HYPOBATT

Hyper powered vessel battery charging system

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1. EXECUTIVE SUMMARY

The HYPOBATT local capacity building efforts utilized a multifaceted approach to ensure successful knowledge sharing, results exploitation, and interest generation throughout the project's duration. This work was centered on creating a modern stakeholder platform that moved away from outdated, login-based systems in favour of a digital strategy that integrated the project's official website with a strong presence on LinkedIn. By February 2026, this digital ecosystem successfully engaged a professional audience of nearly 1,000 followers, providing them with smooth, instantaneous access to technical documentation from all eight Work Packages and ensuring that innovations in multi-megawatt charging remain visible within the maritime sector's decarbonization landscape.

The practical application of project research was facilitated through a series of physical and hybrid events that served as a critical human interface for technical exchange. These included a stakeholder workshop in Madrid in September 2024, a dedicated technical seminar session during the Transport Week conference in Gdynia, in March 2025, and a final public demonstration in the German ports of Norddeich and Norderney in February 2026. These events brought together a diverse pool of stakeholders, including port authorities, technology suppliers, and media representatives to validate and report on the technical readiness and operational feasibility of modular, standard-compliant charging systems in real-world ferry operations. They also helped to emphasize the expertise and practical know-how of the HYPOBATT partner consortium.

A significant portion of the local capacity-building success relied on strategic collaboration with the Baltic Ports Organization (BPO) to help incite industry buy-in. This was achieved through the direct dissemination of dedicated materials to BPO members, the publication of a dedicated newsletter to a curated subscriber database, and cross-promotion on the BPO's official LinkedIn channel which reaches over 2.000 followers. By combining these outreach efforts with a proactive culture of knowledge sharing, the project has established a trustworthy source of expertise and a transferable model for future EU-funded initiatives to communicate their value and maximize their contribution to the European transport sector's goals.

2. OBJECTIVES

The primary objective of Task 8.4 was to establish and maintain a robust capacity-building framework designed to maximize the impact of project demonstration activities through multi-level stakeholder engagement. This was achieved through the following strategic pillars:

1. Integrated digital outreach and knowledge transfer

Capacity building is reinforced through a synergistic online presence that bridges technical documentation with industry networking. By leveraging the comprehensive repository of materials on the official HYPOBATT website and maintaining active, direct connections to industry stakeholders via the project's LinkedIn channel, the project ensured that results are accessible and actionable for a global professional audience during its lifecycle and after its conclusion.

2. Targeted workshops and regional seminars

To ensure the legacy of the project and the exploitation of results, a series of high-level engagement events were scheduled:

- A stakeholder workshop was organised by SOERMAR in September 2024 in Madrid in a hybrid format.
- A dedicated HYPOBATT technical seminar was organised by the project partner MOTUS within the framework of the Gdynia Transport Week.
- A final event at Norddeich and Norderney, organised by FRISIA, featuring onboard technical demonstration of developed solution and a round table about the future of port electrification in Europe.

3. Strategic collaboration with the Baltic Ports Organization (BPO)

A critical component of the local capacity-building strategy involved direct outreach to the Baltic Ports Organization pool of contacts. This included:

- Direct dissemination of project's findings and outcomes to BPO members to help facilitate high-level industry buy-in with future follow-up.
- Dissemination via a dedicated newsletter reaching the BPO's extensive network and contact base, ensuring that HYPOBATT's developments in battery-electric ferry systems are effectively communicated to relevant decision-makers throughout the Baltic region.

3. INTRODUCTION

The decarbonization of the maritime sector represents one of the most significant challenges in the global transition toward a climate-neutral economy. As the European Union targets a 90% reduction in transport-related greenhouse gas emissions by 2050, the maritime industry must pivot from traditional fossil fuels toward high-efficiency, fully electric solutions. The HYPOBATT project addresses this transition by developing a modular, fast-charging system for battery-electric ferries, aiming to standardize charging infrastructure and optimize energy management. However, the technical implementation of such systems cannot succeed in a vacuum; it requires a systemic shift in how port authorities, shipowners, and energy providers interact with new technology.

Local capacity building is the essential catalyst for this transition, ensuring that the maritime workforce and regional decision-makers possess the technical expertise and operational confidence to adopt electrification. By consolidating the rich technical materials available via the HYPOBATT web portal with active industry networking through digital channels like LinkedIn, the project creates a continuous knowledge loop. This educational framework is designed to lower the barriers to entry for green technology, transforming complex research outcomes into actionable insights for port operators and logistics providers who are tasked with managing the transition to zero-emission vessel operations.

Direct outreach and multi-stakeholder engagement are equally critical to ensuring that technical innovations align with real-world infrastructure and regulatory requirements. Through targeted seminars and workshops, HYPOBATT fosters a collaborative ecosystem where various maritime industry stakeholders can exchange knowledge and best practices. By leveraging the extensive network of the BPO and engaging stakeholders through dedicated newsletters and regional events, the project ensures that the shift toward electrified maritime transport is supported by a unified, informed, and technically capable community of practice.

4. DESCRIPTION OF WORK

Work on Task 8.4 was based on a multifaceted approach employed throughout the project to ensure successful capacity building and sharing of results through three primary strategic pillars. This included the implementation of a synergistic digital presence, linking technical documentation on the HYPOBATT website with industry networking via LinkedIn, alongside a series of engagement events. Furthermore, the work encompassed strategic collaboration with the BPO, utilizing direct outreach and dedicated newsletters to disseminate findings and secure industry buy-in for battery-electric ferry systems across the Baltic region.

4.1 Digital outreach and knowledge transfer

A modern approach to creating a STAKEHOLDER PLATFORM was achieved through a dual-track digital strategy that integrated technical documentation from the official HYPOBATT website with industry networking via the project's LinkedIn channel. This synergistic approach ensured that project results remained accessible and actionable for a global professional audience both during the project lifecycle and following its conclusion.

During the project's lifecycle, partners responsible for establishing the platform noticed, that a stand-alone, login-based platform was a thing of the past in the fast-paced world of nearly unlimited and instantaneous information access. The chosen approach offered a natural, organic growth of the pool of stakeholders interested in the project by establishing a firm presence on the most popular professional networking platform in the world – LinkedIn. This social media presence, directly linked to the vast number of valuable data available on the project's website, offered the interested parties smooth access and the ability to share information related to the project among their peers without unnecessary extra steps that might have discouraged them form taking interest in the first place.

4.1.1 Social media presence on LinkedIn

LinkedIn has served as the primary communication channel for the project, proving highly effective in engaging a professional, technically oriented audience. The HYPOBATT profile maintained steady organic growth throughout the project's lifecycle, attracting over 1000 followers and averaging five new followers per month, with a notable sharp increase toward the project's conclusion following the release of the first system results and imagery. The profile reached the target number of 1.000 followers during February 2026.

Beyond meeting these quantitative metrics, this established community ensures that the technical discourse will persist long after the formal project concludes. The LinkedIn profile functions as an information-rich cornerstone; its unique qualities as a professional networking platform allow for ongoing, peer-to-peer knowledge exchange and real-time updates. This digital legacy fosters a persistent environment for discussion, ensuring that HYPOBATT's innovations remain visible and influential within the maritime sector's evolving decarbonization landscape.

4.1.2 Project Website

The HYPOBATT website serves as a comprehensive and transparent repository of technical knowledge, offering an extensive range of resources that span the entire project lifecycle. With dedicated sections for results from every Work Package (WP1–WP8), the platform provides deep insights into the development of multi-Megawatt Charging Systems, modular battery solutions, and energy efficiency optimizations. By hosting advanced technical, stakeholder, and maritime training programs alongside official publications and public deliverables, the website functions as a rigorous "single source of truth." This centralized accessibility ensures that the complex engineering milestones achieved—such as the 20% improvement in energy efficiency and 95% charger availability—are documented with the precision required by the international maritime community.

This wealth of static information naturally synergizes with the dynamic nature of LinkedIn, creating a powerful knowledge-transfer ecosystem. While the website acts as the permanent library for technical specifications and training modules, LinkedIn serves as the active gateway that brings this content to the professional forefront. Instead of requiring stakeholders to periodically check a website for updates, the LinkedIn channel pushes high-level summaries and project imagery directly into the industry's daily workflow. This "push-pull" dynamic allows the project to maintain technical depth on the portal while utilizing social media to drive traffic toward specific results, ensuring that the project's outputs are not just stored, but actively consumed and debated by experts in real-time.

Choosing to build this community on an established global platform like LinkedIn, rather than on a bespoke, log-in protected portal, removes the significant "friction of entry" that often stifles project legacies. Stand-alone platforms developed for single projects frequently suffer from low engagement and eventual obsolescence once funding ends. By integrating with LinkedIn's existing professional infrastructure, HYPOBATT leverages a pre-existing network of maritime experts, policymakers, and engineers who already utilize the tool for daily professional development. This strategy ensures that the project's findings remain a permanent, searchable, and interactive cornerstone of the maritime decarbonization discussion, accessible to future industry entrants without the barriers of forgotten credentials or proprietary software limitations.

4.2 Targeted workshops and regional seminars

While the digital ecosystem provides a repository for technical data, targeted workshops and regional seminars serve as the critical human interface necessary to translate high-level research into industrial practice. In a specialized field like maritime battery-electric charging, the technical nuances of interoperability and grid integration often require the type of communication that only face-to-face interaction can provide. Physical events allow for an "unstructured" knowledge transfer, that is frequently absent in digital-only formats. For a niche

project like HYPOBATT, these gatherings consolidate a budding community of stakeholders interested in the project into a more cohesive network, thus ensuring the project's longevity after its initial life cycle concludes.

These two approaches create a synergy where the digital presence and physical outreach reinforce one another to strengthen capacity building. The workshops and seminars draw upon the rich technical materials hosted on the HYPOBATT website, providing a forum for real-time clarification and peer review of project findings, as well as cementing the perception of the partner consortium as experts in their field, enhancing the overall credibility of the project. Simultaneously, these events serve as content engines for the project's LinkedIn channel; the documentation of live demonstrations and expert panels generates the "social proof" and visual engagement that drives organic growth and attracts a broader professional audience. By bridging the gap between the permanent technical archive and the immediate energy of a physical seminar, the project ensures that its capacity-building efforts are both technically rigorous and socially embedded within the industry's leadership.

4.2.1 Stakeholder workshop in Madrid

The stakeholder workshop, organized by SOERMAR in Madrid in September 2024, served as another important capacity-building milestone. Held in a hybrid format to ensure broad accessibility, the event marked a strategic shift from conceptual design toward the dissemination of consolidated technical results, including component development and system integration concepts. By presenting these advancements to approximately 70 participants comprising port authorities, ship operators, and system integrators, the project effectively transferred specialized knowledge to the core industry actors responsible for potential future deployment on a broader scale.

The workshop was specifically designed to foster technical maturity through intensive feedback sessions and direct interaction between developers and potential end users. This collaborative environment enabled stakeholders to better understand functional requirements and operational constraints, while their direct input influenced technical refinement across relevant work packages. To ensure a lasting educational legacy, all presentations were recorded and hosted on the project website, providing a permanent resource for ongoing professional development and further enhancing the project's capacity-building capabilities and goals.

A defining characteristic of the HYPOBATT project was the proactive and transparent culture of knowledge sharing that permeated every stage of its execution. Rather than treating technical breakthroughs as proprietary silos, the consortium operated with a consistent willingness to disseminate findings to the broader maritime community, viewing open communication as a prerequisite for industry-wide decarbonization.

This commitment was evidenced by the immediate transition of internal technical results into educational resources, as seen in the Madrid workshop where all presentations were formally channelled into educational materials. By maintaining this open-access philosophy, the project ensured that its capacity-building efforts were not merely a series of isolated events, but a continuous contribution to the collective intelligence of the European maritime sector.

4.2.2 Technical seminar session during the Transport Week

In March 2025, MOTUS coordinated a dedicated HYPOBATT technical seminar session focused on multi-megawatt charging in ports as part of the Gdynia Transport Week. This on-site event targeted a professional audience of port authorities, ship owners, terminal operators, and technology suppliers. Following an overview of high-power charging infrastructure in future port energy systems, project partners presented technical developments in power electronics, connection systems, digital control, and safety-relevant design. The workshop created a focused environment for direct discussion on deployment constraints, operational requirements, and infrastructure integration, with all presentation materials subsequently shared with interested participants.

The workshop gained significant visibility by being embedded within Transport Week, an established international conference that has served the maritime sector for over a decade. As a fixture in the European maritime calendar for ten years, the event attracts a broad and diverse pool of attendees from various corners of the industry across the continent. This high-profile setting provided HYPOBATT with a platform to engage not only with technical specialists but also with a wider array of decision-makers and stakeholders who converge annually to discuss the future of European transport.

The strategic presence of HYPOBATT at such major industry events significantly broadened the project's reach beyond its immediate circle. By showcasing the collective expertise of the partner consortium on an international stage, the project successfully demonstrated its technical leadership to a much larger audience. This visibility was instrumental in validating the HYPOBATT solution across a broader industry spectrum, ensuring that the consortium's innovations in maritime electrification were recognized as a benchmark for future port infrastructure developments.

4.2.3 Final public demonstration at Norddeich and Norderney

The final public demonstration and stakeholder event of the HYPOBATT project took place on February 18, 2026, in the German port of Norddeich. This milestone event marked the conclusion of over three years of collaborative research and served as the first real-world demonstration of a complete multi-megawatt charging ecosystem under operational conditions. The program brought together a diverse group of stakeholders, including representatives from the project consortium, local authorities, and the media. Its primary objective was to validate the technical readiness, operational feasibility, and scalability of modular, standard-compliant charging systems for fully electric ferry operations.

The event was designed as an immersive, full-day program embedded directly into active ferry operations. Participants engaged in a live technical demonstration at the port of Norddeich, where they observed the functioning of power electronics, cooling systems, and automated shore-to-ship connection interfaces. This was followed by an onboard session during the crossing to Norderney, focusing on vessel battery architecture and power management. These technical demonstrations were complemented by structured policy discussions and a

moderated roundtable entitled "The Future of Port Electrification in Europe," which addressed critical topics such as standardization, interoperability, and regulatory frameworks.

The successful validation of the HYPOBATT concept in a real operational environment proved that high-power, modular charging infrastructure can support electric ferry services with performance comparable to conventional vessels while significantly reducing local emission. By providing a platform for direct feedback from policymakers and port operators, the event established a robust foundation for transferring project outcomes to future large-scale deployments and follow-up European initiatives.

4.3 Strategic collaboration with the Baltic Ports Organization

The collaboration with the BPO represents an important pillar for the HYPOBATT project's local capacity-building efforts, providing an established bridge between innovative research and direct access to a broad community of maritime professionals. As a highly influential regional organization, the BPO offers access to a consolidated network of port authorities and maritime decision-makers across the Baltic Sea Region, ensuring that project outcomes reach the exact entities responsible for implementing zero-emission infrastructure.

4.3.1 Direct dissemination to BPO Members

The direct dissemination of the HYPOBATT "Business Kit" to the members of the BBPO represents one of the most impactful and targeted actions within the project's local capacity-building strategy. By delivering these materials directly to the inboxes of port authority officials, the project bypasses general dissemination noise to reach the primary decision-makers responsible for maritime infrastructure investment and policy. This proactive outreach is further strengthened by a formal follow-up process one week after the initial distribution, aiming to confirm receipt and providing an immediate channel for technical inquiries and feedback.

This distribution ensures that the project's most commercially and operationally relevant findings are placed in the hands of those who can drive potential large-scale adoption across the Baltic region. The "Business Kit" is specifically structured to facilitate this transition from research to implementation through four key components:

- Executive Summary of the findings: An overview focused on the project's business model and the scalability of the developed solutions.
- Links to key documentation on the project's website
- Case Study: A showcase of the successful test implementation in Norddeich providing real-world validation of the system's performance
- Expert Profiles: Direct contact information for project coordinators, enabling port officials to quickly access additional technical depth and expert consultation

In the broader context of capacity building, this direct interaction transforms a passive technical report into a localized, actionable business case. By providing port authorities with the exact tools needed to evaluate the feasibility of multi-megawatt charging within their own

jurisdictions, HYPOBATT ensures that the knowledge transfer is not only theoretical but serves as a direct catalyst for the decarbonization of European maritime corridors.

4.3.2 BPO newsletter

The second part of the collaboration with the BPO involves the publishing of a dedicated project newsletter specifically designed to leverage BPO's extensive institutional reach. Unlike general dissemination, this newsletter is broadcast directly to the BPO's internal subscriber database, a curated network of maritime professionals, policymakers, and port stakeholders across the Baltic Sea Region. By embedding the HYPOBATT project within this trusted communication channel, the initiative ensures that its findings and outcomes are presented to a pre-qualified audience already invested in the future of port infrastructure.

The newsletter is structured with engagement in mind, featuring a clear call-to-action (CTA) framework that encourages subscribers to transition from passive readers to active participants in the project's community. Key elements of the newsletter include:

- Direct links to the official HYPOBATT website and LinkedIn profile are featured prominently to drive traffic toward the project's technical repositories and professional networking hub.
- Specific prompts encourage stakeholders to follow project updates, download technical findings, and join the growing LinkedIn community of over 1.000 industry professionals.
- The inclusion of comprehensive contact data for project coordinators facilitates immediate bilateral communication, allowing BPO members to seek tailored information on system integration and technical specifications.

This approach reinforces the broader capacity-building mission by ensuring that HYPOBATT's developments in battery-electric ferry systems are not merely archived but are actively promoted to the decision-makers who will lead the next generation of maritime electrification. By combining the project's technical depth with BPO's established network, this newsletter will serve as a vital bridge for knowledge transfer and long-term industry buy-in.

4.3.3 BPO on social media

The collaboration with the BPO will includes a dedicated showcase on the organization's official LinkedIn channel, which currently connects with a robust network of over 2.000 followers across the maritime and logistics sectors. By leveraging this established following, the HYPOBATT project gains immediate visibility within a highly concentrated pool of port authorities and industry leaders in the Baltic Sea region and beyond it. These shoutouts and posts on the BPO page serve as a significant endorsement, actively funnelling a pre-qualified audience toward HYPOBATT's own LinkedIn community to foster deeper, peer-to-peer technical exchange.

This cross-promotion is a core component of the modern stakeholder platform strategy, which moves away from static, isolated databases in favour of a dynamic, interconnected digital ecosystem. This approach successfully bridges the gap between high-level research and the

2.000+ decision-makers on the BPO platform, acting as another piece of the sustainable capacity building puzzle that remains visible and interactive long after the project's conclusion.

5. RESULTS

The capacity-building efforts of the HYPOBATT project have successfully established a trustworthy source of truth within a saturated digital landscape. By strategically avoiding the creation of an isolated, log-in-protected platform, the project integrated its extensive technical repository, including results from all eight Work Packages and specialized training modules, directly with established professional networks. This approach leveraged the project's LinkedIn profile, which reached nearly 1.000 followers by February 2026, to cut through digital noise and deliver actionable insights directly into the daily workflows of a broad pool of industry professionals.

The project's physical outreach successfully complemented this digital presence through a series of workshops and seminars across Europe. From the technical refinement sessions in Madrid to the specialized technical workshop during the Transport Week in Gdynia, these events facilitated direct knowledge transfer to hundreds of key stakeholders. The efforts culminated in the final demonstration event at the port of Norddeich in February 2026, which provided a real-world validation of the multi-megawatt charging ecosystem for project partners, stakeholders, port authorities and local media.

Finally, the collaboration with industry-leading organizations, most notably the BPO, has been instrumental in facilitating efforts to attempt to establish long-term institutional buy-in. By deploying findings, outcomes, and technical documentation directly to port officials and utilizing BPO's own social media presence, the project ensured that its findings were endorsed by a trusted regional authority. These activities, combining a dedicated newsletter with direct outreach to a curated subscriber database, has helped to create interest that keeps HYPOBATT's innovations at the forefront of the maritime decarbonization dialogue in Europe.

6. CONCLUSIONS

The HYPOBATT project has successfully demonstrated that a modern stakeholder platform must transcend the traditional model of a static, isolated repository. In an era of information saturation, a successful platform must be inherently trustworthy and backed by social proof. These qualities were achieved by HYPOBATT through the transparent sharing of real-world results and the active endorsement of industry-leading organizations like the BPO. By integrating technical findings directly into the professional feeds of over 2.,000 observers on the BPO's LinkedIn channel and the project's own community, the consortium ensured its expertise was validated by peer recognition rather than existing in a vacuum.

A core philosophy of this approach was to avoid reinventing the wheel. Rather than developing a bespoke, log-in-protected portal that often serves as a barrier to engagement, HYPOBATT utilized a dual-track digital strategy. This approach combined the ease of access of established social infrastructure with the rich technical knowledge hosted on the project's official website. This synergy allowed the project to cut through the noise of the digital sphere, pushing high-value materials and newsletters directly to the inboxes of potentially interested stakeholders while maintaining a technical archive for engineers and researchers.

Furthermore, the HYPOBATT experience confirms that physical and hybrid interaction remains an irreplaceable component of capacity building, especially for niche technical topics. Face-to-face networking facilitated the "unstructured" knowledge transfer and trust-building required for complex infrastructure integration. These events allowed the project to clearly demonstrate the consortium's expertise through live system operation demonstrations and moderated discussions, ensuring that technical innovation was always grounded in operational reality.

Underpinning this entire framework was a fundamental willingness to share with the greater maritime community. By documenting every milestone and making all presentation materials publicly available, the consortium moved beyond proprietary interests to foster a collective intelligence aimed at sector-wide decarbonization. We believe that these experiences: prioritizing integrated digital presence, strategic industry partnerships, and high-impact physical demonstrations; offer a highly transferable model for future EU-funded projects. This approach provides a clear pathway for such initiatives to communicate their value effectively, ensure long-term sustainability, and maximize their contribution to Europe's strategic climate and transport goals.