

	Ship Energy Efficiency Plan		SEEMP	
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Ship Energy Efficiency Plan

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Date	Revised	Revised Description	Prepared	Checked	Checked	Approved

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Ship Energy Efficiency Plan Seemp Marsig

**United States. Maritime
Administration. Office of Policy and
Plans**



Ship Energy Efficiency Plan Seemp Marsig:

Study on the Optimization of Energy Consumption as Part of Implementation of Ship Energy Efficiency Management Plan (SEEMP). ,2016 **Ship Energy Efficiency Management Plan** ,2012 **Ship Energy Efficiency Management Plan** Lina Harms,2012 Energy Efficiency and Ships Indra Nath Bose,2012 **Improving Ship Energy Efficiency Through a Systems Perspective** ,2013 *Operational Practices to Improve Ship Energy Efficiency* Charlotte Banks,2015

The aim of this research was to contribute towards energy efficiency in the shipping industry through improved operational practices that reduce fuel consumption hence exhaust emissions and the amount of carbon dioxide released into the atmosphere This is in line with meeting global emission reduction targets and the mitigation of Climate Change A critical review is presented that was undertaken to understand Climate Change as a driver towards energy efficiency within the maritime industry The regulations are reviewed along with existing operational practices and the enablers and barriers towards improvements Several field studies that were undertaken to further examine current practices and barriers are described including a questionnaire identifying the opinions and perceptions of seafarers Based on conclusions from the review and field studies a Framework for improving the energy efficiency of ship operations is presented The proposed Framework identifies that for practical solutions in the industry human factors must be addressed in parallel with technical advances The following features of the Framework to enable improvements are identified to be a Ship Operational Performance Monitoring for performance feedback distribution and supporting operational strategic decisions and b updates to existing Operating Procedures However it is proposed that these features cannot be achieved on a wide scale without first the development of the following elements a Maritime Education and Training on energy efficiency b Analysis of ship Operational Profiles c A Ship Operational Performance Prediction SOPP Model These three elements were developed and are described in this thesis The developments described in this thesis were enabled by the collection of operational datasets namely Ship Reports also commonly known as Noon Reports and information for 21 case study ships including tanker container and bulk carrier ships The collection of this data was enabled by field study visits Regarding the development of Maritime Education and Training on energy efficiency three course curriculums are proposed The training material developed for the Energy Resource Management course is then described The results from the analysis of Operating Profiles for the 21 case study ships are presented Typical operating practices are identified along with the opportunities for energy efficiency improvements The Ship Operational Performance Prediction Model was developed using the Ship Report dataset for a case study tanker ship The model predicts the ship s main engine brake power and fuel consumption with adequate accuracy and allows for assessment of the impacts due to different operating conditions Specifically a function to account for time dependent performance changes is developed so that the hull and propeller surface degradation and fouling are taken into consideration Finally the utilisation of the developed elements within the proposed Framework to improve energy

efficiency is discussed so that the importance of methods utilising Ship Report operational datasets becomes evident

Energy Conservation in the U.S. Maritime Industry United States. Maritime Administration. Office of Policy and Plans, 1978 *Design for Safety and Energy Efficiency of Electrical Power Systems in Ships* Konstantinos Sfakianakis, 2016

The ever growing intercontinental maritime trade and transport have identified the need for the ship and passengers safety energy efficiency and environmental pollution to be considered as dominant issues within shipping industry and academia Recently introduced safety regulations known as Safe Return to Port and green regulations by the IMO came into force to address and indirectly couple the above objectives through the enforcement of specific safety performance requirements of ship systems after a casualty and mandatory environmental measures for GHG emissions limitation for the former and the latter regulations respectively This thesis focus is on improving the safety and the energy efficiency of ships during design and operation by adopting approaches assessing the safety critical systems availability at emergencies and estimating performance requirements of electrical energy onboard ships over their life cycle Through the adoption of methodologies successfully applied in damage stability the probabilistic assessment of systems safety is employed with the logical modelling of the system into the ship environment and the application of statistical flooding damages to be initiated Critical zones for the systems location are investigated with topological and geometrical optimisation to be performed identifying enhanced availability areas onboard targeting also the components redundancies reduction First principles were introduced for the numerical modelling of the electrical energy systems onboard aiming to evaluate the energy performance of the ship However the great number of input parameters and computational problems shown up during the systems development especially for larger vessels such as passenger triggered necessary simplification considerations for the design Investigation was considered for the identification of the key design parameters with a verification process based on energy simulations to have been used for constructing guidelines and indicating acceptable assumptions Investigation results were used for the systems optimisation in energy efficiency and cost perspectives during the design through the development of the Power Management System with the latter s functionality to be extended also during operation aiming fuel consumption minimisation The amount of consumed fuel were quantified for both case and results were used to create design and operation guidelines for power generation sets sizing and loading respectively All findings were used to form methodology for the design of the electrical energy systems aiming to increase the energy efficiency through the appropriate sizing of the power generation sets and also for the case of passenger vessels to increase systems safety through the optimisation of their onboard location Implementation of the methodology was exhibited with two case studies one for a cargo and one for a passenger ship The work undertaken and the derived results clearly demonstrate the applicability of probabilistic assessment for the quantification of systems availability post casualty not only for rules compliance but also for the increased results accuracy and the integration to ship survivability concept In addition the introduction of Dynamic Energy Modelling concept

as a platform in shipping to support life cycle energy management were concluded through the electrical energy systems simulations during operation and design considering simplification during the latter's process. Those concepts could be applied under the multi objective optimisation platform in order to explore the whole design space concerning systems common parameters. All these constitute significant developments in shipping.

Energy Efficiency Technologies for Ships, 2015. At global level the International Maritime Organization adopted several measures which are aimed at improving the energy efficiency of shipping. This report identifies the most important barriers which prevent the effective implementation of the measures and provides a list of possible measures to overcome these barriers. One of the major barriers to the effective implementation of the measures is the heavy reliance it places on Flag States for inspection of vessels and enforcement of provisions. Some of these Flag States are not signatories to all MARPOL Annexes which also hampers the implementation of the measures. Flag States where most merchant ships are registered are commonly developing nations. Flag States have less resources to properly carry out vessel inspections. Consideration should be given to transfer knowledge to these states in order to further stimulate the adoption of energy efficiency technologies. This report provides a list of fourteen energy efficiency measures that both provide a large energy efficiency improvement and can be implemented in many ships in order to identify which measures should be included in the capacity building. Furthermore, this report provides cost estimations for several capacity building options like workshops, trainings and an online platform.

Energy and Sea Power Don Walsh, Marjorie Cappellari, 2013-10-22. Energy and Sea Power Challenge for the Decade is a collection of essays which were presented as lectures at the Eighth Annual Pacific Coast Sea Power Forum held at the U.S. Navy Postgraduate School at Monterey, California in October 1980, covering the topic of energy and sea power. The book contains papers on world energy availability, its use and economic impact and on more specialized topic areas such as environmental protection, ship construction for energy efficiency and the question of renewable ocean energy resources. The text also presents papers on the regulatory and environmental aspects of ocean energy activities, the directions over old sea lanes and marine transportation needs for U.S. energy supply, energy. The military applications and implications of ocean thermal energy conversion systems, the ocean engineering needs for U.S. energy supply and the energy efficient ship design are also considered. The further presents a paper on the shipbuilding needs for support of ocean energy development.

Energy Efficiency Plan, 1991. **Creating a Strategic Energy Reduction Plan** CEM Offermann, 2020-12-17. This book outlines a simple and easy to follow process for auditing building operation to identify and reduce energy consumption. It explains the operational and cost based opportunities, assessing the current conditions, analyzing the opportunities and reporting the findings and documenting the plan. The book discusses the different building components and systems and how they affect energy efficiency and describes the operational energy efficiencies that can be gained by implementing no cost changes or alternate maintenance activities already funded. Capital improvement opportunities and evaluating Return on Investment and

life cycle replacement of equipment are also covered **Model Plan for Energy Efficiency** American Public Power Association,1993 **Your Energy Efficiency Action Plan for Lower Costs and Higher Profits** Great Britain. Energy Efficiency Office,1990 Energy Efficiency Best Practice ,1999 **The Cape Light Compact Energy Efficiency Plan** Cape Light Compact,1998 **Better Results with Energy** Great Britain. Energy Efficiency Office,Great Britain. Central Office of Information,1984* **The Industrial Energy Efficiency Improvement Program** United States. Department of Energy. Assistant Secretary for Conservation and Renewable Resources. Office of Industrial Programs,1980 **A Strategic Approach to Energy Management** Energy Efficiency Best Practice Programme (Great Britain),Rover Group (Firm),1999 **Reduction of Costs Using an Advanced Energy Management System** Great Britain. Energy Efficiency Office,1992

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