

2013



SHIP EFFICIENCY

by STG 4th International Conference

Hamburg, 23 - 24 September 2013

www.ship-efficiency.org

Costs and emissions → How to make ships more efficient



The German Society for Maritime Technology
Schiffbautechnische Gesellschaft e.V.

4th Ship Efficiency Conference 2013

We invite you to attend the fourth conference on one of the key issues for future shipping: ship efficiency. The German Society for Maritime Technology, STG, launched this series of conferences to provide a platform for maritime leaders to exchange interdisciplinary ideas and expertise on questions related to Ship Efficiency.

How to improve the efficiency of shipping operations.

How to increase a ship's profitability.

How to make shipping more environmentally friendly.

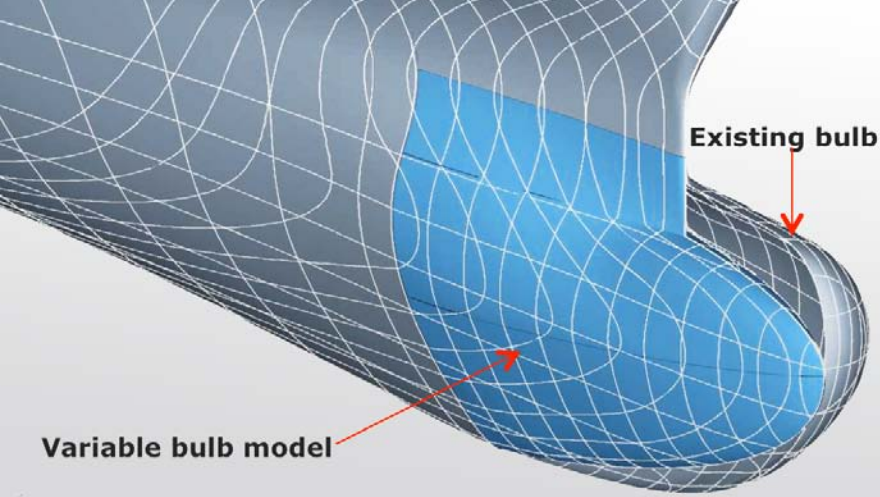
To register and to be kept updated on programme details and speakers, go to www.ship-efficiency.org.

Please register soon as the capacity of the conference room is limited.

Impressions from the 3rd Conference 2011

More than 200 highly qualified maritime leaders from all over the world attended.





The Conference Programme

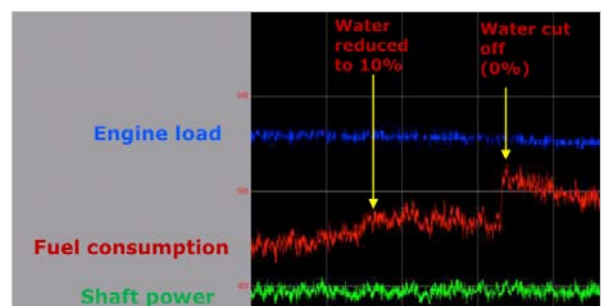
Efficient Designs and Financial Engineering

- **Ship Efficiency from the Viewpoint of a Financing Bank (KfW IPEX-Bank, GER)** Fuel efficiency assessment; technology assessment; new design assessment; financing consequences
- **Hightech Afloat – Efficiency in Ship Design (MEYER WERFT, GER)** Energy efficiency; operational flexibility; sustainability; trends and outlook
- **Efficient Bulk Carrier Designs – Setting the Bar (Deltamarin, FIN)** Starting from scratch; tough performance goals; cooperation is the key; the results
- **ENERCON E-Ship 1 – A Wind-Hybrid Commercial Cargo Ship (ENERCON, GER)** Energy efficient ship design; Flettner-rotors; evaluation of Green-Shipping innovations
- **HYUNDAI LNG Carriers – Now and in the Future (KOR)** Design development of LNG carriers; MEGI fuel supply systems; comparison of various propulsion systems
- **Green Marine Capital (NOR)** – Title not fixed yet

Efficient Ship Operation and Efficiency Conversions

- **Mærsk Line's Efficiency Initiatives (DEN)** Performance measurement vs. performance management; retrofitting existing fleet vs. ECO-newbuildings; holistic approach to ship efficiency
- **E.R. Schifffahrt's Fuel Efficiency Measures (GER)** Operating profile trends leading to fuel savings; efficiency adjustments vs. operational requirements; initial situation for efficiency conversions; vessel size matters
- **Laurin Maritime – Benefits of Energy Management (SWE)** Benefits achieved by energy management; practical use of Marorka System; measuring success of energy saving initiatives
- **LNG as Fuel for Conventional Ships (Marine Service, GER)** LNG processing systems; LNG storage tanks; LNG bunkering systems; design examples

- **Sustainable Cruise Shipping and Holistic Quality (AIDA, GER)** Background of AIDA's energy saving approach; where do we stand, 3-litre-ship; technology measures e.g., LNG, emission control, coating, etc; other measures, e.g., routing, schedule optimization, etc
- **Zero-Emission Design Concept for a Scandlines Ferry (FutureShip, GER and Scandlines, DEN)** Zero emission technologies; fuel saving technology; Fehmarn belt ferry; ship design for 2017
- **Developing a More Fuel Efficient Tonnage Through Hull and Propeller Performance Monitoring (Propulsion Dynamics, DEN)** Quantifying blasting of hulls and timely underwater maintenance and financial benefits to owners and charterers
- **High Performance Hull Coatings – Market View (Jotun, NOR)**, Hull coatings market situation; measurement of impact of hull coating systems; work on hull performance measurement standard
- **Power and Cost-Savings for Container Ships by Hydrodynamic Energy Saving Devices (Fr. Mewis and Hamburg-Süd/Columbus Shipmanagement, GER)** First full-scale experience with Becker Twisted Fin®
- **AEC Maritime – The new Generation of Scrubber (NED)** Flexible, durable and reliable design; tailor-made for specific vessels; cost-efficient product
- **First Results of Energy Saving Measures Implemented Onboard Existing Container Ships (CMA-CGM and Hydrocean, FRA)** Evaluation method; hull cleanliness influence; local optimisation of forebody; influence of energy saving devices & engine related parameters



Conference Language: English

Venue: Hotel Hafen Hamburg (www.hotel-hafen-hamburg.de)

Special Hotel Rates: If booked prior to August 10 at
Hotel Hafen Hamburg (Ship Efficiency 22.-240913)
Maritim Hotel Reichshof (STG Ship Efficiency 2013)
Hafentor (STG Ship Efficiency 2013)
Please quote code (in parentheses above) when booking.
For booking and rates, see www.ship-efficiency.org

Programme:

September 23

9:00 – 10:00 Registration and Welcome
10:00 – 17:30 Presentations
19:00 Conference Dinner with Keynote Speaker

September 24

9:00 – 13:00 Presentations
13:00 – 14:30 Farewell Buffet

Conference Fees:	If booked prior to September 8	Full fee
Participants	€ 750	€ 850
STG-Members	€ 590	€ 690
Members of affiliated societies*	€ 590	€ 690
Students/Pensioners (STG members only)	€ 150	€ 150

* see registration (www.ship-efficiency.org)



20% discount off Seatrade Europe gmec session for Ship Efficiency Conference delegates. For further information, contact Ina Menk: ina.menk@hamburg-messe.de.

The conference fee includes proceedings on a CD, admittance at all technical sessions, lunches and refreshments, conference dinner and farewell buffet.