

# FUTURE OF SHIPPING

## Follow the Wind



Follow the Wind - The shipping industry is searching for credible, viable and cost-effective low carbon solutions and wind propulsion technologies can deliver those, helping to make vessels compliant with existing and impending emission regulations, cutting fuel costs significantly and creating energy security and long term resilience in a volatile market. SMM2018 offers a great opportunity to visit exhibitors that are using 21st century technology to drive the reintroduction of clean, predictable maritime wind propulsion systems.

### Norsepower

Hall A5 - booth 302

[www.norsepower.com](http://www.norsepower.com)

Norsepower Oy Ltd is a Finnish clean technology and engineering company pioneering modern auxiliary wind propulsion for the global maritime industry. Norsepower's Rotor Sail Solution is a proven, low-maintenance, easy to use, and reliable fuel-saving technology, supporting the decarbonisation of the shipping industry. Norsepower's Rotor Sails are currently installed on two commercially operating vessels:

M/V Estraden, a Bore vessel offering a Ro-Ro and General Cargo service between the UK and Belgium  
Viking Grace, a Viking Line cruise-ferry travelling between Finland and Sweden

During 2018, Rotor Sails will be also installed on board a Maersk Tankers 109,647 dwt LR2 product tanker.



### Bound4Blue

Hall A5 – booth 100

<http://bound4blue.com>

bound4blue has developed an innovative wingsail system to be integrated onto a wide range of vessels. The system has been conceived as a complementary propulsion system which produces effective thrust from wind power, reducing the main engine power required and therefore delivering savings up to 40% on fuel consumption, with an associated emissions reduction. Its integration ensures a payback period under 5 years and does not reduce the available cargo volume, so it doesn't have a negative economic impact offering a complete solution to the maritime industry challenges.



### Peace Boat - Ecoship

Hall A5 - booth 110

<http://ecoship-pb.com>

Peace Boat is Japan's largest cruise organisation. After 35 years of around-the-world voyages, Ecoship is the next stage of Peace Boat's journey to promote climate action by constructing the world's most sustainable cruise ship. The Ecoship will be fitted with 10 retractable sails expected to produce an average of 4% of the necessary propulsion power and up to 10% under optimal sailing conditions. The ship is also equipped with wind turbines so that wind energy can be generated and used when in port. Ecoship's maximised use of renewable energy will be a game changer. Ecoship will sail as a flagship for climate action and UN Sustainable Development Goals.



### MARIN

Hall B2.EG – booth 320

[www.marin.nl](http://www.marin.nl)

MARIN is an independent research institute for the maritime sector, specialised in Hydrodynamics and Nautical studies. We have a dual mission: to provide industry with innovative design solutions; and to carry out advanced research for the benefit of the maritime sector as a whole. MARIN has already built a firm understanding of the performance of wind (assisted) ship propulsion and is continuing to broaden and refine its prediction methods. Our customers include commercial ship builders, fleet owners, navies, naval architects and offshore companies the world over.



### MariGreen

Hall A5 – booth 204

[www.marigreen.eu](http://www.marigreen.eu)

Wind propulsion in commercial shipping plays a major role in the innovation project MariGreen. Highlights until now are the installation of the Eco-Flettner rotor onboard the MV "Fehn Pollux". The 90 meter coastal cargo ship was also equipped with a routing program developed in the project to help the crew find the optimal route for the wind assisted propulsion system.



*“...to peak GHG emissions from international shipping as soon as possible and **to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008...**”*  
(International Maritime Organisation (IMO) Initial Strategy Statement, April 2018)

*“In 2030, the market potential could amount to 3,700–10,700 installed systems on bulkers & tankers, associated with approx. 3.5–7.5 Mt CO2 savings & 6,500–8,000 direct + 8,500–10,000 indirect jobs.”*  
(EU Commissioned Report, Nov 2016)

## SMM area plan



[www.wind-ship.org](http://www.wind-ship.org)



The International Windship Association facilitates and promotes wind propulsion for commercial shipping worldwide and brings together all parties in the development of a Windship sector to shape industry and government attitudes and policies. IWSA is a member driven, not-for-profit association with over 30+ wind propulsion technology providers and projects, backed by naval architects, marine engineers, researchers, academics, regional government, shipping companies and seafarers.

If you would like to meet IWSA secretary general at SMM2018, contact Gavin Allwright  
secretary@wind-ship.org or call/txt +44-(0)7517-105817