

the Academy's new HQ and has accepted our invitation to join our Institute as a Member. The Institute will be cooperating with the Academy on maritime law and STCW matters.

The NI Flag has been hoisted at HQ reception by the Rector's permission, and will be flying there permanently.

**Captain Boris Dunaevsky FNI**

## London Branch

### EEDI – What will it do to ships?

The London Branch evening seminar on the effectiveness of the Energy Efficiency Design Index (EEDI) and its effects on future ship design drew another large audience on board *HQS Wellington* in December 2011.

A panel of industry speakers, chaired by The Nautical Institute CEO Philip Wake, aimed to explain EEDI and the effect on ship design; to explain why we need EEDI; will it work and how; what changes seafarers can expect to see on their ships; and, crucially, whether it will affect manoeuvrability and leave ships exposed in adverse conditions.

David Balston, from the UK Chamber of Shipping, opened by commenting that shipping is the only industry to take a holistic approach to environmental issues, with EEDI being a big step forward. He then went on to compare the solutions prescribed by the IMO, EU, UK and the United Nations Framework Convention on Climate Change (UNFCCC). The IMO global approach is preferable to the distortion which would be created by regional solutions but it may prove necessary for the industry to go further than the introduction of the EEDI, possibly through the adoption of market-based

measures (MBMs) to meet governments' expectations and targets.

Paul McStay, Senior Environment Specialist at Lloyds Register, opened his presentation by emphasising that EEDI is a welcome development which should result in efficient ships with better design and propulsion systems, and should be no compromise to safety. However there are concerns over the verification process – sea trials must have transparency and ensure the accuracy of the data. Standardisation and consistency in validation should lead to more reliability in the future. With regard to manoeuvrability, however, there is a tendency at the moment to improve a ship's EEDI by reducing speed and installed power. Because reserves are typically used for manoeuvring in adverse conditions, to maintain schedules, and to allow for maintenance and redundancy, there are serious concerns about the effect this tendency will have on reserves of power and safety.

Dragos Rauta, Technical Director at Intertanko, also welcomed the adoption of EEDI, but said there should be a level playing field with requirements applying equally to all applicable ships on the same effective date. EEDI compliance should focus on improved hull design, propulsion, efficiency and energy optimisation, rather than on reduced speed options and should not have any adverse effect on safety. His concerns included the misuse of EEDI to measure operational performance, incompatibility with other regulations on reduction in CO<sub>2</sub> emissions and the impact on some ship types which are engaged on specific trades.

In the debate following the presentations many points were raised on the costs involved to the industry. While acknowledging the principle that the polluter pays, it is worth noting that shipping is a service provider. Ships carry cargoes to ports to service society and shipping cannot be discussed in isolation. While the shipping industry can provide CO<sub>2</sub> emission reductions, it cannot itself control the demand for transportation at sea.

There should be a simple approach – the same amount of cargo transported at same speed with less power. Concerns were raised on the application of the EEDI formula to different ship types – for example, container ships can cope with a slight reduction in design speed without adverse effect on their operations, so the EEDI is unlikely to lead to better designs. By contrast, tankers and bulk carriers would have to reduce their speed considerably or require a redesign to have the same desired effect. Improvements in the efficiency of the main engine and propeller designs would be one of the main benefits from EEDI and seafarers will see better designs and high tech systems for shipboard operations.

**Harry Gale FNI**

## For your diaries

### February

**(15-16) UK;** London; **Offshore Support Journal Conference;** Website: <http://www.rivieramm.com/>; Members reduction 10%

**(16) UK;** NW England Branch; HMS Eaglet, East Brunswick Dock, Liverpool, L3 4DZ; **AGM and evening meeting.** For security reasons, please advise Hon Sec in advance if you wish to attend. Tel: 01244 671817; Email: [s.bonsall@lmju.ac.uk](mailto:s.bonsall@lmju.ac.uk)

**(16) UK;** North East England Branch; Trinity House, Newcastle; **Evening meeting: Carriage of LNG - Risk Management;** Email: [dbyrne@nodent.com](mailto:dbyrne@nodent.com)

**(21) UK;** North of Scotland Branch; Inn at the Park, 3-4 Deemount Terrace, Aberdeen, AB11 7RX; **Tech Meeting – SeaEnergy: a new concept in DP ships;** Tel: 01224 649923; Email: [aec.struthers@btinternet.com](mailto:aec.struthers@btinternet.com); £10 charge

**(28-1) Germany;** Hamburg; **Maritime Security: Dispatches;** Website: <http://maritimesecurity-dispatches.com/>; Tel: +44 (0) 203 141 8700 Email: [info@hansonwade.com](mailto:info@hansonwade.com) Members discount: 10%

### March

**(1) UK;** North East England Branch; South Tyneside College – L Block; **Technical meeting - The Issues Resulting from Seafarer Fatigue;** Email: [dbyrne@nodent.com](mailto:dbyrne@nodent.com)

**(3) UK;** North of Scotland Branch; Holiday Inn, Westhill Drive, Westhill, Aberdeen, AB32 6TT; **Mariners' Dinner Dance;** Tel: 01224 649923 Email: [aec.struthers@btinternet.com](mailto:aec.struthers@btinternet.com)

**(8-9) UK;** Dexter House, Royal Mint Court, Tower Hill, London EC3N 4QN; **Vessel Tracking and Monitoring Conference;** Website: <http://www.informamaritimeevents.com/FKT2295NI>; Member discount: 20%  
**(14) UK;** Solent Branch; Warsash Maritime Academy – Whalley Wakeford Lecture Theatre; **Technical meeting - Project HORIZON: The Impact of Fatigue on Seafarers;** No registration necessary; Email: [matthew.winter5@ntlworld.com](mailto:matthew.winter5@ntlworld.com)

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The Nautical Institute

## In a personal capacity...

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However when they write for our journal, they do so in a personal capacity unless otherwise stated. Their views are their own and do not necessarily represent their own organisations or the Institute.