



**"Very relevant to the current challenges in the industry"**

(Martek, Reducing Emissions to Air from Shipping, November 2008)

**Full update on regulations, new initiatives, developments and solutions**

Lloyd's Maritime Academy presents

# REDUCING EMISSIONS TO AIR FROM SHIPPING

THE DEFINITIVE GUIDE TO THE TECHNICAL AND LEGAL DRIVING FORCES

Wednesday 22nd – Friday 24th April 2009

The Hatton, London EC1

THREE HIGHLY INTENSIVE DAYS TO:

- ✓ Examine the latest in emissions' trading schemes and the opportunities for shipping in carbon markets
- ✓ Explore local and international policies in air quality as well as new initiatives in fuel efficiency such as slow-steaming
- ✓ Listen to the very latest developments in MARPOL Annex VI
- ✓ Debate the challenges for ports in delivering very real options for the shipping industry
- ✓ Take away knowledge of best practice industry technological advances through case study examples

Official Publications

**Lloyd's List**

Official Charity



**16 Hours CPD**

The Solicitors Regulation Authority

Registration Number: **+44 (0)20 7017 5510**  
[www.lloydsmaritimeacademy.com/lw1068](http://www.lloydsmaritimeacademy.com/lw1068)

# REDUCING EMISSIONS TO AIR FROM SHIPPING

Wednesday 22nd – Friday 24th April 2009  
The Hatton, London EC1

## WHY YOU SHOULD ATTEND:

Lloyd's Maritime Academy is pleased to announce the second in the series of seminars focusing on reducing emissions to air. This is a practical event set over three days to debate strategies, discover major new technical advances and provide a forum to challenge national and international regulations.

In the 2009 installment of this series we will look at the shape of new legislation designed to reduce emissions such as sulphur and carbon dioxide. Stricter worldwide standards and controls will be introduced on SOx, NOx and particulate emissions levels to ensure that the shipping sector pollutes far less. Delegates will be brought up to speed on the major new challenges facing ship operators, charterers and engine manufacturers with the revision of Marpol Annex VI.

The seminar will bring together equipment specialists, port authorities, suppliers of fuel and shipping charterers who need to work closely to create new techniques to meet latest standards. Through specialist case studies, participants will explore the latest research and technological developments highlighting innovative solutions. This will allow you to greatly reduce ship emissions with methods including improving fuel efficiency, boosting energy effectiveness and using alternative sources of power.

Experienced speakers will give practical advice on the latest policy and link this with new innovative trends and techniques, allowing you to balance your economic objectives with delivering a sustainable shipping operation.

## WHO SHOULD ATTEND:

- ✓ Ship charterers
- ✓ Ship owners and operators
- ✓ Operations and technical managers
- ✓ Engine and marine equipment manufacturers
- ✓ Marine fuel suppliers
- ✓ Tanker and container operators
- ✓ Maritime lawyers
- ✓ Environmental officers
- ✓ Ports and harbour authorities
- ✓ Class societies

### LLOYD'S MARITIME ACADEMY

Celebrating over 30 years of providing training for the maritime industry, Lloyd's Maritime Academy works with leading academic and professional bodies to deliver a broad portfolio of seminars, masterclasses, distance learning courses and tailored training programmes, offering unrivalled learning opportunities to over 5,000 international participants every year.



### Tailored training

Lloyd's Maritime Academy can deliver tailored training programmes worldwide, offering an efficient and cost-effective way to achieve corporate goals by developing the skills, knowledge and performance of your people. Please contact Sarah Williams on: +44 (0)20 7017 5087 or by email: sarah.williams@informa.com

DAY 1: WEDNESDAY 22ND APRIL 2009

### 09.00 Registration and coffee

### 09.30 Chairman's opening remarks

*Chairman: Kegan Lovely, Vice President, EMEA Sustainable Banking, Bank of America Merrill Lynch*

### 09.40 The role of the carbon market

- The maritime sector's risks and opportunities
- Voluntary carbon emissions programmes
- Innovative techniques to manage carbon and fuel
- Carbon offsetting and carbon credits to minimise costs

*Abyd Karmali, Managing Director, Global Head of Carbon Emissions, Bank of America Merrill Lynch*

### 10.20 Future expectations – local, national and worldwide air quality legislation

- The EU's position and role in supporting new legal and technical requirements
- What are the regulatory and legislative developments underway to reduce vessel emissions? What is driving the challenges?
- Paying a higher price based on environmental performance of vessels – the commercial reality for charterers and owners

*Nicholas Rock, Partner, Dewey & LeBoeuf*

### 11.10 Questions and discussion

### 11.30 Coffee

### 11.45 Adapting the law surrounding MARPOL Annex VI and what this really means in a practical nature for the shipping sector

- Latest developments in adopting MARPOL Annex VI
- Local, national and worldwide air quality control legislation allows sea areas to be designated Sulphur Emission Control Areas (SECAs) where environmentally justified
- Compliance for existing engines – the challenges for ship owners and operators
- What is the very latest position relating to the NOx Technical Code?
- Update from the IMO MEPC 58 and the ramifications of enforcing new rules and regulations

*Simon Brown, Director of Business Development, Martek Marine Limited*

### 13.15 Questions and discussion

### 13.30 Lunch

### 14.30 Solutions to marine air quality concerns – the responsibility of ports' environmental management programmes for cleaner air quality

- What programmes are port authorities undertaking to improve air quality?
- Are more vigilant port state control measures likely with the advent of new regulations and legislation?
- What new initiatives are in the pipeline working towards change in busy working ports?
- The Carbon Reduction Commitment coming into force in 2010
- Carbon Trust Standard for 2009 and beyond – what does this mean in terms of environmental challenges for the port?
- Example of air quality strategies - the changes to the need for coal and the expansion of coal handling
- Air quality standards – regulatory authorities and control measures

*Howard Holt, Head of Corporate Affairs, Port of Dover*

*Tom Jeynes, Development and Environmental Coordinator, Associated British Ports at the Port of Grimsby and Immingham*

To register call the Booking Hotline: +44 (0)20 7017 5510

### 15.45 Bio-LNG – an example of the infrastructure in a large busy working port

- The cleanest, cheapest, renewable fuel for ships
- Production of sustainable products to help the shipping industry to tackle air emissions head-on

*Peter van der Gaag, Director, Holland Innovation Team (HIT), The Netherlands*

### 16.30 Questions and discussion

### 16.45 Tea

### 17.00 Close of day one

## DAY 2: THURSDAY 23RD APRIL 2009

### 09.00 Coffee

### 09.30 Chairman's opening remarks

*Simon Brown, Director of Business Development, Martek Marine Limited*

### 09.40 What are the viable options for the shipping industry?

- Emissions to air – drivers, pressures and impacts
- Corporate strategies – is it all image?
- CSR and pressures from costumers
- Is there a green market willing to pay?

*Frank Stuer-Lauridsen, Managing Director, Litehauz, Denmark*

*Erik Ranheim, Manager, Research and Project Section, Intertanko*

### 10.55 Questions and discussion

### 11.15 Coffee

### 11.30 Emission trading schemes and the opportunities for shipping in carbon markets

- Opportunity for generating carbon credits from technology induced CO<sub>2</sub> reduction systems
- Global awareness in the causes of maritime emissions and the serious effects
- Carbon credits and the EU ETS

*John Aitken, Secretary General, SEAA*

### 12.20 Reducing fuel consumption and emissions through wind assistance

- Using new and innovative ways to significantly reduce emissions
- Helping to reduce bunker consumption and fuel use
- Case study and costing – getting the balance of investment right

*Fabian Juers, Key Account Manager,*

*SkySails GmbH & Co. KG, Germany (invited)*

### 13.05 Questions and discussion

### 13.20 Lunch

### 14.15 Practical ways to meet the shipping industry's environmental obligations

- The obligations
- Looking for solutions
- What are the options?
- Aerodynamic drag kit
- Wind power
- Wind engines
- Performance monitoring
- Policies that promote action

*Colin Whybrow, Head of Communications,*

*Greenwave – shipping's environmental charity*

### 15.00 Finding alternative solutions to low sulphur fuel oils including the progress with developing legislation outside of Europe

*Andy Osborne, Business Development Director, BP/Krystallon*

### 15.45 Questions and discussion

### 16.00 Tea

### 16.15 Selective Catalytic Reduction (SCR)

- Benefits and challenges

*Stein Lovskar, Sales and Marketing Manager, Yarwil AS*

### 17.00 Questions and discussion

### 17.15 Close of day two

## DAY 3: FRIDAY 24TH APRIL 2009

### 09.00 Coffee

### 09.30 Chairman's opening remarks

### 09.40 Fuel performance management in the shipping industry

- The reduction in fuel consumption is the most efficient way to reduce emissions to air
- Importance of precise measurement for fuel consumption optimisation
- Fuel consumption has to be set in relation to the output (shaft torque) and the environment (distance travelled, wind, current, CCAI)

*Ralph Scholl, Product Manager, Marine, Aquametro AG*

### 10.40 Questions and discussion

### 10.55 Coffee

### 11.10 The importance of fuel sampling

- Obtaining a representative sample
- Laboratory analysis connected to emission issues and the interpretation of results:
  - Sulphur analysis
  - Nitrogen analysis
  - Chemical contamination
  - Carbon residue
  - Fuel stability
  - Biodiesel contamination

*Steve Bee, Operations and Key Accounts Manager, Lintec Testing Services Limited*

### 12.00 Slow-steaming – the way forward in fuel efficiency and fuel reduction

- Why do the ship operators need to apply slow-steaming policy?
- What are the benefits?
- What are the technical and non-technical problems associated with the policy?
- What are the existing solutions?
- What are the future plans?

*Hassan Pakroo, Senior Ship Energy Performance Analyst Environmental Services, Marine Consultancy Services, Lloyd's Register EMEA*

### 13.00 Questions and discussion

### 13.15 Chairman's closing remarks

### 13.30 Lunch

### 14.30 Close of the 2009 seminar