

Development of the Energy Efficient Operation of Ships Training Package

Meeting 1 on 03 – September - 2012

Location: IMO, London, Room 11

Commenced: 0900 hours

Completed: 1700 hours

Attendees: As per attached list

Introduction

The make-up of the personnel attending changed the focus of this meeting. The core element should be creating tools for the construction and introduction of a Ship Energy Efficient Management Plan (SEEMP) on board each ship.

Due to the views of various parties there were a lot of items that had to be discussed to have a SEEMP and how they go about it and then how other parties in the shipping industry will check it and ensure that it is working. This complexity leaves matters open to interpretation.

The content and structure of the SEEMP was discussed and that it could be inserted into the SMS and operates under the ISM Code for auditing during normal audits of ship and company.

This was an original draft of a document open for discussion and amendment to obtain a better course before it is sent out to experts to write the contents for delivery.

The Modules

Module 1 – Climate Change and the International Response

The discussion was on the outline in respect of this module and changes. To maintain the focus on technical issues and remain focussed on GHG and not air pollutants. Also to steer clear of the political issues at the IMO.

Clarification between air pollution and GHG needs to be clearly defined.

Module 2 – From Management to Operations

The discussion was on reviewing the contents and addressing the charters and contracts and how they can be influenced to reduce emissions and make the ship more economic as well as environmentally friendly.

A number of issues were raised for review and to amend the original text so that it can be passed to experts to write and bring a sharp focus to the course.

There were issues that some of the content would clash with current IMO legislation.

Module 3 - Port Operations

Efficient port operations and ship operations to achieve optimal results which result in reduced consumptions and in turn reduction in emissions.

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The lack of control of the ship over what takes place in the port varies greatly and this is also dependent on ship type.

Finding the best solution to optimise the ship in port is needed. But this is not just about the ship but includes the port and terminal operations to ensure that the best operation is experienced and that the most environmentally friendly operation is conducted.

There is a need to identify core operations to all ships then add addendums to ship specific types.

Module 4 – En Route

Review of the concept of en route practice. The case study used was based on a container ship (Maersk) and did not fit the general profile of shipping. Such as an example was controllable pitch propeller.

A lot of what was discussed is contained in STCW Code Part A Chapter 8 Part 2 – Voyage Planning.

Weather routing in SOLAS Chapter V and limitations and exposure by weather planning and how to apply it and when it is not relevant.

Module 5 – EEOI & SEEMP

Energy Efficiency Operational Indicator and Ship Energy Efficient Management Plan

This module is broken down into 2 hours of lectures and 1 hour of exercise plan.

EEOI – not specific and needs to be looked at as it will change and can be calculated by use of different units. Not to be confused with EEDI this is the Energy Efficiency Design Index.

SEEMP – is mandatory, but EEOI is not, but EEOI is needed to prove how well the SEEMP is working.

Module is to be rewritten to reflect discussions and prepare using SEEMP as the core and then add on the other parts.

Conclusion

The course needs to be amended if it is to work. There is a lot of work to be done to change this from an academic exercise to a practical course and adapted to meet the needs of the delegates attending.

It will be interesting to see if IFSMA has a continued involvement in this exercise, but a number of issues remain to be finalized.

There is an agenda for running this course out by early to mid-2013.