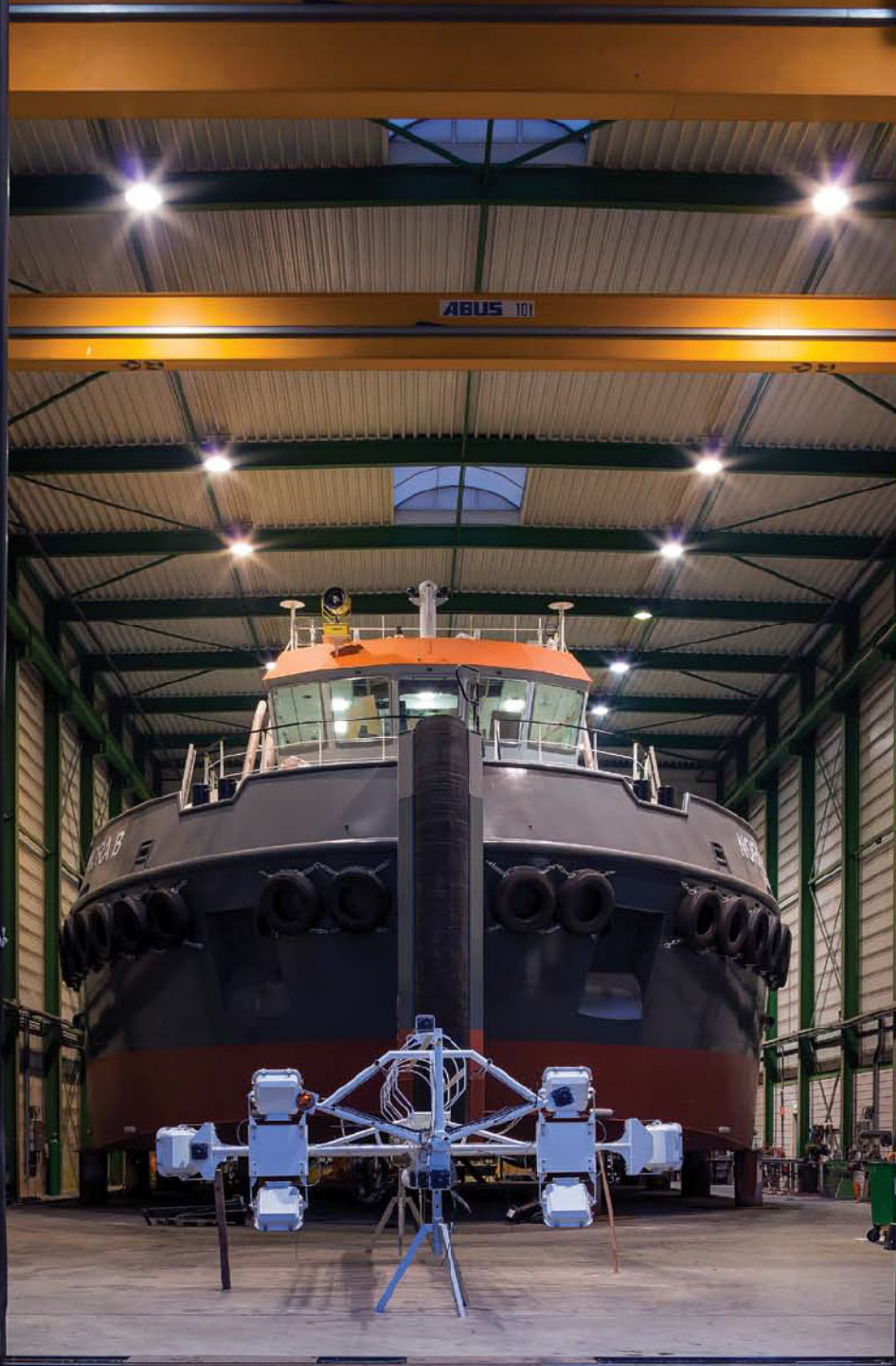


International Tug & OSV

INCORPORATING SALVAGE NEWS

July/August 2019



South American Focus: exclusive expert analysis of region's offshore market
Propulsion special: manufacturers rising to challenge of eco-regulations
A-Z Guide to Tug and OSV Builders and Repairers

Seminar looks at sulphur and GHG issues

The Indian Register of Shipping (IRClass) recently hosted a seminar in which industry stakeholders discussed the impending 2020 IMO fuel sulphur regulation and the initial IMO strategy on reducing greenhouse gas (GHG) emissions from ships.

Held at IRClass' head office in Mumbai, India, the one-day Fuel 2020 & GHG Emission session drew participation from ship owners and operators, consultants, marine engine suppliers and bunker suppliers.

In his welcome address, Vijay Arora, joint managing director of IRClass, spoke about the rapid advancements in marine fuel technology and the need for both short and long-term plans to implement IMO's GHG emissions strategy. He also mentioned that the industry today faces challenges – both regulatory and technical – that need to be deliberated by all stakeholders.

Guest of honour Capt Ashok Mahapatra, former director of IMO's Maritime Safety Division, highlighted in his keynote address the hitherto lack of clarity among ship owners, underwriters and charterers in dealing with non-compliant fuel, post-sulphur limit.

The seminar featured presentations by experts from IRClass, Reliance Industries, Great Eastern Shipping, Cummins India and Indian Oil Corporation. The presentations provided various perspectives – operational, technical, legal and commercial – regarding both fuel sulphur limit compliance and GHG emissions.

The seminar concluded with a lively panel discussion on the disposal of non-compliant fuel, the availability of compliant fuel and the development of joint industrial guidelines for shipowners. The panel agreed on the need for ongoing multi-stakeholder dialogue to pre-empt and address industry challenges of an increasingly multi-faceted nature.

Arun Sharma, executive chairman of IRClass, said: "It is important that we include stakeholders from the supply side, such as fuel suppliers and equipment manufacturers, when debating how the industry should respond to the IMO sulphur limit; we are likely to see a shift in our energy future where LNG, fuel cells and methanol will take a more prominent role."

