

The 38th



Propulsion & Emissions Conference 2016

11-12 MAY 2016 | Grand Elysee Hotel | Hamburg | Germany



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Conference Programme

ECA COMPLIANCE AND ENFORCEMENT; WHAT WILL 2020/25 BRING?

Chaired by Dr Martin Kröger, Managing Director, VDR – German Shipowners' Association
and Lars Robert Pedersen, Deputy Secretary General, BIMCO

Keynote speaker: David St Amand, President, Navigistics Consulting. The groundbreaking keynote will address the potential widespread impact of the proposed IMO 0.5% worldwide sulphur regulations in 2020, including how these regulations might be enforced outside of port states, what the consequences might be if it is the flag state, what control measures could be put in place in open seas, how ready are the oil refineries to cope with the increased supply of low sulphur fuel in 2020 and what is happening to the bi-product with no users of HFO.

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The Propulsion & Emissions Conference is a Mercator Media Ltd event

Why you should attend

In 2015, the conference attracted delegates from 19 different countries from a plethora of sectors that make up the global shipping industry with 29% of our attendees being of CEO/Director level. Now recognised as the most technically informative seminar for the global shipping industry and supported by German Shipowners' Association (VDR) and Danish Maritime, amongst others, the 38th Motorship Propulsion & Emissions Conference should not be missed.

Preferential rates available for ship operators

To ensure the Motorship Propulsion & Emissions Conference is readily accessible for ship owners, ship operators and managers worldwide, we are pleased to offer these companies preferential rates to attend.

To obtain codes for reduced rates, please contact the Events team on: +44 1329 825 335 or email: conferences@propulsionconference.com



DAY ONE – WEDNESDAY, 11 MAY 2016

08.10 COFFEE AND REGISTRATION

08.40 Welcome and Introduction by day one Conference Chairman

Dr Martin Kröger, Managing Director, VDR – German Shipowners' Association

08.55 Welcome from the 2016 Gold Sponsor

Geir Dugstad, Director Ship Classification, DNV GL

09.00 Keynote address

David St. Amand, President, Navigistics Consulting

09.20 QUESTIONS & ANSWERS

SESSION 1 – ECA REGULATION

09.30 Compliance and enforcement: MRV and SOx – where's the link?

Niels Bjørn L. Mortensen, Director, Regulatory Affairs, Maersk Maritime Technology
Ships falling under the EU MRV Regulations will have to submit annual Emission Reports stating which type of fuels have been burnt within EU Waters and applying the standard fuel-to-CO2 emission factors for the different fuel types used on board the ship. The MRV will thus add a new layer of complexity for any ships which might be tempted to burn cheap, non-compliant fuel.

09.50 ECA development and operation

Captain Wolfram Guntermann, Director Environmental Fleet Management, Hapag-Lloyd AG
This presentation will report on the development of environmental initiatives in California and on an International level through IMO. How this regulatory framework has been implemented operationally will be shown and will also look at compliance and future challenges.

10.10 One year on, the first experiences of working with the SECA 0.10% sulphur limit

Eelco den Boer, Senior Advisor, CE Delft
The first results of this study, covering the impacts on mode shift, transport markets, ports, air quality and enforcement will be shared.

10.30 QUESTIONS & ANSWERS

10.40 COFFEE & NETWORKING

SESSION 2 – OPTIMISATION FOR MAXIMUM EFFICIENCY

11.10 Flexibility in design – optimising for EEDI

Capt. Stefan Bülow, Managing Partner, HBC Group

11.30 Unlocking opportunity: identifying financing options for efficiency retrofits and building confidence in their returns

James Mitchell, Operation Associate for Shipping Efficiency, Carbon War Room
Stranded assets are those that have lost their value due to being economically uncompetitive or unable to operate. Such assets present challenges and opportunities to vessel financiers and shipowners. Efficiency retrofits and the confidence in ROI will play a large role in who bears risks and who reaps returns.

11.50 Financing opportunities for green shipping investments

Jens Rohleder, Vice President, KfW IPEX-Bank GmbH, Maritime Industries
KfW IPEX-Bank GmbH will provide a view on the current challenges and opportunities in the green shipping environment. We will provide an insight into our Green Shipping activities and cover financing options for retrofits like scrubbers and propellers.

12.10 QUESTIONS & ANSWERS

12.20 LUNCH & NETWORKING

SESSION 3 – NOx TIER III REGULATIONS

13.40 EGR for Tier III compliance

Tor Øyvind Ask, Fleet Director, SOLVANG ASA

14.00 MDT-SCR System for optimized overall system performance

Dr. Daniel Struckmeier, Senior Project Manager, MAN Diesel & Turbo
MAN Diesel & Turbo reveals the potential of optimizing the overall system performance of MDT engines in conjunction with MDT-SCR systems, providing substantial benefits regarding operating cost savings while ensuring an environmental friendly, compliant and class approved propulsion system.

14.20 Future cylinder lube oils will use the Ashfree Neutralizing Molecules (ANM) to substitute the calcium based detergents

Jean-Philippe Roman, Technical Director, TOTAL Lubmarine

Engines today operate with a longer stroke and lower speed in severe conditions when slow steaming with high sulfur HFO. Such engines have to comply with 2016 NOx Tier III regulation, and so overall performance of cylinder lube oil (CLO) must improve. This paper demonstrates positive results of tests on a newly developed CLO with the Ashfree Neutralizing Molecules.

14.40 QUESTIONS & ANSWERS

SESSION 4 – FUELS PART 1 – FUEL SWITCHING AND EFFICIENCY

14.50 New results beyond fuel savings with emulsified fuel

Dr Jerry Ng KL, Founder & CEO, Blue Ocean Solutions Pte Ltd

The burning of emulsified fuel has three main benefits: improved fuel efficiency, reduced NOx emission and cleaner engines. This paper presents new results from case studies in the applications of emulsified fuel, which leverage on new engine technologies to deliver new performances and beyond.

15.10 The future of fuel emulsification – securing market confidence through third party verification

Luigi Brambilla, Chief Technical Officer, SulNOx Fuel Fusions

Certain emulsions can reduce the production of nitrogen oxides (NOx) by up to 60% and drastically reduce particulate matter (PM) by over 90%, improving energy efficiency. This paper will explain the importance of robust testing combined with thorough sea trials on commercial vessels to verify suppliers' claims.

15.30 Improving the in-service performance of ships

Dr. Jan O. de Kat, Director Energy Efficiency and Vessel Performance, ABS

This paper will discuss how to quantify and improve performance of a vessel from a fuel efficiency perspective. Measures to influence performance include hull form, propeller, energy saving devices, main engine, ancillary systems and electrical consumers on board, all dependent on the combination of operational conditions.

15.50 QUESTIONS & ANSWERS

16.00 COFFEE & NETWORKING

SESSION 5 – FUELS PART 2 – NEW AND ALTERNATIVE FUELS

16.30 New Fuels 2015; Twelve months on

Michael Green, Global Technical Manager – Bunker Fuel Testing, Intertek Lintec, ShipCare Services

The so called "Hybrid", "New ECA Fuels" or "Ultra Low Sulphur Residual" fuels appear to have captured the imagination of owners/operators and are now being considered as a more realistic compliance solution. An extensive investigative project was undertaken to examine products available and look at the potential benefits, as well as potential pit falls.

16.50 Case study and feedback from the first ever Liquid Ethane Fuelled ship, Ineos Dragon type for Tier III compliance

Martial Claudepierre, Business Development, BV Marine & Offshore

Delivered by Sinopacific, JS Ineos Insight is the first of a series of eight 27,500cum multi-gas Dragon-class vessels ordered by Evergas and classed by Bureau Veritas. The vessels have three fuels options: liquid ethane gas (LEG), LNG or conventional diesel power that can be used to transport ethane (LEG), LPG or LNG.

17.10 Pioneering biofuel for the marine market

Dirk Kronemeijer, CEO, Good Fuels

Sustainable biofuels replace fossil fuels, significantly reducing both local emissions such as SOx and particulate matter, and enabling significant reductions in CO2. GoodFuels Marine, the first marine biofuel company focused on the global commercial fleet has set out to develop sustainable 'drop in' marine biofuels for the shipping industry.

17.30 Global sulphur cap enforcement: is it down to Port State Control or Flag State?

Lars Robert Pedersen, Deputy Secretary General, BIMCO

The global sulphur cap may be a challenge to Port State Control as the legalities of enforcement on the high seas are not yet clear. Can PSC have an active role or will it all be left to the Flag State? BIMCO presents an analysis of this complicated question.

17.50 QUESTIONS & ANSWERS

18.00 Summary of conference day one

19.30 Conference dinner at Schönes Leben – Speicherstadt

Venue: Grand Elysee

An award-winning, five star hotel, the Grand Elysee, is conveniently located in the centre of Hamburg, with easy public transport links and walking distance from NeuStadt and Jungfernstieg. It boasts three restaurants and bars, in addition to the Elyseum Wellness and Spa. Offering sweeping views of Moorweidepark, the upper-floor rooms provide guests with a wonderful space to unwind after a day of business.

Conference Dinner

The conference dinner provides the perfect opportunity to network with all our delegates, speakers, sponsors and official supporters. The relaxed environment creates the ideal space to continue discussions from the day's sessions, whilst enjoying a delicious three course dinner and drinks. The conference dinner will be held on Wednesday 11 May 2016 and an invitation is included in your delegate place.



DAY TWO – THURSDAY, 12 MAY 2016

08.45 COFFEE AND REGISTRATION

09.10 Welcome and Introduction by day two Conference Chairman
Lars Robert Pedersen, Deputy Secretary General, BIMCO

SESSION 6 – PROPULSION SYSTEM OPTIMISATION

09.20 Why is it more important than ever before to have a “first class fleet”?

Kjartan Ross, Business Development Manager, MAN Diesel & Turbo

Highlighting some of the latest trends in what motivates vessel owners to look into fleet optimisation despite the present low fuel prices – how far should you go and how to get there.

09.40 Electric COGES propulsion for ULCVs, the PERFECT project

Arthur Barret, Program Director, LNG Bunkering, GTT

Ultra Large Container Vessels need to adapt rapidly to a constantly changing economic environment. This paper offers a description of an innovative proposal for propulsion of Ultra Large Container Vessels (ULCVs) that could also be applicable to other type of ships and will feature a case study of a joint project with CMA-CGM.

10.00 Propulsion optimization of a series of liquified ethane gas carriers including CLT propellers

Juan Gonzalez-Adalid, General Manager, Sistemar

In this paper the propulsion system optimization process from a first series of four sister ships to a second series of another four sister ships will be described from the point of view of the main parameters influencing the efficiency of the propulsion. Conventional propellers were installed in first series while CLT® propellers were selected to improve the propulsive characteristics for the second one.

10.20 The importance of monitoring propeller thrust

Edwin Schuurink, Technical Product Manager, VAF Instruments

Three years ago VAF Instruments successfully introduced propeller thrust and torque measurement, starting with ferries, car carriers and multipurpose vessels and over 100 thrust & torque sensors have now been delivered. Using case studies, clear examples will show the advantage when not only measuring engine power, but also propeller thrust.

10.40 Managing power demand in Diesel-electric multi-engine vessels

Jonathan Brown, Chief Engineer, Large Engines, Pascal Reverreault-Ricardo UK

Ricardo has performed a simulation activity based on typical usage profiles for a vessel with multiple Diesel generator (DG) sets. An energy storage capability may be used to reduce the damage to the units by smoothing the power demand on the engines, along with a benefit in fuel consumption.

11.00 QUESTIONS & ANSWERS

11.10 COFFEE & NETWORKING

SESSION 7 – SLOW STEAMING AND LOW SULPHUR FUEL USAGE

11.40 Insurance claims arising from five years' slow steaming

Paul Hill, Chief Engineer, Braemar

This presentation will give an overview of the issues and claims that have arisen from the last five years of slow steaming together with the last year's use of low sulphur fuels.

12.00 Slow steaming-impact from usage of new low-sulphur fuels and fuel switching

Dr. Frank Bernier, Director for Marketing & Sales, CM Technologies GmbH

Using case studies, this paper will explore the current available technologies to protect engines under the challenge of the new regulations and economic constraints. It will focus on techniques to analyse important parameters of the fuel as well as the cylinder drain oil on site in an economical way to avoid engine problems.

12.20 Experiences and challenges of purchasing and using low sulphur fuel oils

Monique Vermeire, Fuels Technologist, Marine and Powergen, Chevron

In the lead-up to January 2015 concerns were expressed about an insufficient quantity of compliant fuel, that ships could lose power and have operational problems, plus questions were raised about quality and cost of fuels. The transition happened with no major incidents and several “new” fuels were introduced. This paper will explore first experiences and some of the challenges when purchasing or using those “new” 0.10% S max. fuel oils.

12.40 QUESTIONS & ANSWERS

12.50 LUNCH & NETWORKING

SESSION 8 – MANOEUVRING IN ADVERSE WEATHER CONDITIONS

14.10 Update on SHOPERA (Energy Efficient Safe SHIP OPERATION)

Apostolos Papanikolaou, Professor, National Technical University of Athens

A technical feasible solution to manoeuvring in adverse weather conditions has now been found that could possibly describe the weather scenarios and define technical criteria for it. First hand insights (pre-results) from these ongoing investigations will be presented.

SESSION 9 – MONITORING REPORTING VERIFICATION (MRV) IMPLEMENTATION

14.30 INNOplus: vessel performance decision support

Jakob Buus Petersen, Director, Vessel Performance Solutions

This Danish research and innovation performance management project focuses on clarifying operational data quality and open standards.

14.50 Shipping MRV for shipowners and operators: challenges and readiness

Julien Dufour, CEO, VERIFAVIA SHIPPING and Paul Woodall, Director, Environment & Sustainability, DFDS SEAWAYS

After a brief overview of the main principles and key milestones of the Shipping MRV Regulation and a status update of the delegated and implementing acts, the authors will look into MRV from the perspective of the shipowners and operators including: how to prepare for MRV from a legal, organisational and technical perspective? What are the technical and administrative challenges of MRV? And how will verification be conducted?

15.10 MRV Implementation

Torsten Mundt, Principal Engineer, Environmental R&D, DNV GL – Maritime

The “implementing MRV Regulations” are assumed to be finalised by mid-2016 and DNV GL – as an active participant of the ongoing stakeholder consultations – provides insights and hints for shippers on compliance.

15.30 QUESTIONS & ANSWERS

15.40 COFFEE & NETWORKING

SESSION 10 – BIG DATA

16.10 How big data is shaping the future of vessel navigation and operations

Michael Haranen, Senior Data Scientist, NAPA

In the future data will support navigation that delivers more than getting a vessel from A to B. The smart solution is to implement systems that can automate much of this to increase productivity and reduce man-hours. Digital reporting and automated analytics should become the status quo, replacing reports with continuous digital monitoring, for example.

16.30 Creating transparency in clean technology ROI

Dr. Barry Kidd, Section Manager, Hydrodynamics, AkzoNobel Marine Coatings

To bring a new level of transparency and choice to hull coating selection, Intertrac Vision has been launched, the shipping industry's first consultancy tool that provides accurate and transparent predictions on the fuel and CO2 savings potential of fouling control coatings, prior to application.

16.50 Asset performance optimisation and Wärtsilä's view on digitalisation

Stefan M Nygård, General Manager, Asset Performance Optimisation Services, Wärtsilä Corporation

Utilising data can enable better operations and business planning. Already today we are able to remotely access and monitor installations. By analysing and combining condition based maintenance with operation optimisation, fuel consumption and maintenance intervals can be improved.

17.10 QUESTIONS & ANSWERS

17.20 Summary of conference day two

17.30 Conference close

*Programme subject to final confirmation and change

