

The 37th

THE Motorship

Informing Shipping Professionals since 1920



Propulsion & Emissions Conference 2015

4-5 MARCH 2015 | Hotel Atlantic Kempinski | Hamburg | Germany

Supported by:



Conference Programme

KEEPING 2020 FIRMLY IN SIGHT

With the ECA 0.1% regulations having come into force on 1 January 2015, the 37th Propulsion & Emissions Conference will provide initial operational and port state control authority feedback on working within the new sulphur limits. Entitled 'Keeping 2020 firmly in sight' the Conference will also look at what fuel is currently available and what the quality is like together with an overview of which fuels ship operators are using. Cylinder lubrication, fuel switching procedures, a look at the engines that will run on future fuels and ways to improve efficiency through monitoring fuel and general operations, together with a comparison of fuel switching, scrubbers or LNG will all be incorporated. The final afternoon features networking roundtable discussions to facilitate discussion between ship operators and other industry stakeholders.

Chaired by Lars Robert Pedersen, Deputy Secretary General, BIMCO

Welcome Address by Hamburg Sud

Keynote speakers: Arsenio Dominguez, Chairman, MEPC and Nikolaus Von Peter, Cabinet Member, Transport Cabinet, European Commission

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Why you should attend

In 2014, the conference attracted delegates from 19 different countries from a plethora of sectors that make up the global shipping industry with 38% 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 37th Motorship Propulsion & Emissions Conference should not be missed.

Preferential rates available for ship owners/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, 4 MARCH 2015

08.00 REGISTRATION AND COFFEE

08.30 Introduction & Welcome by the Chairman

Lars Robert Pedersen, Deputy Secretary General, BIMCO

08.40 Welcome Address

Dr Ottmar Gast, CEO, Hamburg Sud (invited)

08.50 Keynote Addresses

Arsenio Dominguez, Chairman, MEPC

Nikolaus Von Peter, Cabinet Member, Transport Cabinet, European Commission
Tor Øyvind Ask, Fleet Director, Solvang ASA and member of Trident Alliance

09.35 SESSION ONE – ECA 0.1% limit - initial operational & port state control authority feedback

With the regulation having come into force on 1 January 2015, a port state control authority and ship operators – cruise, container, ferries – share their experiences after the first months of compliance through individual presentations and a discussion panel.

Panellists include: *Thomas Eefsen, Head of Fleet Management Services, Maersk Maritime Technology; Athanasios Kallikis, Environment Officer, TUI Cruises GmbH; Ulf Peterit, Inspector, Hamburg Waterways Police.*

10.45 Questions & Answers to session one speakers

10.55 COFFEE AND NETWORKING

SESSION TWO – Fuel:

What is currently available, what are ship operators using, how good is it?

11.25 2015 ECA Fuel Regulations: ensuring fuel stability and compatibility

Armelle Brenoel, EAME Marine Logistics Advisor, ExxonMobil

ExxonMobil will explore and explain some of the properties of fuel that impact the stability and compatibility of different products. Understanding these properties will become increasingly important due to the growing number of fuel products coming to market which are designed to meet the demand for ECA compliance. These "new" products are inevitably going to become comingled in-use as vessels transit in and out of the ECA areas.

11.45 The value of fuel analysis and analysis trends

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

A look at the change in analysis patterns based on the 2015 legislative change and at the pertinent "off spec" trends immediately before and after this change. The paper will also provide an indication of how the supply chain will progress once the initial "shock" of the 1st January has subsided and owners/operators begin to find their feet.

12.05 Fuel management of 0.1% m/m Sulphur Fuels – Experiences so far!

Usman Mohammed, Senior Specialist, FOBAS, Lloyd's Register EMEA

Some time has elapsed since 0.1% m/m sulphur regulation for ECA-SOx compliance came into force. Ships staff are getting use to the regular fuel changeovers and in process gaining valuable experiences with new hybrid fuels. It is high time to evaluate the experiences gained through field behaviour of these fuels. This may help ship operators in bunker resource planning and re-assess viability of existing compliance option of their ships.

12.25 Questions & Answers to speakers from session two

SESSION THREE – Fuel switching:

Compliance and change-over procedures are key factors when switching fuels, this session will cover both practical and compliance issues

12.35 Fuel oil modification and change over procedures

Joachim Milius, Senior Approval Engineer System Technology, DNVGL

This presentation aims to give best practice how to meet the class requirements with regards to the proposed modifications of existing fuel oil systems and possible enlargement for storage capacity of very low sulphur fuels and tank location. Beside this, the change-over-procedure shall describe the safe change-over from hot heavy fuel oil to cold marine distillate oil and major items to be observed, like temperature control, time schedule, avoiding pollution of clean distillate tanks.

12.55 Fuel switching and low sulphur fuel/ultra-low sulphur fuel

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

To comply with the new regulations some operators are blending fuel onboard or are receiving blended fuel from the bunker barge to maintain the required sulphur level. The sulphur level of the final product is being calculated but in most cases not actually measured which leaves an uncertainty if the fuel will comply. This paper will explore the current available technologies to test fuels on board sea-going vessels for compatibility, stability, sulphur and CAT fines. It will show alternatives and include real life studies.

13.15 Questions & Answers to speakers from session three

13.25 LUNCH AND NETWORKING

SESSION FOUR – Ship efficiency: engines

With the Tier III NOx regulations looming over the horizon, this session will look at newly developed engines for use with a range of fuels

14.45 The new Rolls Royce engine B33:45

Kjell Harloff, VP Sales, Rolls Royce Marine

The new engines offer a 20 per cent increase in power per cylinder, while reducing fuel consumption, emissions and through-life operating costs compared to existing engines in the Rolls-Royce Bergen range and include versions powered by diesel and gas.

15.05 ECOMAP – The next step in fuel economy with common rail engines

Sokrates Tolgos, Head of Sales Cruise & Ferry, MAN Diesel & Turbo SE, MAN Diesel

Common rail engines with fully electronic fuel injection control offer the potential to be operated along different fuel performance characteristics, each of them having its efficiency optimum at a different load point. This can be achieved by mere adjustment of the electronic injection parameter settings without the need of engine hardware modification.

15.25 Stena Germanica – methanol powered ferry

Wilco van der Linden, Wärtsilä Ship Power Solutions, Merchant Cruise and Ferry (invited)

As a biofuel methanol is sustainable and being made from cellulose it doesn't compete with food sources. Short sea shipping is facing dramatic economic challenges to cope with the new 2015 sulphur requirements in the Sulphur Emission Control Areas. Working with Wärtsilä, Stena has come up with an innovative, technically- and economically-sound solution, using methanol for propulsion.

15.45 Question & Answers to speakers from session four

15.55 COFFEE AND NETWORKING

SESSION FIVE – Improving efficiency

A look at general operation efficiencies in order to drive down costs and optimise ship performance

16.25 Leveraging eco efficient technology to drive operational efficiencies and profitability while transiting ECA zones

Trevor Solomon, Intersleek Business Manager, International Paint

In this paper International® will outline the role of its pioneering Carbon Credits' methodology as a means of incentivising investment and assisting ship owners and operators in managing the rising fuel costs triggered by ECA regulations, as well as meeting the more widespread drive for generating operational and environmental efficiencies, and developing a more sustainable shipping industry.

16.45 Monitoring of hull & propeller conditions

Christian Brobeck, CEO, Propulsion Dynamics Europe

A shipowner's technical policy in regards to hull and propeller husbandry, fuel savings, emission reduction is important in order to attain profitable results. Propulsion Dynamics assists shipowners and shipmanagers formulate such a policy and provide the clear facts, so the right decisions can be made on how to optimise ship performance and fuel efficiency.

17.05 Question & Answers to speakers from session five

Venue: Atlantic Kempinski

The 5-Star Hotel Atlantic Kempinski prides itself on providing a first-class service for its valued guests. Recently renovated, the historic 100-year hotel, is located on the shores of Lake Alster, and is within walking distance of the Hauptbahnhof train station as well as the main shopping district, museums & theatres. Preferential rates are available when booking a room at the hotel, for more information please visit the website or contact the Events team on: +44 1329 825 335 or email: conferences@propulsionconference.com

Conference Dinner

The conference dinner will be held at the Fischerhaus Hafenblick Restaurant, which has a beautiful harbour view of the River Elbe, Hamburg. The dinner will be held on Wednesday 4 March 2015 and will provide a relaxed atmosphere for delegates to continue networking (coach transfer will be provided to and from the hotel).



SESSION SIX – Monitoring for fuel efficiency

Effective monitoring of fuel consumption is a sure fire way to aid ship operators in the drive to reduce consumption and costs and to therefore improve profitability

17.15 Saving fuel through big data analysis

Lars-Erik Hellring, Project Manager, Energy Savings Program, Stena Line and Esa Henttinen, Executive Vice President, NAPA

Bunker fuel spend is intrinsically linked to revenue generation and as a result, ship owners, operators and charterers are increasingly demanding not only technologies and techniques that cut bunker bills, but also an accurate and transparent assessment of what those savings are. Stena Line's Energy Saving Programme (ESP) involves 200 individual environmental projects and has been running since 2005. In this paper, Stena will explain why the first step to an effective fuel saving programme is defining a clear baseline against which to measure any future savings achieved by efficiency initiatives.

17.35 Measuring fuel consumption: how best to collect the data

Speaker tbc, ABS

In line with the old adage that you cannot manage what you don't measure, a better understanding of fuel-consumption trends will give the industry and other stakeholders more clarity on the fuel consumed on international voyages, while providing shipowners with the information to build a more energy-efficient fleet.

17.55 Question & Answers to speakers from session six

18.05 Closing remarks from the Chairman

19.00 Meet in the hotel reception

19.30 Conference dinner at the Fischerhaus Restaurant, Hamburg

DAY TWO – THURSDAY, 5 MARCH 2015

08.30 REGISTRATION AND COFFEE

09.00 Summary of day one and opening remarks from the Chairman

SESSION SEVEN – ECA compliance: fuel switching, scrubbers or LNG

With the current uncertainty as to what will be the fuel of the future, the case, costs and implications for the current options are examined

09.10 Fjord Line ferries - the MS Stavangerfjord

Morten Larsen, Technical Nautical Director, Fjord Line
An analysis of why LNG was chosen for the MS Stavangerfjord.

09.30 Analysis and feedback on the use of scrubbers to meet with ECA regulations

Tor Øyvind Ask, Fleet Director, Silvang ASA

09.50 Fuel switching across the fleet

Niels Bjørn L Mortensen, Director, Regulatory Affairs, Maersk Maritime Technology

10.10 Question & Answers to speakers from session seven

10.20 COFFEE AND NETWORKING

SESSION EIGHT – Cylinder lubrication

A practical look at the issues pertaining to ships needing to change their cylinder lubricating oils every time they change fuel

10.50 Reducing the risk of cold corrosion through lubricant selection

Jean-Philippe Roman, Technical Director, Total Lubmarine

A practical guide to selecting the optimal lubrication requirements for addressing corrosive wear in new eco-efficient engines.

11.10 Meeting shipowners' needs now and in the future

Paul Harold, Technology Manager, Marine & Energy Lubricants, Castrol (invited)

11.30 Operational experiences of working with the new ultra low sulphur fuel and the new low BN cylinder oils

Steffen von Arnstedt, Technical Service, Lukoil Marine Lubricants

11.50 Case study on the use of cylinder lubricators during fuel switching

Mads Goul Bach, Project Engineer, BSc (M.E), Hans Jensen Lubricators

Optimum cylinder lubrication is an important aspect to keep in mind when switching from high sulphur fuel to low sulphur fuel. The challenges of ECA regulations and new engine designs sets a stage where shipowners must think about an optimal solution regarding choice of cylinder oil, feed rate and optimal lubrication technique.

12.10 Question & Answers to speakers from session eight

12.20 LUNCH & NETWORKING

SESSION NINE – Minimum safe power for manoeuvring in adverse weather conditions

The progressive reductions in propulsion power required by the EEDI might eventually deprive ships of the power reserves needed to manoeuvre safely in adverse sea conditions – how can this be overcome?

13.35 SHOPERA: Energy efficient safe ship operation collaborative project

Dr Vladimir Shigunov, Senior Engineer, DNVGL

The project SHOPERA addresses the outlined challenges by looking holistically at integrated ship design and operational environments, and implementing multi-objective optimisation procedures to optimise a ship's powering while ensuring safe ship operation; but at the same time seeking the right balance between the ship's efficiency and economy, safety and greenness.

13.55 Practical application of energy storage as spinning reserve – safety, emissions and payback

Brent Perry, CEO, Plan B eStorage

The new class of hybrid OSV, Ferry and Tug allows instant full power in milliseconds, avoiding the need to ramp up a generator to high power output. This instant reserve has been accepted by Lloyd's Register as certified spinning reserve for large passenger ferries such as the Scandlines Prinsesse Benedikte and several other large Offshore Supply Vessels running in the North Sea. The lithium battery technology these vessels use allows the vessel to operate on smaller, more efficient engines whilst maintaining the high performance required to meet their missions with no compromise in safety.

14.15 Questions & Answers to speakers in session nine

14.25 COFFEE AND NETWORKING

14.55 SESSION TEN – Roundtable discussions

Each round table discussion group will be moderated and participants will be given guidance on their tables as to the topics under each subject to be discussed. Moderators will feed back to the conference after the networking coffee break.

Discussion groups to include:

Finance

Selective Catalytic Reduction (SCR), Exhaust Gas Recirculation (EGR) and Waste Heat Recovery (WHR)

Future propulsion solutions – moderated by Gavin Allwright, Secretary, International Windship Association (IWSA)

16.15 Update from moderators of roundtable discussions

16.45 Question & Answers to moderators of roundtable discussions

17.00 Concluding remarks from the Chairman and close of conference

Booking Form Book online at www.propulsionconference.com or fax form to +44 1329 825330

Date & Venue

The conference will be held on Wednesday and Thursday, 4-5 March 2015 at the Hotel Atlantic Kempinski, Hamburg, Germany.

Hotel Information

Hotel Atlantic Kempinski, An der Alster 72-79
 20099, Hamburg, Germany. Tel +49 40 28880.
 Special rates for delegates of the Conference at the Atlantic Kempinski start at just €199 per night; please visit www.propulsionconference.com for more information on how to book your room.

Conference Fee

- Cost per delegate (standard rate) € 1420*/£1185*.
- Group booking discounts are available and recognised educational establishments will be offered special rates; please contact us for details.
- Ship operators are offered ticket share and preferential rates; please contact us for details.

Fee includes:

- Conference attendance on both days
- Full documentation in print and electronic format
- Lunch and refreshments on both days
- Invitation to the Conference dinner

Booking

Book online at www.propulsionconference.com or complete and fax back the form below to +44 1329 825330. On receipt of your registration you will be sent confirmation of your delegate place.

Contact Us

For further information on exhibiting, sponsoring or attending the conference please contact Jemima Hewett on +44 1329 825335 or email conferences@propulsionconference.com

Please tick if you would like to receive occasional **free** issues of The Motorship magazine
 For ABC requirements, please answer the following Personal Identifier Question
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Signed _____
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- Please register me for the 37th Propulsion & Emissions Conference 2015. I will attend the following (NO EXTRA COSTS APPLY):

- Conference Dinner (4 March 2015)

Members of supporting associations will receive a 10% discount.

- I am a member of
- Ship operators are offered preferential rates to attend.

- I qualify for the ship operator's preferential rates, please contact me with details

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NB: Prepayment is required in full for entry to the conference. Cancellations are not permitted, however substitutions are allowed.

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