

The tiger jumps across the water

Covid-19 and geopolitical problems concern everybody worldwide and have serious impact on 21st MARINTEC edition.

Personal meetings of designers, equipment producers, shipyards and shipping companies are now more important than ever before. Virtual meetings or webinars have their own value but they cannot replace face-to-face talks.

Maritime stakeholders continue to identify their own solutions for individual ship types in order to comply with IMO regulations or to achieve self-imposed ecological and economic targets. Operators install new equipment to satisfy EEXI requirements and they consider replacement of older vessels. For ship newbuildings EEDI-3 and Carbon Intensity Index (CII) play an increasingly important role for decision makers.

Critics say that there is a lack of bravery worldwide in shipping and in East Asian shipbuilding companies to implement and deliver the best techno-economical shipbuilding solutions available already today. "Do we need to speed up qualified decision making in our traditionally slow reacting ("conservative") industry to deliver better results faster for the benefit of maritime stakeholders and the environment at large?"

On one side we see lighthouse projects with ("green") ammonia/methanol driven engines; on the other side we see very conservative shipbuilding results neglecting the progress made in technological developments. But we must apply most up to date innovations and features when building new vessels for surviving the 2030s and 2040s according to the environmental and commercial conditions.

Ship owners should not be shy to use their purchasing power to request best efficiency solutions in order to merge good ship building know-how with their own ship operational requirements. The cost for new merchant vessels is relatively low compared with the OPEX during a ships' lifetime.

Ships are only future assets when combining all new requirements of builder and user.

New answers are required for shipyards and ship operators to combine sustainability and efficiency, innovation and intelligence on the way to zero carbon, NO_x and N₂O reduction. Ship owners, financing institutions, shipyards and equipment supplier will have to carry heavy financial burden to implement new concepts from holistic hull resistance optimisation to future fuels, from air lubrication systems or wind energy using technologies to battery management systems. Appropriate solutions are available but they must be decided and implemented.

Many of the German MARINTEC exhibitors enjoy a long lasting fruitful relationship with innovation oriented Chinese partners and clients. All of them contribute in a win-win situation to the industry's success.

21st MARINTEC in the Chinese Year of the Tiger shows us again a forceful and target oriented Chinese shipbuilding industry. At the same time Asian and European maritime stakeholders are full of energy and working on innovative offers for the clients.

MARINTEC helps us to discuss challenges and increase our knowledge to identify new solutions. The Year of the Tiger symbolises exactly what maritime stakeholders need: strength and persistence but we also need trust, innovation and cooperation.

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