

European Marine Equipment Council

PRESS RELEASE

‘Green Ship Technology, Clean Seas for the Future’ *Green Ship Technology Book, 1st Edition*

On the 2nd of December 2009, the European Marine Equipment Council (EMEC) is hosting a cocktail reception, in light of the COP15 discussions in Copenhagen, launching its ‘*Green Ship Technology Book*’ looking at existing technology from the marine equipment industry contributing to the reduction of the environmental impact of shipping.

“*The environmental challenge will top the agenda in all marine related industries*” EMEC President and Group Vice President of the Wärtsilä Corporation Mr. Jaakko Eskola said, when he was appointed in March 2008. There have been gains in ‘*efficiency and emissions levels [of ships], but further improvements are still needed*’. Putting the ‘environment’ high on the European marine equipment manufacturer’s agenda, EMEC is pleased to have developed and produced the **first edition** of the ‘*Green Ship Technology Book*’.

The aim of this book is increase awareness, amongst the maritime community and general public, of the contribution marine equipment can make to the greening of maritime transport as well as safety and reliability. The publication is applying the principle of technology neutrality and is designed at being user-friendly for non-experts in the field of maritime technology.

The EMEC Working Group for Climate Change and Environment has put considerable effort into providing inputs, however, it must be remembered that this document is a first edition and therefore contributions for future editions are most very welcome by contacting EMEC. In order to reduce EMEC’s environmental impact, only a few copies of the ‘book’ have been published to date. However the ‘*Green Ship Technology Book*’ can be viewed and downloaded on a dedicated ‘green’ webpage: www.emec.eu/green. Information concerning events and other environment related news can also be found here.

Improved environmental awareness of the impact of shipping is today essential, Mr. Eskola said, to ensure that the maritime sector faces up to the climate change challenges of the future. This book is a first step for raising that awareness and providing a benchmark for future activities.



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GREEN SHIP TECHNOLOGY BOOK:

Marine Equipment and Future Green Technology Developments:

“...the aforementioned issues all have solutions which exist today and can influence the impact a ship has on the environment. However, there are areas where innovation could still be promoted and further research into more efficient, innovative and eco-friendly products could be undertaken

Further Research:

Expensive measures are currently required to improve fuel handling, combustion characteristics and emissions that negate the low cost of heavy fuel oil ...”

BACKGROUND

EMEC, the European Marine Equipment Council, represents more than 1.300 companies in the European marine equipment sector.

By means of its Brussels based office, EMEC contributes, through its contacts with the European institutions and the participation to EU funded projects, to the shaping of the European policies on shipbuilding, maritime transport and port services.

The marine equipment sector comprises of all products and services supplied for the building, conversion and maintenance of ships (seagoing and inland). This includes technical services in the field of engineering, installation and commissioning, and ship maintenance (including repair). The value of the outfit (products, services and systems) on board a vessel can reach up to 70%.

The production ranges from fabrication of steel and other basic materials to the development and supply of engines and propulsion systems, cargo handling systems, general machinery and associated equipment, environmental and safety systems, electronic equipment incorporating sophisticated control systems, advanced telecommunications equipment and IT.

The European marine equipment industry generates an average yearly turnover of around 26 billion Euros, employing directly more than 280,000 workers and generating 430,000 jobs through indirect employers. The industry exports nearly 46% of its production to third countries.



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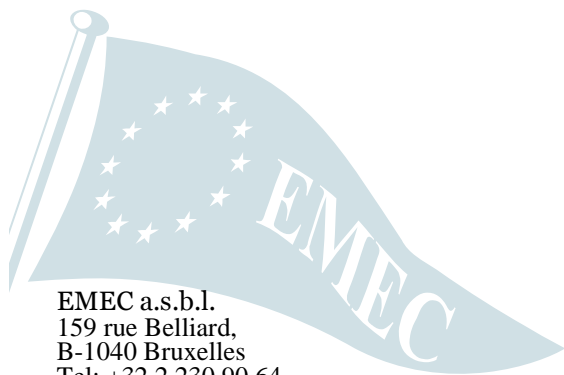
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