategic and managerial aspects, monitors output quality and project progress, and contributes through regular virtual roundtables and an annual face-to-face meeting. A specific emphasis is placed on fostering synergies with ongoing and emerging Horizon Europe initiatives, as well as on maintaining close cooperation with the TIN, thereby strengthening cross-project learning, innovation uptake, and long-term impact. The EAB's role is therefore advisory and strategic (not executive, reinforcing the external validity and impact orientation of FLEETfor55).

The **External Advisory Board (EAB)** functions as an independent, high-level advisory body supporting the overall implementation of FLEETfor55 across all Work Packages, rather than being limited to WP9 alone. Its role is to provide strategic and managerial input, monitor progress and output quality at project level, and offer informed insight into current and emerging industry needs, thereby helping the consortium maintain relevance, coherence, and operational realism throughout the project lifecycle.

The EAB is composed of representatives from key segments of the maritime ecosystem, including ship operators and shipowners, energy suppliers and handling or storage equipment providers, international clusters and associations, maritime authorities, and technology and innovation actors. This breadth of expertise enables the EAB to contribute informed perspectives that complement the consortium's technical work and support decision-making across different thematic areas.

Engagement with the EAB is structured through **regular virtual roundtables and one annual face-to-face meeting**. These interactions bring together EAB members, the Project Management Team (PMT), and relevant Work Package Leaders to discuss project milestones, emerging challenges, and potential adjustments. The annual meetings serve as a structured checkpoint to consolidate strategic feedback, review overall progress, and identify opportunities for improvement or alignment with external developments, while virtual meetings allow for more continuous interaction as the project evolves.

Within WP9 – Dissemination, Exploitation and Communication, the EAB's contribution is more directly channelled through its close cooperation with the Technologies Innovation Network (TIN). Through this interface, the EAB helps ensure that stakeholder engagement, dissemination activities, and exploitation planning remain aligned with sector expectations and innovation trends. This cooperation supports coordinated interaction between external stakeholders and technology providers and underpins the formal definition of the TIN and EAB, as reflected in the relevant WP9 milestones and deliverables

Beyond WP9, the EAB supports the project in a cross-cutting manner by participating in key project reviews and advising Work Package Leaders and the PMT on strategic choices that affect multiple work streams. By doing so, it helps the consortium anticipate gaps in

stakeholder input or data availability and encourages early corrective actions. In practical terms, the EAB complements other engagement mechanisms—such as the TIN—by broadening the range of external perspectives and reinforcing feedback loops between the consortium and the wider maritime community.

The **EAB** also contributes to strengthening the overall impact and uptake potential of FLEETfor55. Through independent expert input and engagement with relevant industry and external stakeholders, it informs the refinement of business models and exploitation approaches, helping ensure that these are grounded in realistic deployment conditions and aligned with market needs. In parallel, the EAB supports synergies with other Horizon Europe initiatives, enabling the project to benefit from parallel developments and emerging innovations that can enhance its long-term relevance and effectiveness.

Through these combined functions—strategic advice, quality awareness, informed stakeholder input, cooperation with the TIN, and support to exploitation and synergy-building—the EAB plays a key role in reinforcing the credibility, coherence, and long-term impact orientation of FLEETfor55, in line with the objectives of WP9 and Task 9.5.

Engagement Mechanisms

Engagement of the EAB under Task 9.5 (M01–M42) is coordinated by Magellan Circle Italy (MCI), the lead beneficiary for both WP9 and Task 9.5. In line with the GA, the EAB provides overall guidance and support, advises on strategic and managerial decisions, and contributes to monitoring the quality of outputs and project progress. These functions are implemented through the following mechanisms:

- **Regular virtual roundtables** – established to discuss milestones, challenges, and possible adjustments, while ensuring close cooperation with the Technologies Innovation Network (TIN, Task 9.1) and providing a forum for feedback on project activities.
- **Annual face-to-face meeting** –as specified in D9.12 and D9.13 (“through their engagement in annual meeting”).
- **Participation in project workshops and events** – supported by dedicated travel and subsistence budgets (for approximately 4–5 members attending three events), confirming that in-person participation and contribution to key reviews and demonstrations are an integral part of the EAB’s work.
- **Clustering events with the TIN and key stakeholders** – organised under Task 9.2 approximately every six months, bringing together EAB members, TIN representatives,

and other stakeholders to present project progress, exchange expert views, and identify synergies with ongoing and new Horizon Europe initiatives.

Taken together, these mechanisms operationalise the EAB mandate described in WP9 and Task 9.5: providing regular virtual and physical interaction, strategic and managerial advice, quality and progress monitoring, and close cooperation with the TIN and relevant Horizon Europe activities.

2.2 Selection and Membership Composition

In line with the Grant Agreement (GA), the EAB is formulated during the early stages of Task 9.5 and consists of six to eight (6–8) key stakeholders from across the maritime sector. Its composition ensures representation from:

i. world-class ship operators and shipowners,

ii. energy suppliers and handling/storage equipment providers,

iii. international clusters and associations,

iv. maritime authorities and flag administrations.

Many of these entities are also **active in innovation and Energy Efficiency Technology (EET) development**, which further supports FLEETfor55's objectives.

During the project proposal stage, an initial backbone of candidate entities was identified to support the establishment of the External Advisory Board.

- EMSA – European Maritime Safety Agency
- Transport Malta – Malta Flag Administration
- ECSA – European Community Shipowners' Associations
- Seanergy Maritime
- HEMEXPO – Hellenic Marine Equipment Manufacturers and Exports
- SEA Europe – Shipyards' & Maritime Equipment Association of Europe

These organizations collectively reflect the broad sectors needed to ensure the **practical relevance** of FLEETfor55 activities.

Structured nomination and selection process (project-internal)

Building on this backbone, Task 9.5 launched a structured process to finalise membership:

All partners were invited to nominate individuals or organisations, with priority given to the categories identified in the GA (shipowners/operators, energy suppliers, handling and storage equipment, international clusters and associations, maritime authorities), and, where relevant, additional actors such as ports, technology providers and academia. A prioritization exercise by MCI (Task 9.5 leader) and HYD (Coordinator) identified a first wave of around ten primary candidates (including GA-mandated entities and selected experts), followed by a second wave of additional options if needed. See Table 1.

Table 1: Collection of nominated candidates for external advisory board

EAB Candidate Name	EAB Candidate: Affiliation & Organization	Area of Expertise	Status
Jochen Marzi	Former Senior Research Engineer, HSVA	Former Senior Research Engineer, HSVA	
Apostolos Papanikolaou	NTUA – Ship Design Laboratory (DESLAB), Greece	Naval architecture, ship energy efficiency, probabilistic ship design, EU maritime R&I leadership	Invited
Nikos Mikelis	Former IMO official; EU/UN advisor on ship recycling	Ship recycling regulation, Hong Kong Convention implementation, maritime policy advisory	
Orestis Schinas	University of the Aegean & hhx.blue (Germany)	Maritime economics, shipping finance, innovation policy, decarbonisation pathways	Invited
Peyman Ghaforian	World Maritime University (WMU), Sweden	Maritime energy management, alternative fuels, sustainability in shipping	Invited
Judith van Leeuwen	Wageningen University, Environmental Policy Group, The Netherlands	Maritime environmental governance, ocean sustainability policy, PERMAGOV coordination	
John Prousalidis	Chair, IEEE-SA Sustainable Maritime Industry Connections Activity	Ship electrification, smart energy systems, maritime standards development (IEEE)	Invited

EAB Candidate Name	EAB Candidate: Affiliation & Organization	Area of Expertise	Status
Theresia Hacksteiner (or Matthieu Blanc)	European Barge Union (EBU), Brussels	Inland waterway transport (IWT), regulatory frameworks, modal shift policy in the EU	
Marta Friedrichowicz	Executive Manager, Baltic Ports Organization (BPO)	Port sustainability, Baltic region maritime policy, cluster cooperation	
Manfred Seitz	Director-General, Danube Commission Secretariat	Inland waterway governance, EU corridor policy, cross-border transport regulation	
Torben Nørgaard (or Tanja Dalgaard)	Maersk Mc-Kinney Møller Center for Zero Carbon Shipping	Zero-carbon fuels roadmaps, transition modelling, maritime innovation ecosystems	
Florian Carre	Director, ECMAR – European Council for Maritime Applied R&D	Maritime research coordination, Waterborne TP policy alignment, EU innovation strategy	Invited
Mercedes García-Horillo	EMSA – Sustainability & Alternative Fuels Unit	Maritime decarbonisation support, EU technical assistance, safety and regulatory frameworks	Invited
Sergio Alda Lanfranco Benedetti Mónica Ramalho	EMSA – Sustainability & Technical Assistance EMSA – Technology, Safety & Environmental Compliance EMSA – Operational and Policy Support	FuelEU Maritime, ports technical support, emissions compliance implementation Alternative fuels safety frameworks, environmental monitoring, digital systems EU maritime sustainability governance & capacity building	Invited
Sotiris Raptis	Secretary-General, ECSA – European Community Shipowners' Associations	EU maritime regulation, shipping advocacy, ETS/FuelEU strategic alignment	Invited
Vasileios Petousis	Fleet Performance Director, Seanergy Maritime	Shipowner operational needs, retrofit feasibility,	Invited

EAB Candidate Name	EAB Candidate: Affiliation & Organization	Area of Expertise	Status
		bulk carrier decarbonisation strategies	
SEA Europe (Seat)	Shipyards and Maritime Equipment Association of Europe	European shipbuilding policy, maritime industrial resilience, retrofit supply chains	
Stelios Korkodilos	Director, Maritime Emissions Reduction Center (MERC)	Efficiency technologies, retrofit innovation, IMO compliance strategies	Invited
Mr. Sascha Ziegler	Maritime / Logistics Professional (Independent Expert) — specific current employer/organization not publicly listed; likely active in international freight and logistics sectors with experience spanning maritime supply chains and regulatory contexts.	Maritime logistics, supply chain sustainability, regulatory adaptation, and integration of greener logistics practices; background in freight and multimodal transport with awareness of maritime-related decarbonisation challenges.	Invited
Mr. Takis Pappas	Independent Consultant / Technical Advisor to Silverstream Technologies (UK) — specialist supporting technical planning and implementation of air lubrication technology on ocean-going vessels.	Air lubrication and ship performance optimisation, technical evaluation of Silverstream Systems for fuel efficiency and emissions reduction; maritime decarbonisation technologies and their operational integration.	Invited

Following the completion of the internal prioritisation process and the identification of approximately ten primary candidates—based on the GA-defined categories and subsequent consortium validation—Task 9.5 has entered the external engagement stage. This phase consists of formal communication with nominated experts to confirm their willingness and availability to serve on the EAB. Upon expression of interest, the Project Coordinator (HYDRUS) will transmit the official Non-Disclosure Agreement (NDA) for signature, after which the EAB membership will be formally validated and the initial kick-off interaction tentatively scheduled for mid-January. The communication template in Annex A reflects this first step of

structured outreach, ensuring transparent invitation, clear role articulation, and compliance with the confidentiality and governance procedures set forth in the GA and WP9.

Alignment with Project Governance and Value-Chain Coverage

The structure and composition of the EAB reflect the Grant Agreement's requirement to ensure strong industry relevance, value-chain coverage, and strategic alignment. As defined in the GA, the EAB consists of about 8 senior representatives drawn from key sectors of the maritime ecosystem, namely:

- World-class ship operators and shipowners, ensuring relevance and feasibility of Energy Efficiency Technologies (EETs) within operational practice;
- Energy suppliers, providing insight into fuel availability, supply chain dynamics, and emerging decarbonisation pathways;
- Handling and storage equipment stakeholders, contributing perspectives on port-side infrastructure and operational interfaces;
- International clusters and associations, supporting broad alignment with industry priorities, market trends, and collaborative platforms;
- Maritime authorities and public bodies, ensuring coherence with regulatory expectations at EU and international levels.

While these categories represent the core expected membership, the EAB may be complemented, where beneficial and feasible, by experts from areas such as innovation clusters, or specialised advisory bodies—provided their role remains consistent with the EAB's non-decision-making, strategic advisory mandate.

This composition ensures that recommendations from the EAB remain strategic, industry-oriented, and aligned with regulatory and operational realities, without duplicating the review responsibilities carried out by the consortium and the Technologies Innovation Network (TIN). The EAB also contributes to the verification of project milestones, notably Milestone 3: 'Technologies Innovation Network and External Advisory Board defined' (M12).

In summary, the External Advisory Board's selection and membership composition were guided by principles of independence, expertise, and representativeness. Through a structured selection process, balanced stakeholder coverage, and transparent governance mechanisms, the EAB provides a robust framework for continuous, high-level expert feedback/insight for FLEETfor55, ensuring the project's alignment with market realities, regulatory developments, and Horizon Europe's ZEWT objectives.

2.3 Interaction with the Technologies Innovation Network (TIN)

The **Technologies Innovation Network (TIN**) is a structured stakeholder ecosystem established within FLEETfor55 to connect Energy Efficiency Technology (EET) providers with shipowners, ship operators and managers, ports, shipyards, and relevant maritime actors. Its purpose is to support the identification, assessment, and deployment of advanced energy-efficiency solutions across short sea, inland waterway, and oceangoing vessel segments. According to the GA, the TIN is expected to exceed 35 confirmed members and act as a continuous source of technical insight, and market intelligence throughout the project lifecycle. Its role includes supporting benchmarking activities (WP2), providing input to use-case development and system integration (WP3 & WP4), and contributing to techno-economic assessment, sustainability modelling, business models, and digital decision-making tools (WP8). The current TIN recruitment is guided by a structured methodology including mapping, prioritization of under-represented technology clusters, and formal confirmation via a merged NDA and Letter of Intent.

The latest TIN consolidates the most up-to-date mapping of **67 Energy Efficiency Technologies (EETs)** and their associated providers, reflecting a rapidly expanding and increasingly diversified ecosystem. Coverage is particularly strong in areas such as electrification and power conversion, propulsion and hydrodynamic optimisation, onboard carbon capture systems, hybrid and optimised energy approaches, renewable wind-assisted propulsion, alternative fuels, and operational and digital optimisation solutions, in line with the revised EET groupings adopted within WP9.

The mapping highlights both depth and gaps across the technology landscape. The distribution of providers also reveals a distinction between emerging and mature technologies. Novel or rapidly evolving solutions—such as solid oxide fuel cells, advanced onshore power supply (OPS) architectures, wind propulsion systems, and redox-flow battery–based energy storage (ESS-RFB)—show increasing participation from multiple actors. By comparison, more established engineering retrofits and optimisation measures are often represented by a single provider, reflecting a more consolidated market. Overall, the TIN mapping provides a structured evidence base to guide engagement priorities, balance technological coverage, and support subsequent exploitation and demonstration activities within FLEETfor55.

Overall, the TIN functions not as a passive contact list, but as an active strategic mechanism embedded in dissemination, exploitation, and technology review workflows. Engagement will be maintained through planned workshops, clustering events, surveys, and reviews (Task 9.2) to ensure continuous value creation and alignment with FLEETfor55 results.

The External Advisory Board (EAB) is designed to work in close coordination with the TIN, which gathers EET providers and stakeholders. Together, they form a structured external engagement ecosystem that supports the project (see Figure 3).

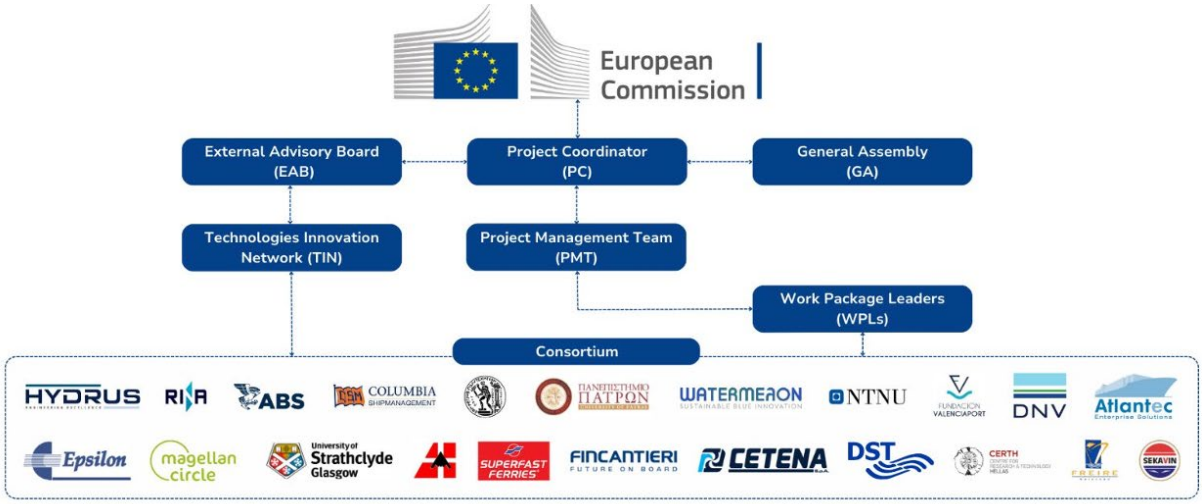

Figure 3: TIN, EAB, and PMT interrelations within Fleefor55

The relationship between the EAB and TIN is a core pillar of WP9's engagement and knowledge-integration ecosystem. Within the broader governance framework—where the Project Coordinator (PC) and PMT oversee coordination and output quality—this interface helps ensure that Work Package Leaders outputs are robust, strategically aligned, and industry-relevant, in line with Deliverables D9.1, D9.2 and Task 9.5.

The TIN brings together a broad group of EET providers, contributing technological insights, operational conditions, engineering constraints, and innovation trends through workshops and engineering sessions. These inputs are synthesised by the consortium and presented in a consolidated form to support project analyses and decision-making.

The EAB, composed of high-level representatives from operators, energy suppliers, equipment manufacturers, authorities, clusters, and shipowners, examines this evidence by assessing regulatory alignment, operational realism, and market relevance. As defined in Task 9.5, it provides strategic and managerial advice, contributes to monitoring output quality, and ensures practical relevance through regular virtual roundtables and an annual meeting.

Together, the EAB and TIN form a bidirectional feedback loop:

- the TIN provides the technical evidence base for emerging solutions;

- the EAB reviews and refines this evidence from industry, regulatory, and strategic perspectives.

This interface strengthens decision-making for Work Package Leaders and the PMT, supports timely delivery of high-quality outputs, and ensures that FLEETfor55 technologies and use cases evolve in line with real-world requirements, regulatory expectations, and exploitation pathways. It effectively acts as a bridge between technological innovation and strategic industry governance.

The purpose of the EAB–TIN interface is threefold:

Table 2: The purpose of the EAB–TIN interface is threefold

The purpose of the EAB-TIN interface	
Strategic alignment	To connect high-level guidance from the EAB (policy, market, regulatory, business-model perspectives) with detailed TIN inputs (performance, costs, operational requirements).
Coherent feedback into WPs	To provide WP2, WP3, WP4, WP5, WP6, WP7 and WP8 with integrated feedback on regulatory feasibility, operational practicality, and technological maturity and integration potential.
Synergies with Horizon Europe initiatives	To channel insights from other Horizon Europe projects and European platforms into FLEETfor55 via EAB networks and TIN participants, supporting the close cooperation with new Horizon Europe initiatives required by the GA.

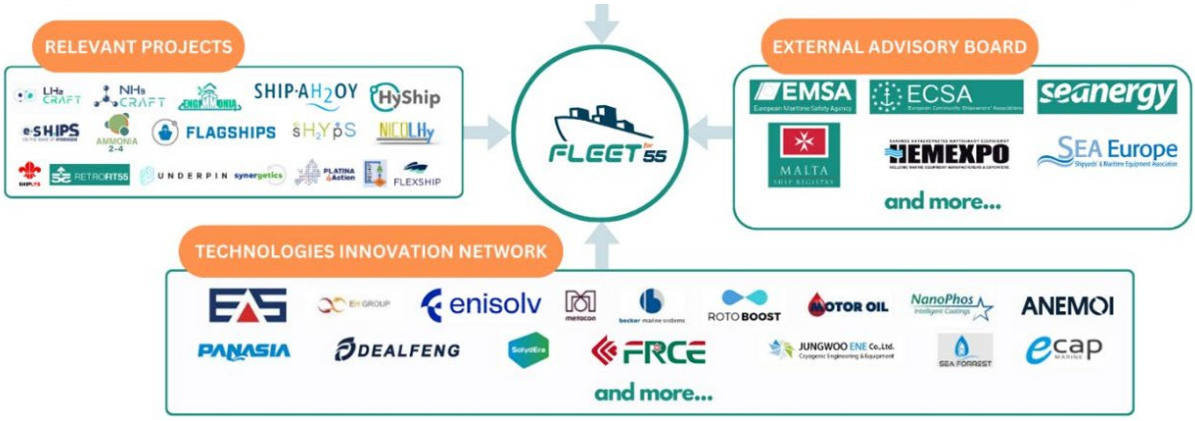

Figure 4: FLEETfor55 synergies with Horizon Europe relevant projects, the TIN and the External Advisory Board (EAB).

2.4 Activities, Insights, and Added Value

The activities carried out under Task 9.5 during M01–M12 reflect the initial and structured implementation of the External Advisory Board (EAB), in line with the GA objectives and the WP9 governance framework. At this stage of the project, the focus was on establishing the EAB structure, defining its role and interaction mechanisms, and setting the basis for its progressive engagement over the project lifetime. Through phased engagement and coordinated interaction, including with the Technologies Innovation Network (TIN), the EAB framework is being put in place to ensure strategic guidance, industry relevance, and external support to key project processes. The following subsections outline the main activities initiated during M01–M12, their timing, and the expected added value for the consortium and the broader FLEETfor55 implementation.

Key Activities and Timeline

M01-M12 (January 2025-December 2025) – Activities carried out

The structured formulation and establishment of the External Advisory Board (EAB) was carried out in line with Task 9.5 and the Grant Agreement, including the selection and invitation of 6–8 key stakeholders from the maritime sector, specifically representatives from world-class ship operators, energy suppliers and handling and storage equipment, international clusters and associations, maritime authorities, and ship owners. The process was anchored in the GA-identified backbone, with EMSA, ECSA, HEMEXPO, SEA Europe, Transport Malta, and Seanergy Maritime already identified at the proposal stage.

Execution of a consortium-wide nomination and prioritisation process, coordinated through the “External Advisory Board” tab within the “Project Management Tables” Excel file. A coordinated, consortium-wide process was undertaken to identify, screen, and shortlist suitable EAB candidates based on their strategic relevance, sectoral expertise, and potential contribution to the project’s objectives. This resulted in an initial group of primary candidates who were approached during the first 12 months of the project, forming the basis for the gradual formalisation of the EAB in accordance with the Grant Agreement.

Initial contact and preparatory exchanges were initiated with shortlisted EAB candidates, with the aim of introducing the project scope, clarifying the envisaged advisory role, and setting expectations regarding future engagement, governance, and interaction mechanisms, as foreseen under Task 9.5.

Shortlisted EAB candidates were progressively exposed to early WP9-related discussions and clustering considerations, including high-level exchanges on Energy Efficiency Technologies (EETs), Use Cases, and cross-project synergies, ensuring early alignment with the project’s

objectives and the planned cooperation framework with the Technologies Innovation Network (TIN), without implying formal advisory activation at this stage.

These activities contributed to the achievement of Milestone 3 by establishing the conceptual framework for the EAB composition, nomination logic, and interface with the TIN structure, ensuring coherence with the overall WP9 governance and stakeholder engagement architecture defined in the Grant Agreement.

M13-M24 (January 2026-December 2026) – Proposed activities

During the second year of the project, the first annual meeting of the External Advisory Board (EAB) is foreseen, bringing together EAB members, the Project Management Team (PMT), and Work Package Leaders. This meeting will provide a structured forum to review project milestones, discuss identified challenges, and consider potential adjustments, in line with the Grant Agreement requirement for annual EAB meetings.

In parallel, regular virtual EAB roundtables are envisaged to take place at approximately six-month intervals, complemented by participation in relevant clustering activities. These interactions will involve EAB members, representatives of the Technologies Innovation Network (TIN), and other key stakeholders, facilitating structured exchanges on project progress, emerging risks, and evolving needs, while reinforcing cross-project dialogue and alignment.

Targeted advisory support is expected to be provided to several WPs, focusing on the Use Cases feasibility studies, the conceptual and basic engineering designs, the primary safety evaluation and risk assessments, the digital platform implementations, as well as the Life Cycle Assessment (LCA) and the Life Cycle Cost Analysis (LCCA) of EET systems. This support is also foreseen to include the organisation of at least one joint workshop involving the EAB and the consortium partners, addressing requirements related to the identification and benchmarking of the most promising EETs per vessel segment and associated techno-economic data, in line with the scope and objectives defined under WP2.

Furthermore, cooperation with ongoing and new Horizon Europe initiatives relevant to maritime decarbonisation is planned to be strengthened during this period. The EAB will serve as a key channel for integrating external expertise, emerging innovations, and cross-project insights into the FLEETfor55 activities, thereby enhancing the project's strategic positioning and overall impact.

M25-M42 (January 2027-June 2028) – Proposed activities

During the last one and a half year of the project's duration, the active participation of EAB members in the demonstration phase of the digital platform under WP7. This will include

structured presentations of the platform to both the EAB and the TIN members, as well as to selected stakeholders and prospective users. EAB members are expected to provide targeted feedback on platform usability, non-functional requirements, and real-world applicability, supporting the validation and refinement of the platform prior to broader uptake.

In parallel, the EAB is expected to support WP8 and WP9 in the refinement of business models and exploitation plans, in close cooperation with industry partners. This support will focus on strengthening the robustness, market orientation, and exploitation readiness of emerging Key Exploitable Results, ensuring alignment with Exploitation Objective 6 (EO6) and the overall impact ambitions of the project. Continued involvement of EAB members in clustering events, TIN workshops, and outreach activities under WP9 is also envisaged during this period. These actions will contribute to enhanced visibility of project results and the preparation of exploitation pathways and synergies with relevant Horizon Europe activities.

Overall, the activities already carried out in M01–M12, together with the activities planned for M13–M42, define an EAB interaction pattern that combines virtual roundtables, annual in-person meetings, dedicated workshops and joint clustering events with the TIN. This flexible interaction pattern is designed to allow the consortium to receive timely EAB input whenever strategic, managerial, or technological guidance is required.

3 Synergies with Horizon Europe Projects

3.1 Purpose

The core objective of Task 9.5 is to foster structured, meaningful, and value-adding synergies with ongoing and newly launched Horizon Europe initiatives operating under the Zero-Emission Waterborne Transport (ZEWT) partnership and adjacent thematic clusters. In line with the FLEETfor55 Grant Agreement, these synergies are intended to enable knowledge exchange, prevent duplication of effort, support methodological coherence where beneficial, and strengthen long-term impact, uptake, and European relevance of FLEETfor55 outcomes.

This activity is closely linked with the External Advisory Board (EAB), which plays a guiding and monitoring role throughout the project duration. As foreseen, the EAB will provide oversight on relevance, feasibility, and alignment with market and regulatory developments.

Initial Mapping and Engagement Approach

During the first reporting period, the consortium performed a systematic mapping exercise to identify relevant Horizon Europe projects aligned with key technological focus areas of FLEETfor55, including:

- Alternative fuels (e.g., hydrogen, ammonia, methanol)
- Retrofitting and ship modification strategies
- Wind-assisted propulsion and hybrid propulsion concepts
- Novel safety assessment and regulatory validation frameworks
- Digital twins, onboard simulation, and operational optimization
- Decision-support and pathway evaluation tools for decarbonization

This mapping combined:

a) projects explicitly referenced in the Grant Agreement;

b) newly launched initiatives identified via consortium networks;

c) emerging projects highlighted during Waterborne Technology Platform, ZEWT SRIA sessions, clustering activities, and Clean Hydrogen / Clean Aviation cross-sector dialogues.

In line with Deliverable D9.12 requirements, this list will be periodically updated, expanded, and validated through ongoing EAB and TIN engagement processes, ensuring responsiveness to the evolving Horizon Europe landscape and emerging research priorities.

Based on the approach described above, the following sections present the initial list of Horizon Europe projects and initiatives identified to date, together with a brief descriptive overview and preliminary qualitative assessment of their thematic relevance to FLEETfor55. This overview reflects the current state of mapping at M12 and provides an indicative basis for prioritisation and future engagement.

Following the finalisation of the initial list and the establishment of formal communication channels with the selected initiatives, the project will progressively initiate synergy-building activities, including structured exchanges of knowledge, experience, and selected outputs. These interactions are expected to commence from early 2026 onwards and to continue throughout the project lifetime, ensuring sustained alignment with relevant Horizon Europe activities and evolving research and innovation priorities.

3.2 Mapping Relevant Initiatives and Projects

By the time of this deliverable, an initial set of Horizon Europe projects and related initiatives has been identified and preliminarily reviewed through the structured mapping approach described above. This mapping builds on initiatives referenced in the Grant Agreement as well as additional projects identified through consortium networks and clustering activities. (See Table 3). At this stage, interactions are limited to early monitoring, information gathering, and exploratory alignment considerations, providing a foundation for potential synergy-building actions in subsequent project phases.

Strategic Horizon Europe Projects Already Engaged or in Initial Dialogue

- **RETROFIT55**
  Early bilateral exchanges have been initiated, driven by shared technical focus areas including hydrodynamic optimization, hybridization strategies, wind-assisted propulsion, and digital decision-support tools. Opportunities for joint workshops, technical alignment on KPIs, and reciprocal participation in dissemination activities are being explored.
- **SEASTARS**
  Identified as a sister project under the same Horizon Europe evaluation topic and Project Officer. Initial informal links exist through overlapping networks (e.g., ERMA

TECH GROUP, HEMEXPO). A formal coordinator-to-coordinator introduction is scheduled to establish systematic alignment and ensure structured communication.

- **BlueBARGE**
  Engagement currently at an early stage, primarily focused on mutual awareness and thematic positioning. Strong convergence exists around vessel electrification, offshore charging innovations, and operational optimization. Knowledge exchange, cross-event attendance, and potential technical synergies are foreseen as both projects progress.

Table 3: Initial Mapping of Relevant Horizon Europe Projects and Initiatives for Potential Synergies with FLEETfor55

Project / Initiative	Main Focus Area	Programme / Call	End Date	Coordinator
SEASTARS	Emission abatement & advanced ship technologies	Horizon Europe CL5-2024-D5	Dec 2027	University of Strathclyde (UK)
RETROFIT55	Ship retrofit solutions for 55% GHG reduction	Horizon Europe CL5-2022-D5	Dec 2025	CNR (Italy)
BLUEBARGE	Shore-side renewable electricity & bunkering	Horizon Europe IA	Dec 2026	ABS (USA/EU)
LH2CRAFT	Liquid hydrogen marine transport & safety	Clean Hydrogen JU	May 2027	HYDRUS Engineering (GR)
sHY2PS (sH2YpS)	Hydrogen-powered shipping	Horizon Europe CL5-2021-D5	May 2026	Navalprogetti (IT)
SHIP-AH_2Oy	LOHC-based hydrogen onboard demonstrator	Horizon Europe / Clean Hydrogen	Dec 2027	Multi-partner consortium
FLAGSHIPS	Hydrogen fuel-cell vessels (inland/urban)	H2020 FCH-JU	Mar 2025	VTT (FI)
NH_3-CRAFT	Ammonia fuel integration & safety	Horizon Europe CL5-2021-D5	May 2025	HYDRUS (GR)
ENGIMMONIA	Ammonia technologies for deep-sea shipping	H2020	Apr 2025	RINA Consulting (IT)

Project / Initiative	Main Focus Area	Programme / Call	End Date	Coordinator
HyShip	LH_2 Ro-Ro demonstrator	FCH2-IA	Dec 2025	Wilhelmsen (NO)
e-SHyIPS	Hydrogen standards for passenger ships	Clean Hydrogen JU	Dec 2024	Politecnico di Milano (IT)
AMMONIA 2-4	Ammonia dual-fuel engine demonstrator	Horizon Europe CL5-2021-D5	Apr 2026	Wärtsilä Italia
NICOLHy	LH_2 tank insulation concepts	Clean Hydrogen JU	Dec 2026	BAM (DE)
UNDERPIN	Climate-resilience indicators	Horizon Europe Mission CLIMA	Aug 2028	HEC Paris (FR)
SYNERGETICS	Green inland & coastal shipping	Horizon Europe CL5-2022-D5	Jun 2026	DST (DE)
PLATINA4Action	Inland navigation policy & deployment	Horizon Europe CL5-2023-D5	Dec 2026	Stichting Projecten Binnenvaart (NL)
FLEXSHIP	Large onboard battery systems	Horizon Europe	Dec 2026	BRICGT (BE)
MarLEN	Low-emission maritime research network	Horizon Europe CL5-2024-D5	Jun 2029	Forschungszentrum Jülich (DE)
HARPOONERS	High voltAge, modulaR and low weight electric POwertrains fOr NExt generation waterborne tRanSport	HORIZON-CL5-2024-D5-01	Jan 2028	Fundacion Tecnalia Research & Innovation

Projects Named in the Grant Agreement and Monitored for Synergy Opportunities

Building collaborations and synergies is one of the core objectives of FLEETfor55. In this context, the project actively monitors a defined group of Horizon Europe projects identified in the Grant Agreement as strategically relevant for knowledge transfer, benchmarking, and potential future collaboration. While full cooperation pathways and structured engagement plans are still under development, these initiatives represent the most directly comparable technological, operational, and regulatory focus areas relevant to FLEETfor55, including

hydrogen- and ammonia-based energy solutions, ship electrification and hybrid power systems, hydrodynamic and propulsion efficiency improvements (including wind-assisted propulsion), onboard and operational optimisation measures, and digital decision-support and assessment tools for maritime decarbonisation.

At the current stage, the approach remains one of structured monitoring and exploratory alignment, with limited bilateral exchanges where appropriate, ensuring coherence with ZEWT and Waterborne Technology Platform clustering activities and avoiding duplication of existing efforts. The projects listed below therefore constitute the core synergy monitoring baseline, from which deeper forms of cooperation—such as joint workshops, shared dissemination actions, methodological exchanges, or coordinated technical and advisory dialogues—may progressively evolve as technologies mature and project priorities advance (see Figure 5).

Figure 5: Projects Named in the Grant Agreement and Monitored for Synergy Opportunities

At this stage, interactions with these projects remain at the monitoring and light-contact level, with future exchanges expected to progress through upcoming ZEWT and Waterborne TP clustering events.

3.3 Engagement Mechanisms

Engagement with relevant Horizon Europe projects is currently at an exploratory stage and will progress through a structured approach aligned with Task 9.5 and WP9 activities. The mechanisms outlined below represent proposed pathways rather than confirmed collaboration formats. Final engagement modalities will require internal validation within the FLEETfor55 consortium, followed by communication with selected Horizon Europe initiatives and mutual agreement before activation.

To date, early interactions have taken place through:

- **Cross-attendance at events and thematic workshops:** Participation in Waterborne TP, ZEWT and project-specific events has enabled early visibility, contacts, and informal exchange on relevant technical themes such as retrofitting, safety validation and operational optimization.
- **Introductory exchanges between coordinating teams and WP leads:** Initial coordinator-level discussions with SEASTARS, RETROFIT55 and BlueBARGE have focused on mapping thematic overlap, identifying complementarity and defining where collaboration could add value.
- **Preliminary alignment on methods and indicators:** Early dialogue has explored potential alignment in Technology Readiness Level (TRL)/ Manufacturing Readiness Level (MRL) tracking, KPI design and assessment approaches, particularly where methodologies may support consistent reporting and benchmarking across European initiatives.
- **Informal knowledge-sharing through public deliverables and communication outputs:** Limited exchange of publicly available documents, dissemination materials, and project roadmaps has supported improved contextual mapping and avoided duplication of effort.
- **Future clustering and joint workshops (planned, not yet formalized):** A joint clustering workshop involving key projects is foreseen as FLEETfor55 progresses, subject to consortium confirmation and acceptance from external partners.

As the External Advisory Board and Technologies Innovation Network become fully active, engagement mechanisms will be refined, prioritized and transitioned from exploratory contact to structured collaboration where value, feasibility and reciprocity are confirmed.

To conclude, all these efforts are fully aligned with:

- **Task 9.5** – External Advisory Board engagement and synergies with Horizon Europe activities (M01–M42)
- **Deliverable D9.12** – Initial Report on Synergies and EAB Establishment (M12)
- **Deliverable D9.13** – Final Report on Synergies and EAB Integration (M42)

In line with the Grant Agreement, synergies will continue to evolve dynamically over the project lifespan, ensuring that new and relevant Horizon Europe initiatives, particularly those emerging from the ZEWT SRIA and Clean Hydrogen/Innovation Fund pipelines, are incorporated into the collaboration ecosystem where meaningful complementarities exist.

4 Conclusions and Next Steps

During the first project period (M01–M12), Task 9.5 established the foundational conditions required for sustained external engagement and strategic alignment of FLEETfor55 with the wider European innovation landscape. The set-up of the External Advisory Board (EAB) and the initial identification and monitoring of relevant Horizon Europe initiatives represent the key early achievements of this task, strengthening the project's industry relevance and its capacity to integrate independent expert input and external developments into the project's dissemination and exploitation logic, in line with WP9 objectives and the Task 9.5 mandate.

The approach to engagement has been incremental and structured. On the EAB side, the project has defined the intended interaction modalities (regular virtual exchanges and an annual in-person review meeting) and initiated the practical steps required to operationalise them. In parallel, synergy work has progressed through systematic mapping and structured monitoring of ZEWT-relevant and adjacent initiatives, drawing on consortium networks and participation in relevant European fora (e.g., ZEWT/Waterborne TP-related discussions) to build early visibility and identify priority overlap areas. At this stage, interactions are best described as preparatory and exploratory (visibility, initial contacts where feasible, and scoping of complementarities), with more substantive joint actions to follow once bilateral interest and feasible formats are confirmed.

Looking ahead, in subsequent project periods the task will shift from establishment and exploratory monitoring to operationalisation and consolidation. Planned actions include: (i) formal confirmation of EAB membership and activation of the planned advisory cycle (virtual exchanges and the annual review meeting); (ii) structured use of EAB input to inform exploitation-related elements (e.g., market realism and deployment constraints) as project results mature; and (iii) progression from monitoring to targeted, mutually agreed synergy activities with selected Horizon Europe initiatives (e.g., coordinated clustering participation, co-organised technical exchanges, and knowledge sharing where it demonstrably avoids duplication and adds value). These steps will be documented and consolidated in the final Task 9.5 report (D9.13, M42).

Annex A

Template for Initial EAB Candidate Contact and NDA Pre-Process

"Dear ……,

I hope my message finds you well.

My name is …, and I serve as … at … I am reaching out on behalf of the **FLEETfor55 consortium**, a Horizon Europe Innovation Action involving 21 partners (and 2 affiliated entities), including classification societies, engineering & design consultants, technical universities, research institutes, and end users (shipowners, ship managers, ports and shipyards) across Europe.

Given your recognised expertise in maritime affairs and areas, we would be honoured if you would consider joining our project's **External Advisory Board (EAB)** and contributing to this strategic European initiative supporting the maritime sector's transition toward enhanced energy efficiency and Fit-for-55 compliance.

About FLEETfor55

FLEETfor55 (Grant Agreement No. 101192661) aims to support the alignment of the European maritime sector with the **EU's Fit-for-55 climate goals** by developing a holistic roadmap and a decision-support platform for evaluating, benchmarking, and deploying Energy Efficiency Technologies (EETs) across short sea, inland waterway, and high seas vessels.

For your easy reference, attached you may find a two-page flyer summarising the project's objectives and structure. You may also visit our website and LinkedIn page for further details and updates.

FLEETfor55 assesses innovative EET combinations, optimises new-built and retrofit designs, and integrates technical, economic, environmental, and social impact analyses into a digital platform supporting CII/EEXI/EEDI and Fit-for-55 compliance. The project also builds the **Technologies Innovation Network (TIN)** and establishes the **External Advisory Board (EAB)** to ensure industrial relevance and impact.

Role of the External Advisory Board

The EAB consists of 6–8 high-level experts who help identify current and future requirements of the maritime industry, ensuring the practical relevance of the performed activities. The EAB will advise the Work Package Leaders, support the overall strategic decision-making, and contribute to monitoring the quality of key project outputs.

As part of this role, EAB members may be invited to:

- Participate in virtual roundtables and an annual in-person (or hybrid) meeting with the consortium.
- Joint TIN–EAB clustering events expected at least 2-3 times within the project.
- Provide insights and help address the initial lack of available information on EETs and their integration into the various use cases.
- Review selected documents and contribute to the development of business models.
- Complete short surveys when needed (typically infrequent).
- Facilitate cooperation and synergies with relevant Horizon Europe initiatives and the wider maritime community.

EAB contributions are designed to be light and flexible, respecting members' limited availability while bringing valuable external perspective to the consortium.

Benefits of being an EAB member

- Collaboration with a leading European consortium.
- Visibility as part of a high-level group supporting one of the EU's flag-ship maritime decarbonisation projects.
- Links and synergies to multiple R&D&I projects.
- Early access to state-of-the-art EET assessment, vessel use-case results, benchmarking insights and decision-support tools.
- Exposure to cutting-edge R&D trends across EU maritime innovation clusters.
- Opportunity to shape the direction of an initiative influencing future practices in energy-efficient ship design and operations.
- Full demonstration of the FLEETfor55 digital platform capable of performing a holistic sustainability assessment for a combination of alternative EETs and use cases
- Eligible costs related to attending EAB-related activities, such as in-person workshops and physical meetings (travel, accommodation, daily expenses), are covered by the Consortium with a dedicated budget assigned to the specific scope.

Next Steps

Participation in the EAB is non-exclusive and is formalised through a mutual Non-Disclosure Agreement (NDA) to ensure confidentiality.

Should you express your interest, we can arrange a short introductory meeting (optional) and proceed with the NDA countersignature between the EAB member and the Project Coordinator to formalise your participation.

Please feel free to reach out for any clarifications.

Thank you for considering this invitation. Your experience would bring significant value to FLEETfor55, and we would be delighted to collaborate with you.

Kind regards,

…

On behalf of the FLEETfor55 Consortium

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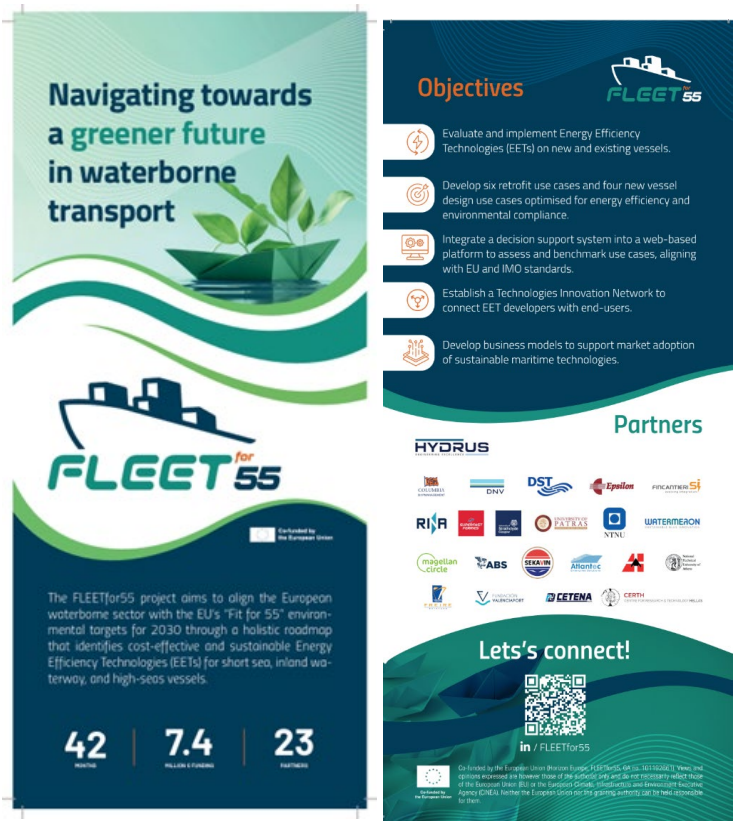
The project flyer is attached to the email invitation, for EAB candidates.