

NEW FERRIES

- latest update on ferry technology
and future legislation

One day conference in Copenhagen
22nd November 2010
Location: IDA – Kalvebod Brygge

 The Danish Society
for Naval Architecture
and Marine Engineering


DANISH SOCIETY OF ENGINEERS

Organizers

Danish Society for Naval Architecture and Marine Engineering (Skibsteknisk Selskab) and Danish Maritime Society (Maritimt Selskab - IDA).

Venue

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

Introduction

In the coming years some interesting new ferries will be seen on the Danish ferry scene. At this conference these new ferries will be described by representatives from the actual shipowners. Furthermore there is more and more focus on alternative fuels such as natural gas (LNG) and latest news about this technology and necessary planning on this issue will be described by some of the speakers at the conference.

As always, there will be the opportunity to elaborate on some of the issues, because the speakers will answer questions. There will also be breaks of a suitable length where discussions with other conference guests will be possible.

Given that some of the guest speakers are English speaking, and the fact that we wish to attract foreign conference guests, the conference language will be English.

Registration

Registration via the web site: <http://ida.dk/ArrNr?eid=120782> not later than 15th November 2010. 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 name of participant and contact details such as address and phone no. Please refer to arrangement No. 120782

In case of problems with registration, please call Ms. Helle Borch, phone no. +45 3318 4650. For further information contact Hans Otto Kristensen, chairman of Skibsteknisk Selskab, phone no. +45 4045 9020, e-mail: hohk@tdcads1.dk

Price

DKK 2.000 including lunch and refreshments. Only DKK 500 for students and retired persons. VAT is not included in the price and SHALL NOT BE PAID BY ANY PARTICIPANT. 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.skibstekniskskelskab.dk)



Program

9.00–9.30 Registration, coffee and rolls

9.30–9.40 **Welcome and opening of conference**

by Hans Otto Kristenen, chairman of Danish Society for Naval Architecture and Marine Engineering

9.40–10.00 **Partnership for Cleaner Shipping**

by Arne Mikkelsen, counsellor, Danish Shipowners' Association

The Danish Shipowners' Association and the Danish Environmental Protection Agency have established a partnership for cleaner shipping. The aim is to significantly reduce the emission of SO_x, NO_x and particulates from ships in Danish waters. An overview of the activities will be presented.



10.00–10.20 **Overall assessment of a conversion to natural gas in ferries and short sea shipping in Denmark**

by Frank Stuer-Lauridsen, director of Litehauz

The technical developments needed to introduce natural gas for propulsion are available for ferries. Besides making the economic case in each individual project, the main obstacles are regulatory unclarity and insufficient political-administrative incentives, e.g. tender conditions and pilot project support. An immediate focus on the ferry sector in Denmark will reap benefits on a relatively short time scale. Given the general expectations in the shipping community LNG rather than CNG will presumably be the de facto choice at least for the 5-10 years ahead and the demand for facilities and bunkers will be for LNG.

10.20–10.40 **A North European LNG bunkering infrastructure and an enabling framework for the use of LNG**

by Mogens Scrøder Bech, head of division, Danish Maritime Authority

The basic dilemma for a wider use of LNG is that the shipowners do not want to invest before the LNG infrastructure and the proper framework for LNG operation are established, while the LNG providers do not want to supply LNG before the demand is there.

This dilemma is addressed in an EU application on the creation of a strategic decision paper on an LNG-infrastructure and supporting framework conditions. The application puts focus on strategic enablers targeting policy making, industrial standards and co-operation and commercial decisions. Hereby shipowners, ports, LNG providers, states, the EU and the IMO are embraced. The Danish Maritime Authority has taken the initiative to the application and the partners are states, energy companies and the maritime cluster.

10.40–11.10 Coffee break

11.10–11.50 **Energy Efficiency Design Index for new ships (EEDI)
– latest update from IMO**

by Christian Breinholt, deputy director-general, Danish Maritime Authority

11.50–12.40 **Modern ferry design**

by Ilkka Rytkölä, Deltamarin

Deltamarin together with its partners has created a concept for new ferry designs that offer the opportunity to differentiate between different modes of operation, while at the same time utilising parametric models, pre-designed features and fully integrated systems. Flexibility to introduce systems to cut fuel consumption and operate under future environmental legislation is also included.

12.40–13.40 Lunch



13.40–14.20 **New ferries for Danske Færger A/S**

by Johannes Johannesson, naval architect and consultant for Danske Færger A/S, Hans Henrik Simonsen, fleet manager, Danske Færger A/S and Peter Nordborg, newbuilding manager, Clipper

Danske Færger A/S has ordered 3 new identical new double ended ferries. Two of the ferries are intended to replace the 25-30 years old ferries on the route Spodsbjerg-Tårs. The presentation will describe the development of a new transport concept on the route both dealing with the ferries, the operation of the ferries including the land facilities.

14.20–15.00 New fast ferries based on LNG propulsion

by Dan H. Nielsen, chief engineer, Mols-Linien A/S

Mols-Linien has initiated a research project involving thermodynamic simulations of various alternative media for Rankine processes.

The project is aimed at defining the most suitable machinery system for the future LNG-fuelled high-speed ferries.

Emissions and efficiency of tomorrow's high-speed ferries and LNG terminals and natural gas as substitute for fuel oil will be highlighted.

15.00–15.30 Coffee break

15.30–16.15 New ferries for Gedser – Rostock

by Lars Jordt, project manager, Scandlines and Johannes Johannesson, Scandlines

Scandlines has ordered 2 new ferries for the ferry route Gedser - Rostock. The presentation will describe the challenges to design ferries for this route and how the new design has been suited for this, in order to improve the capacity, the fuel efficiency and the operation. The presentation will also describe the unique propulsion concept, and the advantages of this concept

16.15–16.55 Fjord Lines new ferry concept - a great new possibility from Western & Southern Norway to Northern Denmark & vice versa

by Morten Larsen, technical & nautical director of Fjord Lines

Why build new ships? Is it possible to combine two existing routes with different tonnage? A challenge not only to build, but also with respect to new regulations such as 'Safe Return to Port' rules. A look into the future regarding environmental issues is given (EEDI, market based instruments and fuel oil sulphur regulations) together with LNG / Dual Fuel as a possibility for the new ships.

16.55–17.00 Closure of conference



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