

GSCC 2018

The 7th Annual Event

Green Shiptech China Congress 2018

April 19th-20th, 2018

InterContinental Shanghai Pudong Shanghai · China

For Early-bird Discount
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Confirmed Speakers Include:



Zhuang Wei
Regional Manager, Asia
BIMCO



Dong Leyi
Director, Management of Dangerous Cargoes and
Pollution Prevention Division
China MSA



Jennifer F. Williams
Director of Inspections and Compliance
United States Coast Guard



Allan Skouboe
CTO
Danfoss IXA A/S



Adnan Ezzarhouni
General Manager, China
GTT



Rolf Stiefel
Vice President, Sales & Marketing
Winterthur Gas & Diesel Ltd.



Kris Fumberger
Sustainability Manager
RightShip



Torben Dabrowski
Global Marine Product Manager, Scania Engines
Scania

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XINDE MARINE NEWS

Background

Green Shiptech China Congress is the annual conference hosted by **Ridge China**. For our past GSCC 2012, GSCC 2013, GSCC 2014, GSCC 2015, GSCC 2016 and GSCC 2017, more than **1800** experts and decision makers from governments, classification societies, ship-owners, ship-yards, research institutes, technology/equipment suppliers and consulting companies have had in-depth discussion and communication on the current issues of IMO, European Commission, U.S. Coast Guard, China MSA's policies and regulations, designs and standards for new ship models, innovative and sustainable green ship technologies through this international platform of annual Green Shiptech China Congress.

In year 2018, Over **300** industry experts, corporate decision makers and government officials will be engaged in in-depth exchange of views and discussions on the issues and topics that we concern by virtue of the international platform of **Green Shiptech China Congress 2018**.

Who Should Attend

CEOs, Presidents, VPs,
General Managers,
Directors, Chief Engineers,
Senior Managers,
Marine Architects , Marine Engineers
.....

- Shipowners
- Shipping companies
- Shipyards
- Designers
- Marintime Research Institutes
- Classification Societies
- Vendors
- Ports / Harbour Authorities
- Solution Providers
- Law Firms
- Consulting Companies
-

Speakers From

- IMO
- European Commission
- U.S. Coast Guard
- China Maritime Safety Administration
- Shipowners/Shipping Companies
- Shipyards
- Classification Societies
-

Hot Topics

- Policies and Regulations Update and Interpretate
- Energy Management Challenges for Ship Designers
- Improving Energy Management with A Data-Driven and Evidence Based Approach
- Update of LNG as Fuel in China
- Operating Vessels to Comply with Tier III Regulations
- The Impact of the IMO Global Sulphur Cap on Fuel and Lubricant Selection
- Being in Control and Compliant with Continuous Emission Monitoring (CEMS)
- The Key Factors for Successful Ballast Water Management System Installation and Maintenance
-

Sponsors


www.scania.cn

Scania is one of the world's leading manufacturers of marine engines. In addition, Scania provides various forms of Service-related products and financing solutions to ensure that customers enjoy optimal marine solution and uptime. Established in 1891, the company operates in about 100 countries. Research and development activities are concentrated in Sweden, while production takes place in Europe and South America.

Scania marine propulsion engine power range from 162kW(220hp) to 846kW(1150hp).
Scania marine auxiliary engine power range from 199kW to 640kW.


www.rightship.com

RightShip is the world's leading maritime risk management and environmental assessment organisation.

RightShip's online risk management tool, RightShip Qi, brings all the benefits of big data and predictive analytics to maritime risk management, providing users with sophisticated, real-time vetting insights and enhanced reporting capabilities.

Adding depth to the risk management assessment, RightShip's GHG Emissions Rating compares a vessel's theoretical CO2 output to other ships of a similar size and type using an A-G rating scale. Enjoying significant uptake amongst charterers, shipowners, financial institutions and ports, the GHG Rating is now used as a vessel selection tool for every one in five ships chartered, equating to 29,500 annual vessel movements or over 2.3 billion DWT of cargo per annum.

With offices in London, Melbourne and Houston, RightShip provides customers with 24/7 access and assistance to help maintain the safety and environmental sustainability of their fleet.



DANFOSS IXA

www.danfoss-ixa.com

Danfoss IXA develops sensors and systems for the maritime industry, solving energy optimization and measurement of emission gases. Our sensor products are based on patented technology and are ideally suited for the global focus on energy efficiency and the environment.

The novel MES 1001 Marine Emission Sensor continuously measures NOx, SO2 and NH3 directly in the exhaust system (in situ). The user-friendly, maintenance-free sensor enables ship owners to monitor and document compliance with local and international emission regulations. In addition, the sensor is suitable for dynamic engine control, closed feedback loop for control of SCR after-treatment systems, and documentation of correct fuel shifting. The widely tested robust sensor meets IMO's requirements and reimagines emission monitoring technology with a path breaking approach.

Sponsors



www.gtt.fr

GTT is an engineering company expert containment system for the transport and storage of Liquefied Natural Gas (LNG) in cryogenic conditions. The company provides engineering, services, consultancy, trainings, support, maintenance and technical studies.

Working all around the world in partnership with the main shipyards and ship-owners, GTT operates in several sectors: LNG Carriers and Very Large Ethane Carriers, Multi-gas carriers, Floating LNG units, Floating Storage and Regasification units, onshore storage tanks and bunkering.

Its expertise and ability to innovate to meet customer requirements and international regulations allow GTT to propose solutions for the whole LNG chain, including LNG use as a fuel for commercial vessels and cruise ships, and distribution by feeder or barge.



www.wingd.com

Winterthur Gas & Diesel Ltd. (WinGD) is a leading developer of two-stroke low-speed gas and diesel engines used for propulsion power in merchant shipping. WinGD's target is to set the industry standard for reliability, efficiency and environmental friendliness. WinGD provides designs, licences and technical support to manufacturers, shipbuilders and ship operators worldwide. The engines are manufactured under licence in four shipbuilding countries. WinGD has its headquarters in Winterthur, Switzerland, where, as one of the earliest exponents of diesel technology, it started the development of large internal combustion engines in 1898 under the "Sulzer" name.



www.gshydro.com

GS-Hydro is the original provider of non-welded piping systems with numerous benefits for a wide variety of demanding applications. The company operates globally in more than twenty-five countries through own frontline companies and agents in past 40 years.

GS-Hydro's piping solutions are extensively used in the shipbuilding industry for hydraulic, seawater and other piping systems. With special requirements for high cleanliness, fast installation and flexible engineering, GS-Hydro's non-welded system brings major time and cost benefits for customers.

Furthermore, many environment risks can be eliminated by using non-welded technology as the carbon footprint of it is approx 50% lower than traditional welding. GS-Hydro non-welded technology is definitely a clean, low-emission, energy-efficient solution.

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Mikrotech

www.Mikrotech.cn

Mikrotech tech Wuxi Co., Ltd focus on Marine environ-mental protection technology, design, development, production and sales, mainly engaged in ship exhaust gas desulfurization system. The company to meet the global onwer's with professional technology, reliable quality and global services.

EGC system for high sulfur flue gas treatment of ship host, auxiliary equipment, boiler combustion, to achieve the same effect with low sulfur oil. The International Maritime Organization for ship emissions requirements increasingly strict, has passed MARPOL VI (ECA), regional emissions regulations defining SOX emission limits, the IMO has already adopted the new guidelines after 2020, emissions of fuel sulfur content not higher than 0.1% in the region outside the region to use, emissions of fuel sulfur content not higher than 0.5%. During the voyage, in order to achieve the emission standards, the price of expensive low sulfur oil, can be used in EGC system of our company. The EGC system is suitable for all types of ships, and is suitable for new shipbuilding and refitted ships.



www.jsnj.com

Jiangsu Nanji Machinery Co., Ltd, which is devoting on research of equipment such as anti-pollution of vessels, shaft, steering gear system and etc. for more than 40 years, developed NiBallast™ ballast water management system independently. The BWMS adopts mechanical filtration + membrane separation + nitrogen feeding de-oxygen treatment technology, with advantages of no secondary pollution, few sediments, reduce corrosion on bulkhead, low power consumption, flexible arrangement, easy maintenance, low operation cost and etc. The systems are applied to bulk carriers, oil tanks, ocean engineering vessels and etc., and operated with stable performance.



www.jlbox.com.cn

Jianlong Electrical is a domestic enterprises which combined researchand development, design, manufacture and sales. We possess and master many high-tech industrial products and widely apply in difference industry and filed which include high-current industrial connector, shipborne and shore power socket boxes, shipborne cable drum, high-protection industrial connector, maintenance socket boxes, high-protection PC enclosure, sealed window boxes and connectors for NEV in harbor and shore, shipbuilding industry, new energy, rail transit and industrial automation etc. We are in the lead in this industry.



www.spem.com.cn



www.pacificgreentechnologies.com



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Agenda

Day One / Thursday, 19th April, 2018

- | | |
|-------------|--|
| 08:50-09:00 | Chairman's Opening Remark |
| 09:00-09:40 | Policies and Regulations Update and Interpretate by IMO <ul style="list-style-type: none"> • A review of MEPC 72 • 2020 Global Sulphur Cap • Ballast Water Management Convention |
| 09:40-10:20 | Policies and Regulations Update and Interpretate by European Commission <ul style="list-style-type: none"> • Challenges on EU and international sustainable shipping • The updates of EU rules and regulations • Implementing the MRV regulation |
| 10:20-10:50 | Refreshment and Networking  |
| 10:50-11:30 | Policies and Regulations Update and Interpretate by U.S. Coast Guard <ul style="list-style-type: none"> • The updates on US ballast water regulations & requirements • Achieving USCG type approval |
| 11:30-12:10 | Policies and Regulations Update and Interpretate by China MSA <ul style="list-style-type: none"> • What we have done in the past year • The updates on China Emission Control Areas(ECAs) |
| 12:10-13:30 | Luncheon  |
| 13:30-14:05 | Leading Green Ship Designs and Related New Technologies on Energy Saving and Emission Reduction <ul style="list-style-type: none"> • The latest developments in the design of ship hull & ship model • Carry out forecast, optimization and evaluation on ship model performance |
| 14:05-14:40 | Energy Management Challenges for Ship Designers <ul style="list-style-type: none"> • Understanding the operating parameters of the vessel • Ensuring efficiency and energy management coincide • Keeping costs down • Using electric and hybrid solutions for marine use |
| 14:40-15:10 | Refreshment and Networking  |
| 15:10-15:45 | Improving Energy Management with A Data-Driven and Evidence Based Approach <ul style="list-style-type: none"> • Leveraging on-shore and on-board technologies to reduce energy and emission footprints • Utilising big-data and machine learning to optimise vessel and fleet performance • Application of real-time diagnostics to support prompt decision making |
| 15:45-16:20 | Update of LNG as Fuel in China <ul style="list-style-type: none"> • Status of use of LNG as fuel in China • LNG ready design for large container vessels under construction in China • Lesson learned of LNG bunker ship in US, and how it could be applicable in China • World first LNG fuel ULCV (22,000TEU) • Dual fuel design of container, PCTC, bulk carriers |
| 16:20-16:55 | Best Performance Practices in Ensuring Vessel Efficiency <ul style="list-style-type: none"> • Methods in measuring and monitoring vessels • Reduced fuel consumption & on board energy cost • Improving operational efficiency • Collecting data for performance analysis • How to enhance efficiency and minimise compliance challenges |
| 16:55 | Close of Day One |

Agenda

Day Two / Friday, 20th April, 2018

- 09:00-09:35 | **Operating Vessels to Comply with Tier III Regulations**
- Examining use of LNG as a fuel
 - Ensuring IMO Tier III compliance
 - Practical experience
 - Operation of low speed dual fuel engine
- 09:35-10:10 | **Turbochargers for Today's Shipping Market**
- Obtaining optimum performance from propulsion systems
 - Optimising efficiency and performance
 - Meeting the IMO Tier III standard
- 10:10-10:40 | **Refreshment and Networking** 
- 10:40-11:15 | **The Impact of the IMO Global Sulphur Cap on Fuel and Lubricant Selection**
- The increase in the variety of fuels will make compatibility testing more important than ever
 - Using lubricants specifically designed to work with low sulphur fuels
- 11:15-11:50 | **Being in Control and Compliant with Continuous Emission Monitoring (CEMS)**
- International demands for reduction of air emissions from commercial vessels
 - Technology and application of Marine Emission Sensor
 - Market outlook for CEMS
- 11:50-12:25 | **SOx Regulatory Update and Overview of Supply and Demand for Scrubbers in the Shipping Industry**
- What is the current demand for scrubbers
 - How are the new regulations driving innovation and cost reduction in abatement technologies
 - What environmental regulations will affect ship owners in the future
 - What are the predicted trends for scrubber installations
- 12:25-13:30 | **Luncheon** 
- 13:30-14:05 | **The Key Factors for Successful Ballast Water Management System Installation and Maintenance**
- Choosing the right system
 - CAPEX & OPEX factors
 - Considering operational factors during and post installation
- 14:05-14:40 | **Retrofitting Your Ballast Water Management System**
- Timing of ballast water management system installation based on your vessel's lifecycle
 - Ballast water management system selection criteria
 - Project management of ballast water management system retrofits
- 14:40-15:15 | **Crew Training Methods to Ensure Complete Competence**
- Up to date training requirements
 - Ensuring safety and compliance of ballast water management system
 - Effective management to seafarers on new equipment and procedures
 - Identifying on-site operational challenges
- 15:15-15:30 | **Lottery Time** 
- 

MacBook Pro



iPhone X



iPad Mini 4



Apple Watch Series 3
- 15:30-16:00 | **Refreshment and Networking** 
- 16:00 | **Close of the Conference**

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REGISTRATION FORM

CONFERENCE FEE

Special Offer	Price	Date
<input type="checkbox"/>	USD 1895 / Delegate	Before Dec.20th, 2017
Original Price	<input type="checkbox"/> USD 1995 / Delegate	

The conference fee includes a full set of conference documentation, executive lunches, refreshments and simultaneous interpretation (from Chinese to English and English to Chinese).

GROUP DISCOUNT: THREE or more delegates from the same organisation will enjoy 10% off regular fees for booking

DOCUMENTATION

I cannot attend the conference, but I would like to purchase the documentation for US\$500

Please Attach Your Business Card
BUSINESS CARD

DELEGATES INFORMATION

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Job Title _____
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Job Title _____
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Mr/Mrs/Ms _____ First Name _____
Surname _____
Job Title _____
Tel/Mobile _____
Email _____

METHOD OF PAYMENT

You will receive a payment notification after we get your confirmation of participation.

CANCELLATIONS

If you are unable to attend, a substitute delegate is always welcome at no extra charge. Any cancellations received before January 20th, 2018 will bear 30% of registration fee as administration charge. Cancellations received after the January 20th 2018 will bear the full liability of the total conference fee.

CONTACT

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★Lucky Time

Thanks to all of participants, after the last presentation slot on day two will be the "Lucky Time", the organizer will give some prizes to the delegates by a lottery.

You will have the opportunity to get one of the following prizes.

Register
Now



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iPad Mini 4



Apple Watch Series 3