



**Stakeholder Meeting on MRV of GHG Emissions from Ships  
Session 1 Data Availability and Needs  
Charlemagne Building, Brussels, Dec 05 2012**



- 1.) Introduction**
- 2.) Existing Processes on Board**
- 3.) IMO Technical Rules on CO2**
- 4.) Interaction Shore Organization**

## Who is speaking ?

- Captain Wolfram Guntermann
- Director Environmental Fleet Management, Hapag -Lloyd Ship Management
- Sailing Career began in 1979
- Masters and Engineers Licence , sailing as Ship Operation Officer
- Master on several Hapag –Lloyd Vessels
- Assignments to positions ashore in London, New York, and, Hamburg



## Master and Chief Engineer

- It is the Master's responsibility to navigate the vessel in a safe and economic way
- This task will be conducted in close cooperation with the Chief Engineer.
- Day's run evaluation, or whenever required at shorter intervals, are done mutually.
- Main engine consumption, distance steamed, engine revolution, slip, weather, state of the sea, currents etc. are documented in deck and engine log book .
- Checking the day's run performance is more comprehensive than checking the fuel consumption of a private vehicle.
- Taking any remedial actions are more a real time process than reacting to data „after the facts“

## View from the Bridge



## Administration

- Significant increase of administrative reporting requirements, which especially emerged in the aftermath of 9/11 with new security legislation.
- US Coast Guard spearheaded a remarkable initiative on national and international level.
- New reporting schemes were mandatory such as NOA ( Notice of Arrival ) and NOD ( Notice of Departure ).
- Failure to comply results in denial of port entry.
- An example of environmental reporting is the Ballastwater Report which has to be submitted to a National Ballastwater Clearing House.
- Any additional administrative burden for crew to provide data to calculate CO2 emissions / energy efficiency per route will constitute a significant increase of workload.

## Calling the United States



## MV Colombo Express



## Proactive Implementation of Rules

- Ship Energy Efficiency Management Plan (SEEMP) implemented in Summer 2011
- Entire fleet under own management and German flag certified under Energy Efficiency Design Index (EEDI) already in February 2012.
- Independent certification was carried out by Germanischer Lloyd for existing vessels.
- However, Hapag-Lloyd concurs with various industry groups that the EEOI ( Energy Efficiency Operational Indicator ) has not reached maturity yet.
- i.e. how do you deal with Full or MT TEU , or, with slings having trade imbalances such as Trans Pacific ?
- The EEOI as proposed cannot be pursued .

## How is this done at Hapag – Lloyd ?

- Some companies may claim they are already using state of the art reporting tools.
- Certainly there are still some “old fashioned” companies with just log books and paper records.
- We may find us somewhere in between
- Speaking in navigational terms, we are in a process of position finding to determine which reporting systems may fit best in the future.

## Entry into Bell Book



## Clean Cargo Working Group

- Hapag – Lloyd is a member since 2002
- Fuel consumption of fleet is collected on an annual basis and submitted to CCWG early spring each year.
- This is already an enormous administrative effort for various departments involved.
- Name of company must remain anonymous.
- CO<sub>2</sub> conversion factor being used is 3.1144 t-CO<sub>2</sub> / t-Fuel in line with MEPC 212(63).
- Reporting of GHG from ships would be fulfilled

## Ballinhaus, Hamburg



Thank you very much for your attention !

Captain Wolfram Guntermann  
Director Environmental Fleet Management  
Ship Management  
Hapag-Lloyd AG  
Ballindam 25  
20095 Hamburg Germany  
Phone + 49 40 3001 2157  
Fax + 49 40 3001 2210  
[wolfram.guntermann@hlag.com](mailto:wolfram.guntermann@hlag.com)