



FOR IMMEDIATE RELEASE

The 'New Normal' in Shipping, "K" LINE signals the way forward for Decarbonisation

As the shipping industry starts to make it's first tentative steps back towards 'new normal' operations, there are increasingly loud calls to 'build back better' and to make smart investments that bring efficiency and profit but also bring resilience and the management of future risk front and centre. One company that is helping lead the charge is Kawasaki Kisen Kaisha, Ltd., or "K" LINE, operating 468 large vessels worldwide and this is signalled strongly by today's announcement that they have joined the International Windship Association (IWSA), the member driven not-for-profit organisation that is dedicated to the promotion and facilitation of direct wind propulsion in commercial shipping. With "K" LINE joining IWSA, they are sending a clear message to the industry and policy makers that wind propulsion is a credible, viable and increasingly attractive solution, especially as fuel prices bounce back, with increasingly likely fossil fuel levies in the near future and more expensive alternative fuels that will start to become commercially available over the next decade.

Atsuo Asano, "K" LINE Representative Director & Senior Managing Executive Officer states; "Joining IWSA is a great opportunity for our company. Through IWSA activities, maritime stakeholders can create a big scrum, pushing together towards the uptake of direct wind power applications for commercial ships. We believe this association will bring a bright future for the shipping industry."

This announcement comes on the back of "K" LINE's commitment to deploy the Airseas kite propulsion systems, known as Seawing on their vessels, after a period of testing and analysis next year they have signed the option for a further 50 installations for their fleet.

Koji Tsumuraya of "K LINE's Advanced Technology Group adds "It is a great pleasure to join IWSA and we have selected the Airseas kite system as the most promising wind propulsion for our vessels, in view of its enhanced traction power resulting from it flight control technology. With IWSA, we strongly step forward for environmentally friendly maritime transportation."

These sentiments are naturally echoed by IWSA Secretary General, Gavin Allwright who summarizes what wind propulsion means for shipping in a rapidly decarbonizing world; "We are delighted to welcome "K" LINE to the association, adding a powerful voice to our calls for wind propulsion to be considered as a significant and immediate decarbonization tool for the world's fleet. Wind-assist retrofits will deliver 5-20% of the propulsive energy required by large vessels on their current motor vessel operational profile, with the potential to reach 30%. This abundant energy is delivered at zero cost and emissions for the life of the vessel, directly to the point of use without the need for additional expensive infrastructure."

A market projection released in an EU report in 2016 forecast that wind propulsion technology installations could reach up to 10,700 in the container, bulker and tanker markets by 2030, these findings were recently echoed by the UK Clean Maritime Plan released in July 2019 that identified wind propulsion technologies as a £2 billion a year market by the 2050s. Wind propulsion solutions are now coming into a market where ship owners are looking at every means of reducing carbon emissions in anticipation of tightening rules at IMO, carbon pricing and higher carbon taxes. There are few, if any, technology solutions available today that can deliver this level of savings, so wind is really turning heads, and where "K" LINE is leading, others are sure to follow.

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Additional Information for Journalists

Kawasaki Kisen Kaisha, Ltd. (“K” LINE): “K” LINE is a Japanese-based integrated logistics company that has grown from its original shipping business, and operates 468 vessels, or nearly 40 million DWT. “K” LINE contributes to society so that people live well and prosperously. We always recognize this principle in our operations. “Seawing” is one of our solutions. “K” LINE and Airseas cooperate on further improvement of their solution by utilizing the operation and performance data obtained from the ship operation and performance management system “Kawasaki Integrated Maritime Solutions” installed in our fleet vessels. “K” LINE has decided to install the automated kite system “Seawing” developed by Airseas to a large bulk carrier owned by our company. In a case, the bulk carrier can reduce CO2 emissions by more than 20%, about 5,200 tons of CO2 annually.

<https://www.kline.co.jp/en/index.html>

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International Windship Association (IWSA): facilitates and promotes wind propulsion solutions for commercial shipping worldwide and brings together all parties in the development of a wind ship sector to shape industry and government attitudes and policies. IWSA is a member driven, not-for-profit association made up of wind propulsion technology suppliers and ship development projects, shipping lines, shipbuilders, designers, naval architects, engineers, academics, NGO’s and Class with five main areas of activity:

Network – grouping like-minded organisations and individuals sharing ideas, skills, technical and market information for the development of commercial wind ships.

Promote – promoting the economic value of wind propulsion to the industry

Educate – acting as a central information hub for the wind propulsion sector, ship owners and operators, shipyards, ports, governments, equipment producers, the media, NGOs, and the wider public.

Incubate – securing funding streams, project collaboration, grant applications, research and the pooling of resources.

Facilitate – establishing common approaches/criteria for all stages of project development, support stakeholders, advise and lobby legislative bodies on policies, activities, funding and incentives required to retrofit existing ships and build new commercial wind ships.

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