

Summary on the 6th ASEF

The 6th Asian Shipbuilding Experts' Forum (ASEF) was held on November 22nd and 23rd 2012 in Guangzhou, China, which was hosted by China Association of the National Shipbuilding Industry (CANSI) and the Chinese Society of Naval Architects and Marine Engineers (CSNAME) with co-sponsors of the Shipbuilders' Association of Japan (SAJ), Japan Ship Technology Research Association (JSTRA) and the Korea Shipbuilders' Association (KOSHIPA). Approximately 200 experts from 9 countries including China, Japan, Korea, India, Indonesia, Malaysia, Singapore, Sri Lanka, Thailand as well as from the Association of Asian Classification Societies (ACS) and Asian Shipowners' Forum (ASF) participated in this Forum.

With the theme of promoting Asian shipbuilding industry development, the overview of updates on maritime rules and regulations was given as a key factor of external environment that have great influence on future development. And the technical aspect has also been stressed this year with the introduction of the shipbuilding technology development trend, among which the environment protection and energy efficiency improvement have been treated as key elements.

As our usual practice, two sessions on marine safety and maritime environment protection respectively have been held in parallel in order to have deep discussion on specific issues that worth caring about.

With regard to the Safety issues, agendas of GBS, Noise Onboard and Polar Code have been discussed. Shipbuilders' perspective on application and preliminary consequence assessment on HCSR have been shared. And so it is with the development of the SCF industry standards and Risk-based methodology for ship design. With regard to Noise Onboard, regulation development, control scheme of cabin noise, prediction techniques and technical practices have been referred to recognize the main points for noise reduction. The progress on Polar Code regulations have been introduced with consideration of its potential influence on ship design,

operation as well as equipment and systems. It is suggested that shipbuilding industry to strengthen cooperation and address a reasonable polar code.

As for the session related with environment protection, main issues related with GHG, BWMS and prevention of Air Pollution have been discussed, during which technical issues of EEDI are stressed including procedure for speed trial and minimum power requirement. And various technical solutions to meet the current rule requirement as well as energy efficiency improvement for ships are introduced. New design concepts for energy efficient ship were presented with experience on bulk carriers which indicated complexity in ship design. Referring to BWMS, both yard experience and concern on active substances in BWTS on the PSPC Coating system has been noted. Pros and cros of NOx reduction technologies have been discussed especially with the application of SCR and EGR. Issue related with LNG bunkering ship has been raised considering increasing demand of LNG as a fuel for ships world widely. Eco-friendly LNG regasification unit meeting stringent USA requirement and the efforts made during construction and test unit was introduced.

During this forum, the newly updates on shipbuilding industry development of Thailand and Indonesia has also been given, which could be of great help for the future communication and cooperation on the shipbuilding industry development.

The work of two Correspondence Groups, namely IHM and ASEF-NGO have been reported. During the IHM CG meeting on 21st November 2012, participants discussed various issues that remain in the development of common manual of IHM for newbuildings with suggested target date of completing the Manual around the 7th ASEF. ACS shiprecycle WG decided to use a common electronic data format for each IHM software development.

As for the NGO study, the coordinator of the CG of ASEF-NGO reported to the 6th ASEF that participants have expressed their intensions on further steps in obtaining IMO-NGO status during the CG meeting on 21st November 2012. It was addressed

the importance of ASEF as the platform aiming at promoting shipbuilding technology development among Asian countries. Participants noted that lots of issues need to be discussed and details to be further considered on the transformation to so-called “new ASEF”. It is suggested that participants should continue to make efforts so as to make further achievements at the next ASEF meeting.

Besides, both ACS and ASF have introduced their aspects of objective and activities. Various issues that are of great importance to the development of Asian Shipbuilding Industry have been discussed during this forum, by which common understandings have been deepened on promoting the Asian shipbuilding industry development.

Japan Ship Technology Research Association (JSTRA) announced the decision to host the 7th annual conference of ASEF in Japan in 2013.

Finally, China Association of the National Shipbuilding Industry (CANSI) and the Chinese Society of Naval Architects and Marine Engineers (CSNAME) would like to extend sincere appreciation to all the participants and especially to the co-sponsors, the Shipbuilders’ Association of Japan (SAJ), Japan Ship Technology Research Association (JSTRA) and the Korea Shipbuilders’ Association (KOSHIPA), for the great support to the 6th ASEF conference.