CONFERENCE PROGRAMME

13-15 November 2017 • Onboard MS Viking Mariella • Helsinki → Stockholm → Helsinki

FUELLING THE FUTURE OF THE SHIPPING INDUSTRY

This year’s GFS Conference will take place onboard the Viking Mariella, featuring the world’s largest methanol fuel cell project. Addressing the use of low flash point fuels as a maritime fuel, the programme includes take up and feedback from operators across different sectors, development, and the use of alternative fuels. Innovative ship designs, with the aim of informing delegates of the viability and likely take-up of ‘future’ fuel options will also be explored. Pricing predictions and infrastructure updates, together with bunkering, safety and technology updates will all be covered, along with operator and technical panel discussions. While onboard, technical visits to the engine room, bridge and fuel cell have been arranged.

Follow the event on social media

Gold Sponsor: DNV·GL

Sponsors:

The Gas Fuelled Ships Conference is a Mercator Media Ltd event
Who should attend:

With the need to comply with ongoing emissions regulations, the Motorship Gas Fuelled Ships Conference will equip ship owners, managers and operators with valuable information on using low flashpoint fuels (LPPF) / LNG as a maritime fuel. It is also aimed at policy makers, engine and equipment manufacturers, LNG/LPPF carriers/suppliers, classification societies, ship designers/yards, suppliers and port & terminal operators.

Venue

As part of Project Pa-Z-ell, a methanol fuel cell has been installed on board the MS Viking Mariella, which will form part of the technical visits. Leaving from Helsinki on 13 November, the Mariella will make a return trip via Stockholm, before delegates disembark in Helsinki on 15 November 2017.

Please note: Programme timings are shown in Helsinki time throughout the Conference

DAY ONE – MONDAY 13 NOVEMBER 2017

10.10 Registration departing from Viking Line – Helsinki Port

10.55 Delegates board

11.15 Welcome from Chairman
Lars Robert Pedersen, Deputy Secretary General, BIMCO

11.20 Welcome from Gold Sponsor
Tuva Kristine Flagstad-Anderssen, Area Manager Finland, Russia & Baltic, DNV GL

11.25 Keynote Address
Joacim Westerlund, Technical Manager, Viking Line

11.40 Buffet lunch sponsored by Wärtsilä

SESSION ONE – PRICING & AVAILABILITY
Assessing the spread of LNG bunkering infrastructure and LNG fueled vessels – recent developments, planned projects and factors influencing future uptake.

14.00 Pricing predictions and solutions
plus Q&A
Karen Sund, Founder, Sund Energy

14.20 Insights from LNGI – LNG fueled ships and bunker infrastructure world-wide
plus Q&A
Gerd Wuebsig, Segment Director LNG fueled ships, Senior Principal Specialist DNV GL - Maritime, Business Development, DNV GL

14.45 Green Ship of the Future: EcoFeeder
plus Q&A
Karen Sund, Founder, Sund Energy

15.10 LNG Retrofit of a 1036 TEU Container Feeder
plus Q&A
Marit Clautspierre, LNG as Fuel, Business Development Manager, Bureau Veritas

15.35 LNG fuelled vessels by MOL
plus Q&A
Tetsuya Yamada, General Manager of Ship Design Group, MOL

16.00 Piston Engine Room Free Efficient Containership project - PERFECCI Ship
plus Q&A
Jim Bertisch, Marine Programme Manager, Solar Turbines

16.20 Coffee break sponsored by ABS

SESSION TWO – LNG SHIPS: PART 2 TECHNOLOGY AND DESIGN UPDATES

16.50 Conference exclusive – ME-LGI for use as genset engines
plus Q&A
Rene Sejer Laursen, Mechanical Engineer, M.Sc., MAN Diesel & Turbo

Exclusive to the GFS Conference: MAN Diesel & Turbo is currently investigating to see if 2-stroke ME-LGI / ME-LGI, can be used as a genset engine, in combination with a battery to take the fast power upload required onboard ships. It is a solution that would work on ships with a big electrical power demand, such as LNG carriers, shuttle tanker, container ships etc.

17.10 Pioneering technology – Wärtsilä LNG and Hybrid technologies
plus Q&A
Patrik Wåger, Product Director, Medium Bore, Product Management, Wärtsilä Marine Solutions

The Viking Princess will become the first offshore supply vessel in which batteries reduce the number of generators on board. Running on four LNG-powered Wärtsilä engines, the new energy storage solution will improve engine efficiency, generating fuel savings and reducing greenhouse gas emissions.

17.30 X-DF engine technology, application and operating experience
plus Q&A
Rudolf Weettstein, General Manager Marketing & Application, Win GD

Today, the X-DF engine technology is selected for a growing number of gas-fueled Merchant Vessels and LNG Carriers due to the advantages of high efficiency, low emissions in Tier II and Tier III mode and the low gas feed pressure. This paper will present recent developments in design and performance.

17.55 Building an LNG-fueled industry workhorse to sub EED 2020 requirements
plus Q&A
Nina Savijoki, B.Sc., Sales Manager, Deltamarin Ltd, Mikki Koskonen, Managing Director, ESL Shipping

ESL Shipping’s two new vessels will be the world’s first LNG dual-fueled handysize bulk carriers. LNG as fuel, energy efficiency and highly optimised hull form developed by the ship designer Deltamarin make them among the most environmentally friendly ships in the world.

SESSION THREE – THE MOTORSHIP INTERVIEW

18.15 Day 1 Review from The Motorship Editor

18.30 Conference round-up and close

20.30 Viking Buffet dinner

DAY TWO – TUESDAY 14 NOVEMBER 2017

NOTE: Programme timings are shown in Helsinki time

11.10 Ship to ship LNG bunkering compatibility study
plus Q&A
Michael Schaap, Commercial Director, Titan LNG

Technical specification ISO TS 18683 gives guidance for executing risk analysis for LNG bunkering, this insight will highlight an approach for determining safe bunkering schemes; which factors are to be considered, safety distances and what is required to permit simultaneous operations.

11.30 Developing LNG bunkering infrastructure - the flexifueler: a low cost solution to enable LNG bunkering for ports
plus Q&A
Michael Schaap, Commercial Director, Titan LNG

11.50 Innovation in LNG Transfer Systems
plus Q&A
Gianpaolo Romboli, Business Development Manager - LNG, Houlder Ltd

Houlder, with KLAW LNG, has developed a range of LNG transfer systems for future bunkering operations. The KHOBRA system, for example, combines proven crane, motion-compensating and cryogenic components to transfer LNG and vapour 70% more quickly than an existing hose system and weighs 65% less than a typical current fixed loading arm. Houlder will share the lessons learned from designing the KHOBRA and other small to mid-scale bunkering infrastructure projects.

12.30 Ship-to-ship LNG bunkering compatibility study
plus Q&A
Niels Ronningsen, Sales and Marketing Manager, Finland and the Baltic States, Lloyd’s Register

13.30 Coffee break sponsored by ABS

Simultaneous technical visits to Bridge and Engine room

SESSION FOUR – IMPROVING BUNKERING PROCESSES

09.25 First application of new standards for LNG bunkering – DNV GL RP G105, ISO TS 18683, ISO 20519
plus Q&A
Jan Telkamp, Business Development Leader Europe Downstream LNG, DNV GL

LNG fuelled shipping is gaining pace with players from different background venturing into this developing industry. This presentation will highlight how best practices and ISO standards can be used in preparing to enter into LNG bunkering.

09.50 Small Scale LNG Transfer Safety Considerations
plus Q&A
Steve Ward, Sales Manager, Trelleborg Marine Systems

In April 2017, the Maritime and Port Authority of Singapore MPA published its first standard covering LNG bunkering operations and, outside the LNG arena, the Oil Companies International Marine Forum OCIMF guidelines relating to Linked Ship/Shore Emergency Shutdown Systems for Oil and Chemical Transfers were also published in April 2017. However, regulations still lag innovation despite this progress.

10.10 Safe Bunkering Schemes for LNG Fuelled Vessels
plus Q&A
Urs Vogler, Principal Expert, DNV GL

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11.30 Coffee break sponsored by ABS

Simultaneous technical visits to Fuel Cell

For further information call +44 1329 825335 or email gasfuelledships@motorship.com
12.10 Invited panelists include: Nicias Dahl, Head of Marine Separators, Alfa Laval, Steve Esau, General Manager, SEACALNG, Gerd Wruersig, Segment Director LNG fuelled ships DNV GL.

- For how long (if at all) will LNG be a major part of the shipping fuel mix? On what factors will this depend?
- Marine fuel pricing projections (HFO vs MGO vs LNG): Impact on gas uptake and factors affecting pricing (e.g. Qatar crisis, US withdrawal from Paris Agreement)
- What are the signs that the stand-off between ship owners and port terminal operators over LNG investment are ending?
- Is the current period of slow newbuilding affecting the uptake of LNG?

15.25 Training and Competence of personnel for gas fuelled ships and bunkering. Martin Cato Pettersen, LNG Technology Specialist, Skangas.

- LNG containment systems – retrofitting options
- LNG containment systems – retrofitting options
- Next generation LNG Fuel gas systems
- Membrane systems, benefitting from 50-years of in-service experience, are considered as the standard solution in the fields of LNG transportation and storage with around 400 LNGC, FSRU and FLNG already using GTT’s technology.

15.45 LNG containment systems – retrofitting options, Herve Irvola, LNG Technical Manager, Cryogenic Container

- An overview of alternative fuel and technology solutions, the relevant topics related to alternative ship fuels – biofuels, hydrogen, LPG, and methanol will be covered together with upcoming alternative technologies: batteries, fuel cell systems and wind-assisted propulsion.

16.45 Effective Risk Management for Gas Fuelled Ships, Julian Bec, Head of LNG as Fuel Division, GTT.

- Membrane systems, benefitting from 50-years of in-service experience, are considered as the standard solution in the fields of LNG transportation and storage with around 400 LNGC, FSRU and FLNG already using GTT’s technology. Through some simple adaptations, the GTT membrane can bring tremendous advantages in the field of LNG as a fuel.

16.50 LNG membrane systems – retrofitting options, Herve Irvola, LNG Technical Manager, Cryogenic Container

SESSIO N SEVEN – PANEL DISCUSSION: BUNKERING INFRASTRUCTURE

- What have been the drivers for developing LNG bunker infrastructure at ports?
- Why is the infrastructure so different from port to port?
- Would greater standardisation encourage the development of LNG bunker infrastructure? How is standardisation being sought?
- What are the relative merits of these alternatives? Assuming all become available, are any better than others for particular vessels/trades?
- What are the major obstacles for ship operators turning to these solutions?
- How does the regulatory framework need to change to enable these fuels to be used?

17.35 Invited panelists include: Bogdan Oldakowski, Secretary General, Baltic Ports Organization, Michael Schaap, Commercial Director, Titan LNG, Aleksandr Kozyrkov, Head of Maintenance Department, Port of Tallinn, Jan Tellkamp, Business Development Leader Europe Downstream LNG, DNV GL, Jan Schubert, Sales & Business Development Manager, Nauticor GmbH & Co. KG.

- What has been the role of the LNG bunker infrastructure?
- How does a port compare whether it will adopt shore-to-shore or ship-to-ship bunkering?
- What are the solutions to be able to coordinate LNG bunkering and how do you pay for this? What are the challenges?

15.40 Operator feedback: Viking Mariella – Fuel Cell

17.05 Coffee break sponsored by ABS

Technical visits

Technical visits are included to complement the three-day programme and will take place throughout the duration of the conference. Delegates will be given guided tours of the engine room and bridge by Viking Mariella’s technical crew members and Meyer Werft will lead tours to see the working fuel cells in situ.
**BOOKING FORM**

**Date & Venue**
The conference will be held on 13-15 November 2017 onboard the Viking Mariella, departing from Helsinki, Finland. The Conference Dinner will be on 14 November 2017. Technical visits (limited places available) will be held throughout the conference.

**Conference Fee**
- Cost per delegate (standard rate) Euro 1959 / £1705.
- Group booking discounts are available and recognised educational establishments will be offered special rates; please contact us for details.
- Members of BIMCO and VDR qualify for a 50% discount, and other ship owners/ operators qualify for a 25% discount.

All inclusive fee includes:
- Conference attendance for three days
- Lunch and refreshments for three days
- Handbook and conference documentation

**Also included for 2017**
- Cabin for 2 nights
- Buffet dinner on arrival day
- Breakfast both mornings onboard
- Farewell lunch on final day
- Unrivalled networking opportunities
- Access to unique technical visits to the world’s largest methanol fuel cell project alongside visits to the bridge and engine room

**Booking**
Book this exceptional value package online at www.motorship.com/gfsconference or complete and fax back the booking form below to +44 1329 550192.

On receipt of your registration you will be sent confirmation of your delegate place.

**Port address:**
Viking Terminal (Helsinki Port), Katajanokantulli 8 (Mastokatu 1), 00160 Helsinki

**Accommodation Information**
Accommodation onboard the MS Viking Mariella is included your delegate rate.

**Need a hotel the night before?** Stay at Hotel Katajanokka or Scandic Gran Marra hotel and quote GFS for special rates.

**Contact Us**
For further information on exhibiting, sponsoring or attending the conference please contact the conference team:
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