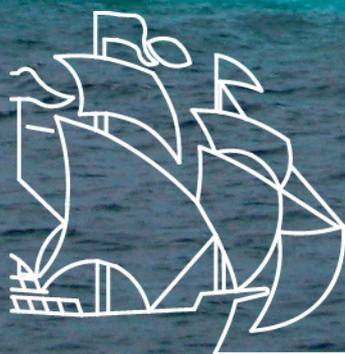


Ready for the Polar Code?



OSK-ShipTech A/S

23 NOVEMBER 2015
PASSENGER SHIPS -
NOW AND IN THE FUTURE

IDA
Maritim™

Skibsteknisk
Selskab

PASSENGER SHIPS – now and in the future

ONE DAY CONFERENCE IN COPENHAGEN – 23TH of NOVEMBER 2015

ORGANIZERS

Skibsteknisk Selskab (Danish Society for Naval Architecture and Marine Engineering) and IDA Maritim (Danish Maritime Society)

VENUE

Ingeniørhuset, Kalvebod Brygge 31–33, Copenhagen. (See www.ida.dk)

INTRODUCTION

In recent years the passenger shipping and ferry industry have been under steady pressure due to increasing competition from alternative traveling and vacation possibilities, rising fuel costs, and new stricter environmental regulations and safety regulations. This has resulted in many new initiatives, to reduce both costs and the environmental impact of passenger ship operations and design.

New regulations are in the pipeline from both EU and IMO, but new ways to answer the challenges are perhaps to be introduced.

Alternative energy sources are being introduced, such as electric propulsion - either by 100 % electric supply from shore or by a combination of electric power supplied by diesel-generators and large battery packs – i.e. hybrid solution.

Weight reduction of passenger ship is always of interest to Naval Architects and ship operators. One of the areas being investigated is in the use of lightweight materials to replace steel, which is the subject of a number of different research projects currently underway at several universities and research institutes.

Cruising in the arctic is becoming an ever increasing popular segment of the cruise industry, but such offerings in polar waters results in many new challenges for passenger vessel operations, including requirements for the newly ratified Polar Code at the IMO.

The small domestic ferries connecting different parts of Denmark are under steady development, and focus on this ferry segment will still be an important task for the Danish maritime industry.

All these issues and more, including an update of the latest developments on new rules and regulations will be presented and discussed at this one day conference.

REGISTRATION

Registration via the web site: <http://ida.dk/event/314789> not later than 16 November 2015. This home page is mainly in Danish, which means that persons not familiar with the Danish language may register directly by e-mail to Ms. Helle Borch, hbo@ida.dk. The e-mail registration should include the name of participant, address, name of company and address, birthday, phone no. and e-mail.

Please refer to meeting No. 314789.

In case of problems with registration, please call Ms. Helle Borch, phone no. +45 3318 4650.

For further information contact Valdemar Ehlers, chairman of IDA Maritim, valdemar.ehlers@maersk.com

CANCELLATION

Cancellation must be made to IDA Maritim.

If cancellation is made up to 1 week prior to the conference the full fee is returned. Full fees are charged when cancellation is made less than 1 week prior to the conference. If you have already booked, it can be arranged with IDA Maritim to transfer your booking to another person from the same company/organization.

PRICE

DKK 2.000 including lunch and refreshments. Only DKK 500 for students. VAT is not included in the price. No written material is included in the price, but the presentations will be available on the web page of Skibsteknisk Selskab after the conference (www.skibstekniskelskab.dk)

PROGRAMME

- 08:00 – 09:00 **Registration and coffee**
- 09:00 - 09:10 **Welcome and introduction** by *Mr. Hans Otto Kristensen*
- 09:10 - 09:55 **Passenger ship regulations – what’s in the pipeline?** By *Mr. Per Sønderstrup, Director, Danish Maritime Authority (DMA)*
- Following major accidents both EU and IMO are seeking to solve the question of how to prevent such accidents to happen. However, adding more “red tape” to the existing legal framework may not be the answer. On this background Mr. Per Sønderstrup, will take stock of what has been introduced recently and what’s in the pipeline from both IMO and EU and indicate what the Danish priorities are
- 09:55 - 10:40 **Environmental paradoxes of the new EEDI regulations for Ro-Ro ships** by *Mr. Hans Otto Kristensen, HOK Marineconsult ApS and DTU*
- In 2013 new EEDI regulations for Ro-Ro ships were approved by the MEPC committee. During the speaker’s development of new computer programs for calculations of the environmental performance of Ro-Ro ships it has become even very clear how problematic the new Ro-Ro EEDI regulations are. Some examples will be presented showing some of the paradoxes in the new rules
- 10:40 - 11:00 **Coffee break**
- 11:00 - 11:45 **Zero emission ferries** by *Mr. Claus Nikolajsen, Scandlines*
- The time where a ship was portrayed with black smoke out of the funnel is definitely over. The task now is to reduce the ship’s energy consumption and reduce the impact on the environment as much as possible. The presentation provides both a look back at how far Scandlines has reached along that road, and how we see the road and the time frame towards the ultimate goal of a ferry service - namely zero emissions
- 11:45 - 12:30 **Developments within the Danish island ferry sector** by *Director Mr. Jan Fritz Hansen, Island Ferry Secretariat*
- How do we optimize a fragmented ferry sector with a variety of different ship designs? How do we meet the economical and environmental challenges? How do we develop the future standard island ferry? These questions will be highlighted by the speaker
- 12:30 - 13:20 **Lunch**
- 13:20 - 14:05 **Class approval of systems of unconventional design – hybrid and battery designs** by *Mr. Jacob Plum, Lloyds Register*
- Facing the new requirements for sulfur emissions, in the Nordic we see owners looking for different kind of propulsion principles. One of these is hybrid- and battery designs. But what are the challenges, regarding stable functionality and safety?
- In this presentation the basics on battery functionality and safety and how the battery is implemented in the ships electrical grid seen from a class perspective will be covered
- 14:05 - 14:50 **Project LightShip - An Investigation of Status Quo and Next Stages for Using FRP-based Materials in Danish Commercial Shipbuilding** by *Ms. Rikke Aarøe Carlsen, Founder & Risk Consultant and Mr. Dan H. Lauridsen, Danish Institute of Fire and Security Technology (DBI)*
- The LightShip project was launched to map the Danish status quo in commercial shipbuilding with FRP-based materials, and an attempt to find next steps needed to strengthen the Danish competencies and partnerships within this field. The presentation will discuss the findings and provide a short introduction to the possible new steps
- 14:50 – 15:10 **Coffee break**
- 15:10 – 15:55 **Polar water operation and the new Polar Code** by *Mr. Anders Ørgaard Hansen, OSK ShipTech A/S*
- Recent years’ development at IMO has led to a new Polar Code for vessels operating in such remote areas. This new code is based on goal-based functional requirements and hence, owners are forced to evaluate their operation prior to deciding their schedule for operation. This involves polar water operational manual and the use of risk assessment
- 15:55 – 16:40 **Design of a modern Expedition Cruise Vessel** by *Mr. Giuseppe Tringali & Ms. Francesca Arini, Knud E. Hansen A/S*
- A presentation of a new design of an expedition cruise vessel and special features based on requirements from clients
- 16.40 – 17.00 **Discussion and closure of conference** by *Mr. Hans Otto Kristensen*



Scandlines



Danish
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