

## **Summary of Oslo, Workshop**

Bellona Foundation, a member of the Clean Shipping Coalition, in cooperation with the Norwegian paint manufacturer Jotun, convened a Workshop in Oslo on 15-16 January 2013 to explore the realisation of a reliable and transparent hull and propeller performance measurement standard. This concept was first presented to the IMO, Marine Environment Protection Committee (MEPC) at its 63<sup>rd</sup> session in February 2012 by document MEPC63/4/8 and further elaborated in October 2012. The invitation-only workshop was attended by a highly qualified group of 30 people drawn from all major ship paint manufacturers, performance monitoring technology providers, classification societies as well as a ship owner.

There was general agreement that developing a commonly accepted framework for measuring hull and propeller performance would offer both economic and environmental benefits if translated into action and this can be done by establishing relevant ISO standard(s) for use worldwide (possibly through ISOTC8SC2).

The group also agreed on a set of relevant measurement purposes. The most basic purpose would be to enable assessment of the success of any improvements made to a ship's hull and/or propeller. The group agreed that measurement of hull and propeller performance with the dual purpose of enabling performance based contracting and inter-company reporting should be included within the scope of standard. Furthermore that the standard, to the extent possible, should aim to deliver also on additional measurement purposes such as enabling real-time hull and propeller performance monitoring.

The group identified a growing convergence between the different approaches to measuring hull and propeller performance currently in use in the industry and noted that all performance monitoring technology providers present expressed that they would be able and willing to establish support for a standard in their systems and solutions.

Participants also agreed to explore how a tiered approach could reflect different levels of accuracy and thereby increase the general applicability of the standard. There was agreement that the standard would anyway have to balance the need for accuracy and general applicability. On the one hand a measurement standard needs to enable sufficient accuracy so as to be fit for specific purposes. On the other hand, if a standard is only useful for a small fraction of the world fleet the economic and environmental benefits will not be realised to a sufficient level.

Workshop participants stressed that the purpose of this standard would be to establish a reliable method of measuring ships against themselves. It is not intended to create ranking of ships within classes, nor to be a precursor for regulations by governments or international treaties.