



Newsletter April 2021 Secretary's Message

Welcome to the [“Decade of Wind Propulsion”](#), the decade of delivering on all of the potential that wind propulsion has promised. As we moved into this period, the number of large vessels with wind propulsion systems installed reached 11, along with an additional ‘wind-ready’ vessel and at least three pending installations before the end of Q2. There are two newbuilds underway and two others announced for delivery next year, thus the trajectory is for this number to double in the coming 12 months.

This declaration is a clear statement of intent by the IWSA membership and as part of that we recently released our [‘Open Letter’](#) to policy makers and decision makers in the shipping industry and signed by 90+ companies. With this letter we are not calling for special treatment for wind propulsion, rather for the adoption of a ‘propulsion or energy’ oriented approach rather than the current narrow ‘fuel-centric’ one. We call for the setting up of an international multi-stakeholder group to fully assess the potential of wind propulsion and for a strategic review of the multiple decarbonisation pathways to ensure that the appropriate criteria, data and approaches are being utilised, a vital review as the industry can’t afford to continue to make decisions based on incomplete, inaccurate or simply outdated assumptions and data. That undermines all of our hard work and the momentum building in the industry to decarbonise and we will be working to assure that these activities will be undertaken by a cross section of key international stakeholder representatives.

Currently there is a lot of ‘decarbonisation activity’ and a lot of noise around the development of alternative fuels which will also be critical to decarbonisation in the long term, however there is a significant cost involved and it was with this in mind, that I recently penned a thought piece on [‘Could Wind Propulsion Fund the Decarbonisation of Shipping?’](#), with a series of conservative assumptions on fuel prices, installation costs and fleet size, the answer was yes. By reducing the overall cost by reducing bunker requirements and through \$1 trillion in savings from reduced fuel cost over the next three decades, the industry could affectively pay for the roll out of these alternative fuels by a high ambition roll out of wind propulsion solutions fleet wide this decade and through new build vessels being optimised for wind propulsion.

As we head into the decade, there is a critical period approaching where decisions are being made and the pathway forward will likely become more structured. Around 2023, we will have the third phase of EEDI, EEXI and CII coming into force and shipping’s inclusion into the EU Emissions Trading Scheme, but also this period is when key decisions will be made by large shipping companies on technologies and energy pathways for the first large carbon neutral/zero-emissions vessels being introduced into the fleet. Thus, it is increasingly important as an association that we make sure all current regulations and those in the pipeline adequately reflect wind propulsion power delivery to vessels and do not add additional hurdles and barriers to uptake, and IWSA will continue to ramp up its scrutiny of these going forward.

Finally, a big thank you to all members on the feedback regarding the Wind Propulsion Accelerator program, and work is progressing on setting that up. This will take some time and the funding pledges already received from members go a long way to helping the team deliver on that. I look forward to sharing a more detailed update of this and many other projects and programs at our virtual Annual General Meeting, scheduled for the morning of 31st May followed in the afternoon by the Blue Week Natural Propulsion Seminar and Wind Propulsion strategy workshop on 4th June. (More details below)

Gavin Allwright (IWSA Secretary General)

secretary@wind-ship.org

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2. Project Updates & Wind Propulsion Developments

Anemoi Marine Technologies (UK)



Oldendorff Carriers has signed a Joint Development Project (JDP) with [Anemoi Marine Technologies](#), Lloyd's Register and Shanghai Merchant Ship Design and Research Institute to develop a wind-assisted propulsion solution for Dry Bulk Carriers by installing a series of Anemoi rotor sails on a 207,000 dwt Newcastlemax bulk carrier. The project is scheduled for completion in 2022. [Read more...](#)

This project will develop a series of new energy efficient Rotor Sail vessel designs with proposed ship types including 85,000 and 210,000 DWT bulk carriers, a 325,000 DWT very large ore carrier (VLOC), a 114,000 DWT Aframax tanker, a 50,000 DWT MR tanker and a VLCC.

Mitsui O.S.K. Lines (Japan)



In March, [Mitsui O.S.K. Lines, Ltd.](#) signed their 2nd MOU to develop a wind-powered bulker with Enviva, a global renewable energy company specializing in sustainable wood bioenergy. [Read More...](#)

This announcement follows the MOL and Tohoku Electric Power deal to produce a coal carrier equipped with their Wind Challenger hard sails to be built by Oshima Shipbuilding for a 2022 launch. [Read more...](#)

MOL has also recently joined a corporate-academic partnership in a zero-emission initiative called the "Wind Hunter Project," seeking new applications for H2 and wind power, with onboard generation of H2 using excess wind energy. [Read more...](#)

AYRO (France)



[AYRO](#) has recently been awarded an Approval in Principle (AiP) from DNV GL for its Oceanwings 3.6.3. [Press Release \(English\)](#) // [Press Release \(French\)](#)

In March, AYRO received the Innovation Ocean Trophy 2020-21 giving recognition of the Oceanwings® capacity to contribute to the decarbonisation of the shipping industry. In partnership with Campus mondial de la mer, le Cluster Maritime Français, l'IFREMER, RespectOcean, Pôle Mer Bretagne Atlantique, Pôle Mer Méditerranée et le marin. [Press Release \(English\)](#) // [Press release \(French\)](#)

Dutch yard Neptune Marine has started to build the first Canopée vessel equipped with four 30m high Oceanwings® with an area of 375 m² each (total 1500 m²). [Read more...](#)

Norsepower Oy Ltd (Finland)



[Norsepower](#) continues to deliver installations to market. The latest is the 12,251GT side-door RoRo, SC Connector with two 35m tiltable rotor sails completed earlier this year. Sea-Cargo has been reporting better than anticipated performance [Read more...](#) [View here](#)

Norsepower has also announced its first newbuild order with five tilting rotor sails onboard a large bulk carrier. The name of the customer hasn't yet been released, but delivery is expected in 2021 [Read more...](#)

Additionally, they have signed a framework agreement with Offshore Technology Development (OTD), Keppel Offshore & Marine's technology arm to assist with the initial survey, design and engineering works etc. [Read more...](#)

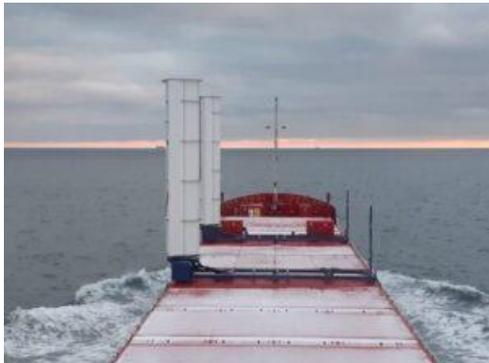
Wallenius Marine (Sweden)



[Wallenius Marine](#) and Wallenius Wilhelmsen have announced the plan to build a wind-powered Pure Car and Truck Carrier based on the Wallenius Marine Oceanbird design and named the 'Orcelle Wind'. Once completed, it will have the capacity to carry 7,000 vehicles at 10-12 kn under sail alone. [View video](#)

The vessel design is scheduled to be ready for contracting with a shipyard by mid-2022, and a finished vessel launched by 2025. [Read more...](#)

Econowind (Netherlands)



Boomsma Shipping has installed two [eConowind](#) Flatrack VentiFoil on the Dutch flagged MV Frisian Sea, a 6477dwt general cargo vessel and has already made its maiden voyage to Vasteras, Sweden with the VentiFoil in operation, during which eConowind has been conducting the start-up tests. The following months are being used to optimize the system and operations and train the crew. The installation was made as part of the ongoing EU Interreg WASP project. [Read more...](#)

TMA Logistics also tested a containerised version on a container barge the Ms Royaal on the IJsselmeer and the Wadden Sea, between Harlingen and Amsterdam, yielding a fuel saving of 10%. [Read more...](#)

Chantiers de l'Atlantique (France)



In February, [Chantiers de l'Atlantique](#) announced a new test rig that will be installed at their yard in St Nazairre, France. The AeolDrive has a mast tiltable through 70° which will support a 1,200 m² Solid Sail system. [View video](#)

When fully rolled out it will be one of the highest composite masts in the world at 95m when deployed in 2022. This installation will be in two phases, with the first one a 38 m mast with a sail areas of 550 m² during the fall of 2021, and the second a year later on a 1:1 scale. [Read more...](#)

BAR Technologies (UK)



[BAR Technologies](#) has launched a 3-year project to develop low-carbon concept designs for the maritime industry beginning in June 2021, The CHEK project will be carried out by a consortium of partners such as universities, vessel operators, charterers, as well marine technology companies and designers.

The project is part of the EU Horizon 2020 program. CHEK's focus will be on delivering a Kamsarmax bulker and a Meraviglia class cruise ship. BAR Technologies will focus on developing a wing sail array for the Kamsarmax bulker. Including automated optimised routing, waste heat recovery and hull form optimisation. [Read more...](#)

New Virtual Showroom for WindWings: [Deltamarin](#), Cargill and BAR Technologies - [View here](#)

Windship Technology (UK)



[Windship Technology](#) recently released their “True Zero Emission” ship design powered by their new rig technology and confirmed the findings from the Wolfson Unit, University of Southampton following a detailed study into its triple wing rig. [Read more...](#)

In February, they also announced another key contract with an investment partnership with DNV, who will be verifying the design of their ‘Tesla of the Seas’ solution for shipping, incorporating 48m stowable wind propulsion rigs, large solar arrays, carbon capture, optimised hull shapes and specialised weather routing software into the overall design package.

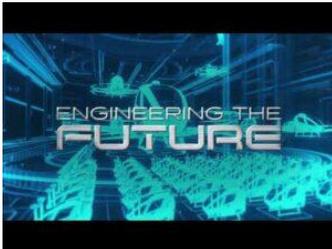
NEOLINE (France)



[Neoline](#) has secured two additional cargo agreements, firstly with JAS Hennessey to transport 4 million bottles per year between Montoir de Bretagne (France) and Baltimore (USA) starting in 2023. [Press Release \(English\)](#) // [Press Release \(French\)](#)

Michelin has also chosen Neoline to transport pneumatic tires on the Halifax (Canada) / Saint-Nazaire – Montoir de Bretagne (France) line, as soon as the first cargo sailing ship is commissioned. This agreement provides cargo for the return leg of the Atlantic route. [Read more...](#) These cargo owners join three others; Renault Group, Beneteau and Monitou.

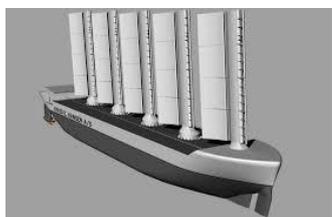
Also in the News...



Engineering the Future – Maritime Documentary – Wind Propulsion in Shipping features heavily in this episode from the excellent series. Released on Curiosity Stream in April & HBO in May. with over 65 million subscribers between them. [Series Trailer](#). This documentary features systems already installed on vessels showing what is being done today. We hope that the next series will have room for the many additional exciting technologies and projects coming through the pipeline too.



[Zéphyr & Borée](#), the Nantes based company, is developing a design for the world’s first sailing containership, project Meltem is a 185m, 1,830 TEU vessel that will be equipped with eight wing-sails, with the potential to reduce carbon emissions by 80% on a transatlantic journey at 11kn. [Read more...](#)



WindShip 2025, design from Knud E Hansen is an unmanned 50,000dwt bulk carrier vessel with a high lift wing rig and a modular approach to alternative fuel/auxiliary power generation and power regenerative props. In a strong favourable wind with a harvesting speed of 16kn, about 2,000kWe of power can be generated and stored. A propulsion power of 2MW is also enough to power the ship at 11kn and run all auxiliaries when there is no wind to sail. [Read more...](#)



“Accelerating Decarbonisation in Shipping: A No Regrets Approach Using Wind Power”, This short technical policy paper from the **Institution of Mechanical Engineers** (UK) is calling for the UK Government to support the development of a demonstration ship using retrofitted sails to help ship owners and users understand the business case for how wind could be used as primary propulsion for cargo vessels. The Institution recently supported a feasibility study for a ship retro-fitted with sails which was carried out by [Smart Green Shipping](#) [Read more...](#)



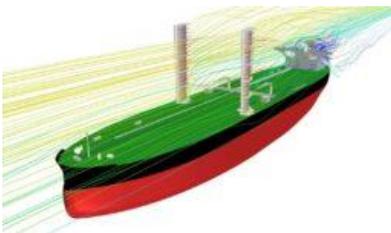
The «With Orca» - Powered by Nature ship design from new IWSA member [Norwegian Ship Design](#) for Heidelberg Cement and Felleskjøpet Agri. It will be a 88m, approx. 5500 dwt self-unloading bulk vessel with zero emissions, slated to be the world’s first H2 powered cargo ship with a significant wind propulsion component. During 2021 the ship concept will be fully developed and optimized, aiming at ordering the vessel by the end of the year and operational early 2024. [Read more...](#)



[Airseas](#) has received AiP from Bureau Veritas for its 500m² Seawing system and from ClassNK for its 1,000m² one. Its first pre-series 500m² system will be installed on the Airbus *Ville de Bordeaux* RoRo vessel by the end of 2021. Following this installation, a 1,000m² serially-produced Seawing will be installed on a “K” Line bulker. “K” Lines then anticipates installing up to 50 more. [Read more...](#) [Read more...](#)(French Article)



In a market first, a wind-assist vessel has been purchased by a 3rd party, with the 13-year old Maersk Pelican bought by Buana Lintas Lautan, the Indonesian Oil and Gas company which owns and operates 35 tankers (total capacity 2.3 mill dwt), and now renamed ‘Timberwolf’. Tommy Thomassen, CTO at Maersk Tankers; “This vessel was special to us...while the vessel is sold with the technology installed onboard, we will continue to work with relevant parties to enable the use of WPT onboard product tankers...” Rotor installations from [Norsepower](#) [Read more...](#)



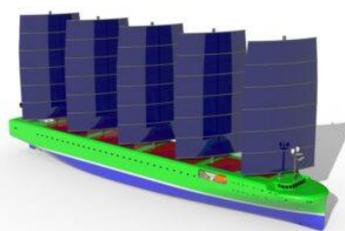
Congratulations to Korea Shipbuilding and Offshore Engineering (KSOE) for the awarding of an Approval in Principle (AIP) by DNV GL for a wing-sail auxiliary propulsion system for ships – the result of a joint research project between KSOE and SK Shipping. [Read more...](#)

Also in Korea, Korea’s DSME (Daewoo Shipbuilding & Marine Engineering Co., Ltd.) have also been awarded an AiP from DNV for a new rotor sail system. [Read more...](#)



[NAOS Ship and Boat Design](#) designed Wepas (Wind Energy Propulsion Aid for Ships) system has been installed for testing on board the new Cyprus flagged passenger vessel, DNV Bridge which is currently undergoing seatrials.

The installation on the ship of the first 'wind blade' was announced by Naos Design, leader of a group of companies (which also includes Concrane Srl and the University of Udine) [Read more...](#)



The engineering office [Detlev Löll](#) and TECHNOLOG services have introduced a new container ship concept. The project consortium has designed a sailing ship that can carry 500 containers across the world’s oceans with zero emissions. The concept includes hydrogen and battery systems to enable the vessel to operate emissions free even during poor wind conditions.

3. New Members & Registered Supporters

We are delighted to welcome the following 15 new members to IWSA:

Full Members



[Southern Spars](#) (UK): specialises in design and manufacturing of carbon fibre spars and components with a powerful in-house modelling capability. [Press Release](#)



[Norwegian Ship Design](#) (Norway): Delivers first class Ship Design, Consultancy and Advisory services and firmly believes that WPT will play an important part in decarbonizing shipping.

Associate Members



[American Bureau of Shipping \(ABS\)](#) (USA/Den): a leading provider of classification and technical advisory services to the marine and offshore industries. [Press Release](#)



[SINTEF Ocean](#) (Norway) (formerly MARINTEK) is an independent research institute that conducts R&D across the maritime sector. [Press Release](#)



[VPLP](#) (France): VPLP Design is a long-established naval architecture firm, using its wealth of experience to actively propose innovative wind-assisted ship designs.



[Stephenson Harwood](#) (UK & International): a leading international law firm advising on any shipping or trade-related concerns: incidents, financing, cargo claims, environmental, IP and tax.



[Blue Planet Shipping](#) (Greece): Manages the MV Afros, which is the world's first bulk carrier equipped with a Flettner Rotor System for Wind Assisted Propulsion



[Buro Blue/ Green](#) (Netherlands): A consultancy agency that supports maritime companies in greening their daily shipping operations. Wanting to develop and promote the best WPTs.

Registered Supporters



[SICK AG](#) (Germany): A leading manufacturer of intelligent sensors and sensor solutions, providing innovative sensor solutions for high-tech maritime sailing systems.



[SubSeaSail](#) (USA): Patented long-duration semi-submersible vessels utilizing wind to move & photovoltaic for comms/sensors. Developing an autonomous, multi-hull cargo vessel design.



[Green Marine Concepts BV](#) (Netherlands): Developing a prototype Autark-Zero. A completely self-sufficient and emission-free yacht of 12m, equipped with electric propulsion and a carbon wing-sail.



[Sailink](#) (Switzerland): Sailink will be a sailing passenger ferry service focusing on being a public transport and cross-border connection with adventure, convenience and very low carbon footprint.

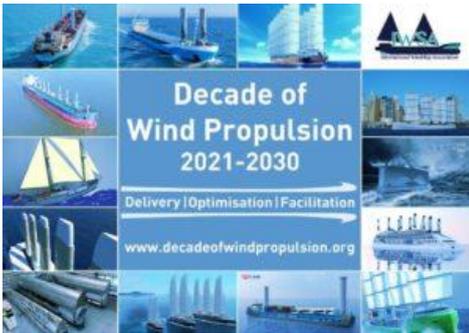


[Green Transition Denmark](#) (Denmark): Green Transition Denmark is a Danish NGO working to further a green and sustainable transition of society. Partner on WASP Project

Individual Registered Supporters

Nithin Padmanabhan, Cochin Univ. of Science & Technology (India)
Christiann Debeukelaer, Univ. of Melbourne (Australia)

4. Other News & Announcements



Decade of Wind Propulsion – Decade to Deliver

The International Windship Association and our 130+ members have declared the period 2021-2030 as the “**Decade of Wind Propulsion**”, a decade of **delivering** wind propulsion installations, **optimising** the technology solutions and helping to **facilitate** a quicker, deeper and ultimately cheaper transition to a fully decarbonised fleet.

Campaign Website: www.decadeofwindpropulsion.org

[Press Release \(PDF\) – Driving the Decade of Wind Propulsion](#)

Open Letter: Level Playing Field Needed in Shipping Decarbonisation

Over 90 maritime corporations, shipowners, ship designers and technology providers all involved with wind propulsion have come together to release this open letter, calling for all maritime industry decision-makers and the entire shipping community to fully assess and utilise all available power solutions that deliver the necessary deep, swift cuts in carbon emissions over the next decade commensurate with responding to the climate emergency. To that end, readily available and proven wind propulsion solutions must be integrated at the very heart of decarbonisation deliberations, which is currently not the case. We have received a good response from policy makers and we are moving forward with establishing a working group. Translated versions are available here:

[Chinese](#) // [Dutch](#) // [English](#) // [French](#) // [German](#) // [Italian](#) // [Japanese](#) // [Korean](#) // [Spanish](#)



IMO Symposium on Alternative Low-carbon and Zero-carbon Fuels

International Windship Association presented on the first day of this event, 9th February at 12:40 (GMT), in Block 2: Building alternative fuel-ready ships. State-of-play in shipyards, ship designers and technology providers. Title: **Uptake and Market Development of Wind Propulsion Technologies: A Hybrid Solution**. The event was

attended and viewed by over 1600 attendees [Watch Here](#). Additional IMO related news, IWSA has also submitted a formal application for consultative status at IMO and will present to the IMO council in June. IWSA also continues to act in a stakeholder advisory role on the IMO MTCC program and this has recently received an additional extension into 2022 and we will continue to provide wind propulsion updates to the regional centres.

MEPC 76 & EEDI Submissions: Work also continues to be done on proposed EEDI modifications, and IMO MEPC76 will see a number of submissions from Finland, Germany, China, Japan, France along with the Info paper from the WiSP project, submitted by Comoros & RINA. Publicly available at [IMO docs](#), or download submission papers below.

Comoros and RINA (MEPC 76/7/31 & MEPC Inf.30) Prediction and verification of CO2 emission savings with wind propulsion systems - derived from extensive work done on the ABS & MARIN led [WiSP JIP](#) project, including input from IWSA & members. [Download - MEPC 76-7-31](#) [Download MEPC 76-INF.30 ANNEX Doc](#)

China, Germany & Japan (MEPC 76/6/2) Draft amendments to MEPC.1Circ.815 for verification of WPS. [Download](#)

Finland & Germany (MEPC 76/6/6) Additional draft amendments to MEPC.1Circ.815 for verification of WPS [Download](#)

Comoros and RINA (MEPC76/6/10) - Comments on documents MEPC 76/6/2 and MEPC 76/6/6 proposing draft amendments to MEPC.1/Circ.815 for verification of the wind propulsion system. [Download](#)

France (MEPC76/6/8) - Draft amendments to MEPC.1/Circ.815 additional to the amendments proposed by MEPC 76/6/2, concerning the calculation of the wind propulsion system force matrix and the extension of the scope of that circular to the EEXI. [Download](#)



Wind Propulsion 2021 Forum & Conference

The difficult decision was made to postpone the eagerly awaited Wind Propulsion Conference 2021 which we were planning initially for mid-February or mid-April, but now slated for Sep/Oct 2021. In its place we held the Wind Propulsion Forum together with RINA on 17 February and as RINA stated; *“The Royal Institution of Naval Architects is committed to the promotion of Wind Propulsion. The current use of alternative fuels and renewable energy sources within the shipping industry is still relatively scarce, so we are proud to present Wind Propulsion Forum in cooperation with the International Windship Association. This will serve as a great start to the other RINA alternative propulsion events such as the popular [Wind Propulsion 2021 Conference](#).”* More information will be posted soon.

Wind Propulsion: Updated Guidelines Released

The new [Bureau Veritas](#) rule notation for [Wind Propulsion Systems \(WPS\) – NR206](#), builds on pre-existing BV rules released in 1987. Now two new notations have been issued to provide the classification requirements for modern wind powered ships: **WPS1 for standing rigging and WPS2 for standing and running rigging**. Both provide load cases and coefficients for all types of WPTs including free standing rigs, wing sails, kite sails & wind turbines. The new rules provide the key classification framework for WP. Firstly, at the design review stage, safety and interactions with other systems on board must be addressed and, secondly, for in-service life, the rules address survey regime and maintenance requirements.

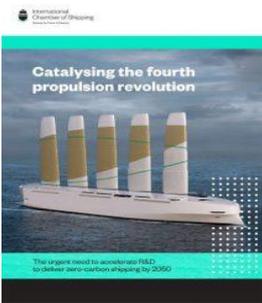


**BUREAU
VERITAS**

‘Catalysing the Fourth Propulsion Revolution’ Report

In November, the International Chamber of Shipping released the report ‘Catalysing the Fourth Propulsion Revolution’. It is excellent to see the focus on ‘a propulsion revolution’ and not just a ‘fuel’ revolution. Direct wind-assist and primary wind propulsion are included (pg 18), and of course we agree that wind systems are an integral part of the decarbonisation pathway forward and systems will be optimised in time and will give increased amounts of energy as those are developed further. (IWSA figures are that retrofits can deliver 5-20% today, with potential for 30% as those are optimised. For primary wind new builds those numbers are far higher, especially when combined with weather routing,

speed or power modifications etc.) This is part of the push for the proposed IMRB \$5 billion innovation fund at IMO, and the R&D funding for WPT systems offers some of the lowest hanging fruit for shipping decarbonisation [Download](#)



IRENA Coalition for Action

IWSA joined the International Renewable Energy Agency (IRENA) ‘**Critical Call for Action on the 5th Anniversary of the Paris Agreement**’ and in the light of COVID19 and the necessity to build a RE based recovery. The Call is from the) and signed by 100 leading renewable energy organisations from around the world, including IWSA’s

message: *“In the shipping industry, COVID-19 has given us reason to urgently re-evaluate our pathway forward towards full decarbonisation and to facilitate a sustainable, resilient recovery. A wind propulsion and renewable energy derived fuel mix can deliver that, but that requires policies which shift our focus towards all forms of renewable energy for propulsion, enabling us use the remaining depleted carbon budget to generate a swift, workable, economically regenerative transition of shipping within a 1.5C constrained future”* [Read more...](#)



Classification Society Guidelines

Bureau Veritas Guidelines: [Download](#) **ClassNK Guidelines** are downloadable from www.classnk.com
DNV-GL Guidelines: [Download](#) **ABS Guidelines:** [Download](#)
Lloyds Register Guidelines: [Sail Assisted Ships](#) // [Flettner Rotors](#) // [Masts, Spars & Standing Rigging](#)

WASP (Wind Assisted Ship Propulsion) project Update

There have been two additional installations since November 2020, with the Flatrack ventifoil system on the MV Frisian Sea (Boomsma shipping) and in the last week, the Ecoflettner rotorsail installation on the newly built MV Annika Braren (Rord Braren)

The project has continued with performance evaluations and business model analysis and as part of that progress the project released: **Wind Technologies for Cleaner Shipping**: a policy brief directed at IMO and EU representatives and focused primarily on the policy instruments and revisions needed for the delivery of retrofit and wind-assist technologies into the market [Download](#)

As part of the WASP Project seminar series KU Leuven, Dept of Mechanical Engineering in Belgium hosted **Wind Assisted Propulsion Challenges and Perspectives** – Prof. Orestis Schinas (HHx Blue) talks about the financial challenges and solutions for WASP application IWSA Sec. Gen. Gavin Allwright presents an overview of the WASP project and the wind propulsion technical portfolio. [Watch Here](#)

This month WASP also held a webinar hosted by Craig Eason, editor of Fathom media outlining project priorities and upcoming deliverables. The next in the series will focus on the engineering and installations of the WPT systems.



WASP January 2021 Newsletter: [Read online](#) [Download PDF](#)

Green4Sea Awards 2021

In April, the Green4Sea Awards 2021 were announced (IWSA won the initiative of the Year 2019) and we were very pleased to see a number of our IWSA members, projects and associates had been nominated. [Read more...](#)



- 1. Sustainability Award:** WINNER - [ABS](#), for taking action to help operators establish a pathway for sustainability [Video View](#)
- 2. Initiative Award:** SHORTLISTED - [Wind Assisted Ship Propulsion \(WASP\)](#) Project, for exploring how wind solutions can be more commercially attractive and

also WINNER - [NAMEPA](#), for its CSR/ESG Maritime Sustainability Program. [Video View](#)

- 3. Dry Bulk Operator Award** – SHORTLISTED - [Mitsui O.S.K. Lines \(MOL\)](#), for investing in energy saving technologies and adapting to green practices

IWSA: Annual General Meeting 2021



We will hold the **IWSA Annual General Meeting** on 31st May from 1000-1200 CET and as last year this will unfortunately not be the hybrid event of the past but a fully online version. All IWSA full, associate and registered supporter members are welcome and please send any proposals for discussion to secretary@wind-ship.org

We will be holding a wind propulsion strategy workshop on the morning of 4th June during which we will appraise and discuss the progress made in wind propulsion development using the 2016 EU commissioned report [‘Study on the analysis of market potentials and market barriers for wind propulsion technologies for ships’](#) as a baseline. This workshop will help inform the areas of interest to be taken up by the International Working Group to be formed in Q3, 2021. All IWSA members are welcome and select invitations will also be extended to relevant stakeholder organisations.



Natural Propulsion Seminar 2021

The **9th Natural Propulsion Seminar** will be held on the afternoon of the 31st May (on the same day as the AGM) as part of MARIN’s annual Blueweek conference. This will also unfortunately be an online event this year, however we expect the high quality of presentations will be maintained as they were [last year](#). Registration is already open at www.blueforum.org

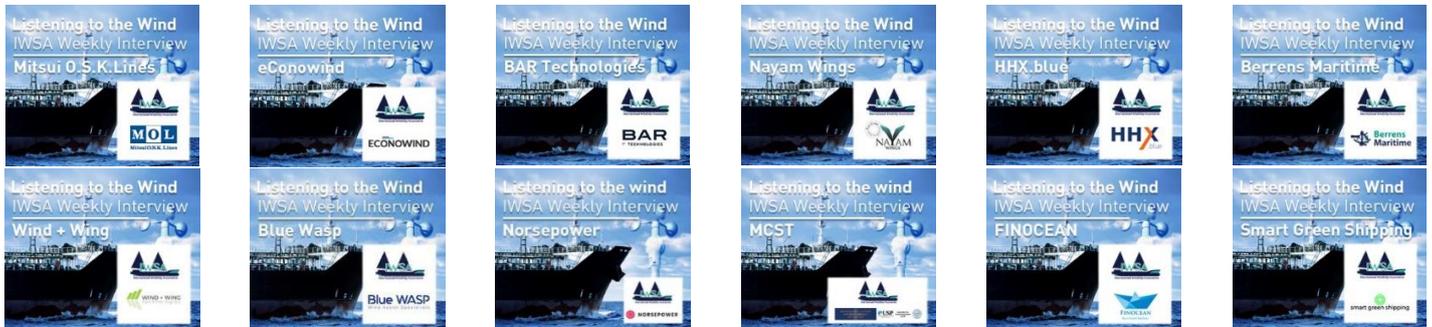
New Articles & Interviews : A recent set of wind propulsion articles & interviews

Publications

IWSA Newsletter Back Issues: Download back issues of the IWSA public newsletter

[October 2020](#) // [April 2020](#) // [December 2019](#) // [July 2019](#) // [February 2019](#) // [October 2018](#)

IWSA Youtube Channel: Launched in December 2020 – Listening to the Wind – Weekly Interview Series



Other Publications & Documentaries



Wind Assisted Ship Propulsion (WASP) Newsletter – Jan 2021



A Piece of the Zero Emissions Puzzle: Wind Assisted Propulsion



Re-wind not Rewind: NA Green Shipping Supplement p17-18



Accelerating Decarbonisation in Shipping: A No Regrets Approach



Tailwinds of 2020 - Reflections on WP developments in 2020



Time to Set Sail (p 62-5) WP integrated in decarbonisation



Bunkerspot Outlook 2021 Survey Input from three IWSA members



Engineering the Future – Maritime Documentary feat. Wind Propulsion



Could Wind Propulsion Fund the full decarbonisation of shipping?



A New Golden Age Of Sailing Is Here: Where Is The Leadership?



Driven by a Steady Wind: WP trends and challenges



Radio France International – Sailcargo & WPT – (French)

5. Key IWSA Programs 2021+



Wind Propulsion Accelerator Program: Multi-stakeholder project including a technology incubator, test fleet and installation program giving all tech members access to funding, tech & business support, training & research opportunities + newbuild support. Interested to learn more [Contact](#)



Wind Propulsion Market Report: 30-page report on developments in the market, technology information & other technical information. + Short – 2-page Briefing paper for policy makers. Sponsorship & Advert space available + inserts for pamphlets. [Contact](#)



IWSA Brochure: 36+ page colour brochure – feat. general wind propulsion info & IWSA activities + membership directory & advert space. Advert space is available (next revision Q3/Q4 2021) [Contact](#)



Awards Program: Technology Readiness Level (TRL) Award Program for wind propulsion tech providers will be launched as part of Accelerator program. Designated levels set by transparent 3rd party criteria + approved by expert panel. Also, small number of voting Awards: research & life time contributions to wind propulsion. *Interested in getting involved?* [Contact](#)



Short Film: Professionally produced 2-3 min film with the goal of introducing wind propulsion tech and developments to the logistics and shipping industry, but also to the general public. Include: need for change, wind propulsion can deliver, tech, barriers/drivers etc. *Interested in funding this?* [Contact](#)



Webinar & Podcast Series: Quarterly webinars: leading experts/panels discussing wind propulsion tech, latest research, market, policy, logistics etc.



Small Vessel Publication: A 50+ page pdf report on the small cargo sail vessel sector, available technologies, economic/business plans, routes & cargos. Small vessel project profiles, updates + expert input. [Call for Papers Now - Sponsors & contributors – interested?](#) [Contact](#)



Industry & Policy Surveys: Assessing the level of technical knowledge and sector development understanding for the wind propulsion segment in the shipping and wider logistics chain and among national, regional and international policy makers.



Education Program: IWSA secretariat and members engage with University, Maritime training centres and School programs whenever possible – seminars, lectures, & project visits + providing materials for the wider education network. [Sponsors – interested?](#) [Contact](#)

6: Membership & Membership Fee Structure

IWSA welcomes all membership enquiries from companies/ individuals that support our objectives. The associate and supporter categories are open to all, while the Full member category is reserved for those heavily involved in the sector.

Full Member – Large (more than 250 employees) – €5,000

Full Member – SME (more than 10 employees) – €1,000

Full Member – Individual/micro organisation/NGO (up to 10 employees) – €400

Associate Member – Large (more than 250 employees) – €2,500

Associate Member – SME (more than 10 employees) – €500

Associate Member – Individual/micro organisation/NGO (up to 10 employees) – €300

Registered Supporter – Company – €100 (donation) // Individual/micro organisation/NGO – FREE + donation *

7. Upcoming Events & Conferences

NOTICE: due to the Covid 19 Pandemic most held online or in some cases will be hybrid events until the end of the year. We hope that the Wind Propulsion Conference, (Sep/Oct 2021) will go ahead in person at RINA's HQ in London

Date	Event	Activity	Location
05 May	Western Maritime Forum: The Americas	IWSA Presentation	Online - 0900 EST (UTC -4)
06 May	KLU Seminar: Uptake of WPT	(Supported by WASP)	Online – 1300-1400 CET
18 May	Motorship Propulsion & Future Fuels Live – Decarbonising Shipping by WPT	Panel discussion + IWSA Presentation	Online (in assoc. with IWSA) 1100-1200 CET
24-28 May	IMO Intersessional Working Group - GHG		Online
31 May	IWSA Annual General Meeting		Online - 1000-1200 CET
31 May	Natural Propulsion Seminar	Host: MARIN, co-organised with IWSA	Online - 1230-1700 CET
31 May – 04 Jun	Blueweek	IWSA AGM, NPS and Strategy Workshop part of Blueweek	Online
04 Jun	Wind Propulsion Strategy Workshop –	Organiser – IWSA member & select invited stakeholders	Online - 0900-1200 CET
02-04 Jun	Green Tech 2021 - Green Marine	IWSA Presentation	Online
10-17 Jun	IMO MEPC 76		Online
17 Jun	EU Intergroup Webinar – Wind Propulsion	Co-organising event + WiSP, WASP	Online
28 Jun	IMO Council	IWSA Presentation	Online
Sep/Oct	RINA/IWSA Wind Propulsion Conference	Co-organising event	Hybrid – London, UK
04-05 Oct	Maritime Transport Efficiency Conference	Institutional Partner & IWSA presentation	Hybrid, Geneva, Switzerland
18-22 Oct	IMO Intersessional Working Group - GHG		
20-22 Oct	Green Ports & Green Cruise Congress	IWSA official supporting organisation	TBC – Pireaus, Greece
1 – 12 Nov	26th UN Climate Change Conference of the Parties (COP26)	Application for booth, seminar etc. + invitation to join other shipping events	In person - Glasgow, UK
2-3 Nov	Green Ship Technology 2021	WP panel IWSA official supporting org	In person, Copenhagen, Den
2-4 Nov	Motorship Propulsion & Future Fuels Conference	Wind propulsion panel & ship visit IWSA official supporting organisation	In person, Hamburg, Germany
08-12 Nov	IMO MEPC 77		Hybrid (TBC)

Please keep an eye on the IWSA website news page and social media postings.

[IWSA News page](#) // [IWSA Events page](#) // [Decade of Wind Propulsion](#) // [Linkedin Group](#) // [Twitter](#)

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