



Hapag-Lloyd

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

4120 SM Director Environmental Fleet Management Wolfram Guntermann





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

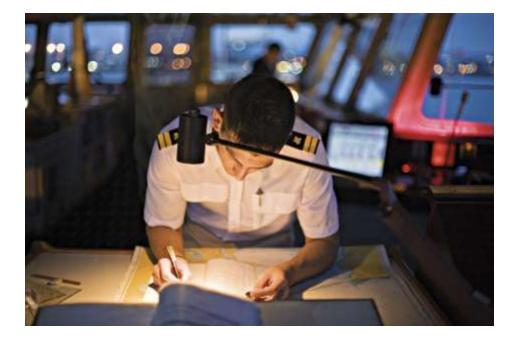
- Ship Energy Efficiency Management Plan (SEEMP) implemented in Summer 2011
- Entire fleet under own management and German flag certified under Energy Efficiency Design Index (EEDI) already in February 2012.
- Independent certification was carried out by Germanischer Lloyd for <u>existing</u> vessels.
- 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.

Interaction Shore Organization



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

Interaction Shore Organization



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 2 conversion factor being used is 3.1144 t-CO2 / 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 !

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