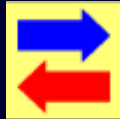




SCHOOL OF NAVAL  
ARCHITECTURE &  
MARINE ENGINEERING

LABORATORY FOR MARITIME TRANSPORT  
NEWSLETTER No 19  
October – December 2011



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**Dear Reader,**

The electronic newsletter of the Laboratory for Maritime Transport (LMT) of NTUA is issued regularly to inform you regarding our current and forthcoming activities. You are warmly encouraged to visit our website ([www.martrans.org](http://www.martrans.org)) for further information and to contact us about your enquiries. Your feedback will be highly valued. Kind regards...

*The LMT Staff*

**HAPPY NEW YEAR!**

*The Laboratory for Maritime  
Transport wishes everybody  
All the best for the New Year!*



Last year Greece ruffled some feathers by proposing to the IMO that a short list of MBMs be formed, consisting of basically two groups: (a) the International GHG Fund MBM, which is essentially a Levy on fuel, and (b) the Emissions Trading Scheme (ETS) MBM, putting on hold or rejecting all other MBMs. But that proposal was not accepted. According to Greece's position, hybrid MBMs that are based on EEDI should be put on hold as their adoption would essentially extend EEDI to existing ships, even though the index is to be applied to new ships only, starting in 2013. Applying EEDI to existing ships is something that has not been part of the long and difficult discussion on EEDI thus far, and actually there is no current plan to discuss it. Yet, there are two MBMs on the table that embed EEDI in their formulation, each in a different way: the Ship Efficiency Credit Trading (SECT) proposal by the United States and the Efficiency Incentive Scheme (EIS) MBM, a merger of the MBMs by Japan and by the World Shipping Council (WSC). How are these MBMs going to be assessed without a discussion of how EEDI can be applied to existing ships? And such a discussion can be a difficult one.

**Editorial**

by Harilaos N. Psaraftis

What would 2012 hold for maritime transport? If 2011 went down in history as the year in which EEDI (the ship's Energy Efficiency Design Index) was adopted by the International Maritime Organization (IMO), what about 2012? Being certainly no astrologer, I can still venture some thoughts, by necessity subjective, biased and incomplete.

One item that is pending since the spring of 2011 is IMO's discussion on Market Based Measures (MBMs). In fact, all MBM proposals submitted to the IMO since 2010 are still on the table, as MEPC 62 last July did not have the time to discuss them due to the discussion on EEDI. Which would be the one that is chosen, and when would that be? Well, the road ahead seems long, as, among other things, an impact analysis of the MBMs is foreseen, which is something that will not be completed before MEPC 64 in 2013.

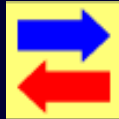


On a completely different subject, I certainly feel vindicated that the Greek government changed its position as regards the cabotage law for the cruise industry in Greece. In 2010 it had passed a law allowing non-EU flag cruise vessels to



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homeport in Greece under a scheme of signing multi-year contracts with the Greek government that stipulate a number of obligations, such as minimum number of port visits, fees for unemployed seamen and even a scheme for voluntary hiring of sailors. According to a study by the Hellenic Chamber of Shipping, using Greek ports by foreign lines as home ports would significantly increase Greece's GDP and would create thousands of new jobs, both being highly desirable this time and age. My opinion at the time was that the stipulations of the law were too restrictive and as a result no homeporting would occur. This regrettably proved to be the case and now the government says they would truly liberalize cruise cabotage. This is surely good news, although I would wait to see the fine print.

**SUPERGREEN PROJECT NEWS**



**SuperGreen vis-à-vis Trans-European Transport Networks (TEN-Ts)**

Was the selection of corridors by the SuperGreen project circa 2010 a precursor of European Transport policy in 2011?

On Oct. 19, 2011 the European Commission published its proposal for a Regulation revising the guidelines for the development of the trans-European transport network (TEN-T) [COM(2011) 650/2]. The document aims at developing a complete TEN-T, consisting of infrastructure for railways, inland waterways, roads, maritime and air transport, pursued through two fields of action.

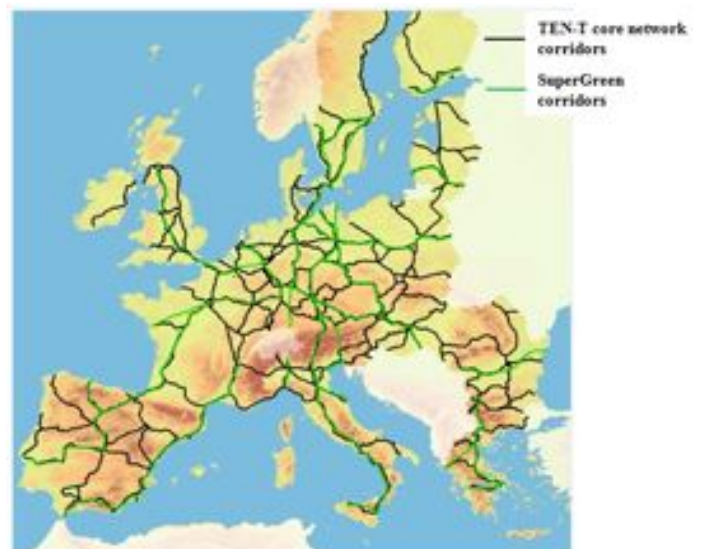
The first one concerns the 'conceptual planning' of the network for which a dual-layer approach has been selected, consisting of a comprehensive and a core network. The comprehensive network is, in large part, derived from the corresponding national networks and should be in place by 2050 at the latest. The core network overlays the comprehensive one and consists of its strategically most important parts. It constitutes the backbone of the European multimodal mobility network and should be completed by 2030 at the latest.

The second field of action concerns the implementation of the network. The Commission has developed the concept of 'core network corridors' as an instrument for the coordinated

implementation of the core network. Core network corridors involve at least three transport modes, cross at least three Member States, cover the most important cross-border long-distance flows in the core network and, in general, include at least one maritime port and its accesses.

The proposed Connecting Europe Facility [COM(2011) 665/3], which will finance EU priority infrastructure in transport, energy and digital broadband, lists 10 core network corridors. The overlap that exists between the land part of the core network (plotted below in black) and the 9 corridors that were selected by SuperGreen in 2010 (in green) is considerable, even after accounting for the fact that the priority projects of the TEN-T were taken into consideration, among several other criteria, when selecting the 9 SuperGreen corridors in 2010.

A number of other characteristics concerning the nature and governance of the core network corridors resemble 'green corridor' features as they have been proposed in earlier SuperGreen project deliverables.



**Mark your calendars for the Gijon workshop, April 17, 2012**

The next workshop of project SuperGreen will be held at Gijon, Spain on April 17, 2012. The workshop will be kindly hosted by SuperGreen partner Port Authority of Gijon. The focus of this particular workshop will be to discuss a number of policy recommendations on green corridors formulated by the SuperGreen consortium. SuperGreen friends please mark your calendar with this event and stay tuned for more details. Supergreen activities and documents can be monitored at <http://www.supergreenproject.eu>



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### LMT attending meeting of experts at UNECE Geneva

The LMT director was invited to a group of experts on climate change impacts and adaptation for international transport networks. The group was set up by the Transport Division of the United Nations Economic Commission for Europe (UNECE). A meeting of the group took place in Geneva, Switzerland on Nov. 8, 2011.

### LMT present at INFORMS Charlotte



Harilaos Psaraftis presented a paper on a specialized pick up and delivery problem at the annual meeting of the Institute for Operations Research and the Management Sciences (INFORMS) in Charlotte, North Carolina, USA in November. Travelling thousands of miles to this meeting proved to be a worthwhile experience, at least in terms of meeting old friends and colleagues. More than 4,000 papers were presented at the conference.

### SNAME 2011 Annual Meeting



During the annual meeting of the Society of Naval Architects and Marine Engineers (SNAME) in Houston in November,

Christos Kontovas presented a paper co-authored with N. Ventikos and H. Psaraftis related to the environmental risk evaluation criteria in Formal Safety Assessment. This was based on our work within the International Maritime Organization, an issue in which LMT was heavily involved during the last 4 years.

### LMT director elected International Regional Vice President of SNAME



At SNAME's annual meeting it was announced that Professor Psaraftis, SNAME Fellow, was elected International Regional Vice President of SNAME. There are two Vice Presidents from each of the Society's five Regions. One Vice President from each Region is elected every other year for a four-year term. The new position of International Regional Vice President started with only one vice president, but it is expected that there will be two in the future. The position of Regional Vice President was established by the Society to ensure a geographical diversity in the membership of the Executive Committee. Additionally, it is expected that the Regional Vice Presidents will assure improved two-way communication between members and the Executive Committee. RVPs serve two years on the Executive Committee and at the same time they are Council members for four years.

### ELINT 2011 Annual Meeting



The Hellenic Institute of Marine Technology (ELINT) organized its Annual Meeting for the 5th consecutive year. A special section was devoted to selected paper that were presented by Greek researches during the 2011 conference of the International Maritime Association of the Mediterranean (IMAM) that took place in Genoa, Italy in September. Among others, a paper co-authored by Kontovas, Ventikos and Psaraftis on estimating the cost of tanker oil spills was selected and presented by Dr. Ventikos.



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## Ventikos speaks on wreck removal



Dr. Nikos Ventikos gave an interview to Maritech – Maritime and Technology News on the developments and best practices of wreck removal; he focused on topics and work done with regards to wreck removal in LMT-NTUA but he also spoke for wreck removal in general. More specifically, Dr. Ventikos

explained in brief the most important methodologies and practices of wreck removal giving some advantages and disadvantages of all described methods and techniques. Moreover he analyzed the environment of wreck removal explaining the significance of the prevailing environmental conditions, the type of the bottom of the sea etc. Then Dr. Ventikos presented some characteristic examples of successful wreck removal operations that have been recorded in the international literature; namely he gave interesting details for the removal of the military submarine KURSK and the operation for the car carrier TRICOLOR. The interview of Dr. Ventikos can be found in volume 16 and pages 24 and 25 of the journal Maritech – Maritime and Technology News.

## PhD Thesis Defense

On December 16<sup>th</sup>, 2011 **Christos Kontovas** of LMT successfully defended his PhD thesis entitled "Quantitative Risk Management Framework for Maritime Safety and Environmental Protection" under the supervision of Prof. Harilaos Psaraftis.



## SNAMESOME 2012: update

Mr. Andreas Chrysostomou of Cyprus, chairman of IMO's Marine Environment Protection Committee (MEPC) will be the keynote speaker of the 4th International Symposium on Ship Operations, Management and Economics (SOME), to be organized by SNAME's Greek section on Nov. 8-9, 2012. Some 50 abstracts have been received for consideration for the Symposium. Authors will be notified by Feb. 15, 2012 and full papers are due by March 31, 2012.

## Video link to talk on Profitable and Green Shipping



Harilaos Psaraftis gave a talk entitled "Challenges for a Profitable and Green Shipping" at the "Capital+Vision" symposium organized by the Greek-German Chamber of Commerce last September. A video of this talk is now available online at the Bodossakis Foundation web site, at this link

<http://www.blod.gr/lectures/Pages/viewlecture.aspx?LectureID=200>

The talk is in Greek and is simulcast with the PPT presentation which is in English.

## Lyridis elected member of the Hellenic Committee of the KR

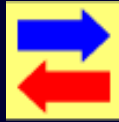


In November 2011, Assist. Prof. Dimitrios V. Lyridis has been elected member of the Hellenic Committee of the Korean Register.



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## MEETINGS AND EVENTS

### attended by LMT staff

- UNECE meeting of group of experts on climate change impacts and adaptation for international transport networks, Geneva, Switzerland, Nov. 8, 2011.
- INFORMS 2011 Annual Meeting, Charlotte, NC, USA, Nov. 13-16, 2011.
- SNAME 2011 Annual Meeting & Expo, November 18-19, 2011 Houston, TX.
- ELINT 2011 Annual Meeting, Hellenic Institute of Marine Technology (ELINT), November 28 and 29, 2011, Athens, Greece.
- Lloyds List Greek Shipping Awards, Dec. 2, 2011, Athens, Greece.

## PAPERS, PRESENTATIONS & SPEECHES

### by LMT staff

- Panagakos G.P., Psaraftis H.N. (2011), "Green corridors in the EU transport policy", Proceedings of the 9th SoNorA University Think Tank Conference, Bologna, Italy, October 19, ISSN 1868-8411.
- Kontovas, C.A., Psaraftis, H.N. (2011), "Climate Change Policy in Shipping Focusing on Emission Standards and Technology Measures", Environmental Engineering and Management Journal, Volume 10, Issue 10, pp.1589-1596, October 2011.
- Kontovas, C.A., Ventikos, N. , and Psaraftis H.N. (2011) , " Estimating the Consequence Costs of Oil Spills from Tankers, 2011 SNAME Annual Meeting & Expo, November 18-19, 2011 Houston, TX.
- Psaraftis, H.N., "A Multi-commodity Capacitated Pickup and Delivery Problem: The Single and Two-vehicle Cases," INFORMS 2011 Annual Meeting, Charlotte, NC, USA, Nov. 13-16, 2011
- Psaraftis, H.N., "The Quest for Greener Shipping," lecture at the Massachusetts Institute of Technology, Cambridge, MA, USA, Nov. 17, 2011.
- Ventikos NP and Panagakis-Panagopoulos C. 2011. Inventory of air emissions from ships: model and analysis in local scale. Book of Maritime Transport, vol 5, pp 111-124, Athens, Greece.
- Ventikos NP and Grigoriou E. 2011. Presentation of selected marine accidents that led to oil pollution. Maritech – Maritime and Technology News, vol 16, pp 16-20.

## NEWSFLASH: NEW LMT AWARDS

### EFKRANTI 2011 AWARDS

Harilaos Psaraftis of LMT and Panos Zachariadis of Atlantic Bulk Carriers Management Ltd will jointly receive Naftika Chronika's Efranti Award in the category of the best international representation of Greek shipping for 2011. The Efranti Awards ceremony will take place at the Laskarides Library in Piraeus on Feb. 9, 2012.

### SNAME 2011 STUDENT THESIS COMPETITION

Panagiotis Sotiralis won the 2011 student thesis competition sponsored by the SNAME Greek Section. The thesis title was "Study on the Probabilistic Oil Outflow from Tankers: Quantities and Costs" and the thesis supervisor was Assistant Professor Nikos Ventikos of LMT.

More details on both these awards in the next LMT newsletter.

## LMT's Lloyd's List Greek Shipping Awards

