



The 39th **THE Motorship**

Informing Shipping Professionals since 1920



Propulsion & Emissions Conference 2017

10-11 May 2017 | Grand Elysee Hotel | Hamburg | Germany

Supported by:



Conference Programme **FUTURE PROOFING YOUR FLEET**

Building or retrofitting vessels fit for the future, whatever it may hold, is more challenging than ever before. Environmental regulations, economic pressures and technological advances are already reshaping how the global merchant fleet is fuelled, powered and equipped. In light of these challenges, the 39th Motorship Propulsion & Emission Conference brings together owners/operators and equipment manufacturers to discuss technical advances and in-the-field experiences that will equip the industry to 'future-proof' the global merchant fleet.

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

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Why you should attend

In 2016, the conference attracted delegates from 19 different countries from a plethora of sectors that make up the global shipping industry with 26% 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 39th Motorship Propulsion & Emissions Conference should not be missed.

Preferential rates

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

Welcome Reception

Blohm + Voss invite all attendees to the exclusive "Hafen-Klub" (Harbour Club) at 7pm for drinks, nibbles and networking at their Welcome Reception.

The location offers a stunning view of the river Elbe and overlooks the Blohm + Voss docks. An invitation is included in all delegate places, so book yours now!



Blohm+Voss

TUESDAY 9 MAY 2017

19.00 Welcome Reception

sponsored by Blohm & Voss



DAY ONE – WEDNESDAY 10 MAY 2017

08.00 COFFEE AND REGISTRATION

08.40 Welcome and Introduction by day one Conference Chairman

Lars Robert Pedersen, Deputy Secretary General, BIMCO

09.00 Welcome from the 2017 Gold Sponsor

Geir Dugstad, Vice President, Technical Director Maritime and Ship Classifications, DNV GL

Keynote addresses – Future proofing your fleet to comply with forthcoming regulations

09.05 Stefan Micallef, Director, Marine Environment Division, International Maritime Organisation (IMO)

09.25 Ole Graa Jakobsen, Vice President, Head of Fleet Technology, Fleet Management & Technology, Maersk Line

09.45 QUESTIONS & ANSWERS

10.00 Session One – Operator panel: Preparing the global fleet for future challenges

Panelists: Ole Graa Jakobsen, Vice President, Head of Fleet Technology, Fleet Management & Technology, Maersk Line, Tor Øyvind Ask, Fleet Director, Solvang ASA. Thomas David, Head New Building, Shipmanagement, John T. Essberger, Wolfram Guntermann, Director Environmental Management, Ship Management, Hapag-Lloyd. Per A. Brinchmann, Vice President, Technical, Wilh Wilhelmsen

10.45 COFFEE & NETWORKING

Session 2 – Cutting edge engine performance

A round-up of the latest technical developments from major low-speed and medium-speed engine developments addressing improvements in fuel efficiency and emissions compliance.

11.15 ME-GI engines update plus Q&A

René Sejer Laursen, Mechanical Engineer, M.Sc., MAN Diesel & Turbo

A technical update on the latest developments of the ME series of engines from MAN Diesel & Turbo.

11.40 Performance Optimization for Tier III compliance of WinGD 2-stroke engines

Thomas Werner, Tier III Programme Manager, WinGD

The latest offerings from WinGD on their range of 2-stroke engines and digitisation to optimize engine performance.

12.05 Latest engine technology for Wärtsilä Marine 4-stroke engines plus Q&A

Patrik Wägar, Product Director, Wärtsilä Marine Solutions

Wärtsilä 31, breaking new ground in efficiency, key technology enablers for the future, focus on up-time and Total Cost of Ownership, Product Segment Strategy and Segment Valuepacs and improving user interface through digitalisation will all be covered.

12.30 Drive Train Optimization plus Q&A

Jonas Nyberg, Product and Development Manager, Caterpillar Propulsion

Caterpillar's development of propulsion systems provides examples of how the operation of a ship can be optimized for economy and safety. This paper will review some details of propulsion systems solutions, considering the assumption of various systems surrounding engines, gearboxes and propellers.

12.55 LUNCH & NETWORKING

Session 3 – Emerging technologies for cylinder conditioning

How technical advances in lubrication oils and systems are enabling operators to meet environmental challenges, avoid unnecessary maintenance and safeguard engine performance

14.15 A multi-fuel future: the impact of the IMO global sulphur cap on fuel and lubricant selection plus Q&A

Iain White, Global Marketing Manager, ExxonMobil Marine Fuels & Lubricants

As we head into a multi-fuel future, which will also include scrubbers, engine management is likely to become more complicated. The increase in the variety of fuels will make compatibility testing more important than ever. Operators will also need to consider using lubricants specifically designed to work with low sulphur fuels, in order to ensure the correct level of protection is provided.

14.35 Reducing risks of system failure through proactive condition monitoring plus Q&A

Larry Rumbol, Marine Condition Monitoring Manager, Parker Kittiwake

Using real life case studies including work with Doosan, and Norbulk Shipping, this presentation will explore how condition monitoring tools can provide operators with the information they need to cost effectively schedule maintenance, avoid catastrophic engine damage and prevent unexpected downtime.

14.55 Blending on board to optimise the needs of specific engines plus Q&A

Sune Lilbaek, Head of Sales & Marketing, Maersk Fluid Technology

Maersk Fluid Technology has upgraded its SEA-Mate Blending-on-Board Value Calculator, a tool used to show potential savings that can be achieved by blending cylinder lubricant on board.

15.15 Potential for CO2 emission reduction of low viscosity and low friction lubricants in 4-stroke medium speed marine engines plus Q&A

Jean-Philippe Roman, Technical Director, TOTAL Lubmarine

TOTAL Lubmarine has worked jointly with an OEM to develop a lubricant for 4-stroke medium speed engines usable for marine applications, able to provide significant fuel economy while achieving at the same time the necessary reliability of the engine.

15.35 Advanced lubrication strategies for reliability and minimised Operational Expenditure plus Q&A

John Schackel, Product Application Specialist Marine, Shell Global Solutions

An update on ultra-high BN oil developments and case-study on optimising cylinder oil feed-rates to improve the bottom-line. Marine Connect, a new in-house developed software enhancing cylinder oil condition data collection onboard ship, transfer ashore and analysis, and optimising feedback to ship engineers on fine-tuning oil feed rates with tangible benefits will also be introduced.

15.55 Panel Discussion on Emerging technologies for cylinder conditioning

Panelists to include: René Sejer Laursen, Mechanical Engineer, M.Sc., MAN Diesel & Turbo, Konrad Räss, Senior Manager, Materials & Tribology R&D, WinG&D

16.15 COFFEE & NETWORKING

Session 4 – Turbochargers for today's shipping market

How the latest generation of turbochargers can optimise efficiency and performance while meeting the realities of today's shipping market, with a focus on increased power density, reduced footprint and optimisation for part-loads and slow steaming.

16.40 Two-stage turbocharging developments plus Q&A

Paolo Tremuli, Senior Manager Sales & Application Engineering, ABB Turbocharging

An update on the latest turbocharging solutions from ABB, to increase power density whilst reducing footprint.

17.00 Developments in turbocharging technology for medium speed engines plus Q&A

Klaus Buchmann, Head of Engineering, Kompressorenbau Bannewitz (KBB)

KBB's product portfolio reflects the requirements of new generation engines and offers an upgrade of the well-accepted single-stage turbocharger series ST27 for pressure ratios up to 6 (new name: ST27-EP). KBB has also developed the two-stage turbocharger system K2B, which can currently achieve

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 will be held at Block Bräu, located on the Landungsbrücken. The wonderful view of the harbour from their terrace sets the perfect backdrop to network with all our delegates, speakers, sponsors and official supporters, whilst enjoying a delicious three course dinner and drinks. The conference dinner will be held on Wednesday 10 May 2017 and an invitation is included in your delegate place.

charging pressures of up to 10 bar. Furthermore, KBB is dealing with high pressure EGR solutions for single- and two-stage turbocharged engines and with new concepts of turbocharger operation monitoring

17.20 Turbocharger Retrofit – Aspire to higher performance plus Q&A

Gottfried Eberle, Head of Turbocharger Retrofit and Upgrades, MAN Diesel & Turbo SE

How can the turbocharger influence the overall engine performance? This presentation will highlight designated retrofit references and the advantages including increased efficiency and reduced exhaust gas temperatures.

17.40 Summary of conference day one

17.45 Conference close

19.30 Conference Dinner

Sponsored by GE Marine



DAY TWO – THURSDAY 11 MAY

08.30 COFFEE AND REGISTRATION

08.50 Welcome and Introduction by day two Conference Chairman

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

Session 5 – Preparing for the ballast water treatment installation frenzy

Ship operators will be required to install ballast water management systems on all vessels over the next few years as the IMO's BWM Convention enters force in September. What steps must owners take and what factors need to be considered when choosing, installing and operating the systems?

09.00 Ballast Water Convention – September 2017 plus Q&A

Lars Robert Pedersen, Deputy Secretary General, BIMCO

The operators' guide to the Ballast Water Convention and the challenges needed to be overcome before it comes into force later this year.

09.20 IMO/USCG type approved system for ballast water management plus Q&A

Kristina Effler, Global Business Manager, PureBallast

The supplier of one of just three USCG type approved ballast water systems presents an overview of the type approval process and shares experience drawn from installed retrofit installations.

09.40 Ballast Water Treatment retrofit: the process and approach plus Q&A

Jolanda Matthijssen, Logistics & QHSE Manager, Golten's Green Technology

Our 7-step approach guides the shipowner through the process of selecting a BWT retrofit system, provides a concept and detailed design and supports in the execution of an efficient installation.

10.00 Panel discussion on the Ballast Water Convention

Panellists: Tore Andersen, CEO, Optimarin, Matthijs Schuiten, Product Manager, Damen Green Solutions

Session 6 – Embracing hybridisation

A future fuel scenario that encompasses both traditional and alternative energy sources will require greater flexibility in propulsion and power systems. This session presents case studies from front runners in these new technologies.

10.15 Innovative hybridisation utilizing a rotor sail solution plus Q&A

Jukka Kuuskoski, SVP, Norsepower

By harnessing the natural power of the wind to allow the main engines to be throttled back, Rotor Sails save fuel and reduce emissions, while providing the power needed to maintain speed and voyage time. Moreover, because it generates supplementary renewable energy, the Norsepower Rotor Sail Solution is compatible with all other fuel and emissions saving technologies. A case study on the first modern auxiliary wind propulsion technology installation onboard a cruise ship, the Viking Grace will be included.

10.35 Hybrid Vs fully electric options plus Q&A

Trevor Small, CSO, PBES

As hybrid technology has evolved, there are now new decisions and system options to consider which effect system lifespan, ROI and performance. The

presentation will run through new considerations for low and zero emission vessels such as hybrid Vs fully electric options and the five Vs ten year battery which uses a cell swap programme when the battery is depleted.

10.55 Panel discussion on Embracing hybridisation

Panellists to include: Martial Claudepierre, Business Development Manager Environmental Services, Bureau Veritas, Märten Storbacka, Managing Director, WE Tech Solutions

11.10 COFFEE & NETWORKING

Session 7 – Digital strategies for vessel and fleet optimisation

How ship operators can harness enhanced connectivity, big data analytics capability and sensor technology to drive efficiencies in vessel performance and fleet profitability.

11.35 Digital transformation of the Marine industry

Denis Grynzspan, Digital Marine Business Leader, GE's Marine Solutions

The Marine industry is being impacted by market fluctuations, oversupply and budget pressures. Data analytics powered by the industrial internet could unlock new operational efficiencies and redefine competitiveness in this sector, just as they have transformed other industries such as Aviation and Power. This paper will explore how solutions such as Asset Performance Management (APM) can optimize marine operations with data-driven decisions and help accelerate the digital transformation journey.

11.55 Performance monitoring and optimization on long distance sea passages of container liner vessels plus Q&A

Andrew Rayner, Key Account Manager, Eniram, & Andreas Mrozek, Deputy Director Logistics, Global Marine Operation, Hamburg Sud.

The presentation summarizes the drivers for monitoring and optimization in the context of today's liner container environment and shows how solutions based on data integrated from various sources can be utilized to support decision-making processes onboard and onshore. Furthermore the presenters will share ideas on how the use of data-driven solutions may develop in the near future.

12.15 MRV Implementation August 2017 plus Q&A

Torsten Mundt, Principal Research Engineer, Environmental R&D DNV GL

DNVGL will give feedback on how to be best prepared, which tools to use and why it would be advantageous to have effective handling of processes, data and exchange of information.

12.35 Measuring the full-scale performance of a propeller and bulbous bow retrofit

Edwin Schuirink, Technical Product Manager, VAF Instruments

This paper describes the possibilities offered by full scale measurements of propeller thrust (and torque), for fuel saving potentials and emission reductions due to the retrofit of a new propeller design and a new bulbous bow design on a large TEU container vessel.

12.50 Panel discussion on Digital strategies for vessel and fleet optimisation

Panellists to include: Soren Hansen Assistant Director, Vessel Performance, ABS & Jean-Philippe Roman, Technical Director, TOTAL Lubmarine

13.05 LUNCH & NETWORKING

Session 8 – CIMAC Working Group 10 Users

14.30 Emissions compliance: Operational experience and challenges

Members of CIMAC Working Group 10 (engine users) share their experiences of working with emissions abatement technologies and future environmental compliance challenges.

Panellists: Jörg Erdtmann, Vice President, Technical Management and Service, NSB Niederelbe Schiffahrtsgesellschaft & Chairman CIMAC WG10, Markus Osterkamp, Deputy Head of Section Environmental Certification, DNV GL, Christoph Gessner, Managing Director, Columbus Shipmanagement, Helge Bartels, Managing Director, E.R. Schiffahrt GmbH & Cie. KG

15.15 Round up of day two

15.30 Conference close

