



CIMAC CIRCLE at SMM 2006 sets new attendance record

Press Release

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Keen to hear experts' views on the future marine engine scenario, a record number of visitors to SMM 2006 in Hamburg opted to attend the CIMAC Circle event, held on the third day of the world's premier shipbuilding exhibition.

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A regular feature of the SMM, Shipbuilding, Machinery & Marine Technology trade fair held every two years in Hamburg, CIMAC Circles have attracted growing interest with each new event. This year was no exception. The CIMAC Circle held at SMM 2006 on Thursday, 28 September, set a new attendance record for this popular biennial event. More than 300 visitors to SMM 2006 crowded into the 'Kopenhagen' room on the exhibition site to hear and take part in a lively CIMAC discussion on "Next generation marine diesel engines – Visions for the next decade".

After welcoming the audience, Prof. Nikolaos Kyrtatos of the National Technical University, Athens, who chaired the discussion, introduced the panellists: on behalf of the engine builders, Dr. R. Marquard and Dr. T.S. Knudsen, MAN B&W Diesel; Mr. K. Heim and Mr. M. Miemois, Wärtsilä; Dr. F. Starke, Caterpillar; and on behalf of the operators, Mr. S. Hatzigrigoris of Kristen Navigation.

After a reminder by Prof. Kyrtatos that 'the future belongs to the people who prepare for it today', the meeting kicked off with short presentations by each of the panellists. The large audience was afterwards invited to discuss topics that ranged from fuels and reliability, through combustion and emissions, to the future role of electronics.

Spirited questions made for a lively discussion

Questions taken from the floor focused on issues reflecting many of the industry's current concerns: fuel price perspectives, realistic alternatives to today's fuels and tightening emissions legislation. It was pointed out that no crystal ball was necessary to predict that marine engine emissions were moving towards zero; nor to realize that ultra-low emissions remained a very long-term goal. The participants went on to discuss the trade-off between NOx reduction technologies and fuel consumption, and the option of aftertreatment systems such as selective catalytic reduction (SCR). General interest in fuels was strong and it was suggested that one solution might be a unified fuel.

Acknowledging the need for harmonized standards, the engine builders replied that they were working closely with IMO, EPA and other relevant organizations towards achieving that goal. Panellists did, however, remind the floor that while all of these measures were laudable it was important to maintain customer value.

Asked about alternative engine types, the panellists representing the engine builders generally agreed that, among other options, fuel cells were interesting but not likely to replace the diesel engine in power



applications in the next 10 years. They might, however, be used for certain auxiliary applications on ships.

How common rail systems and electronics would be applied in the future was another keenly followed topic. Common rail systems, it was agreed, would become increasingly interesting for marine engines. There was general consensus about electronics playing a much bigger role in the future, but it was seen as a concern that this would require more focused training in electronics, for which training centers might be necessary. Electronics, it was suggested, required new thinking and presented some challenges. As one panellist put it "while electronics is definitely the future, it is difficult to imagine a ship running without a chief engineer." In another panellist's opinion, "electronics is currently going through a period of consolidation rather than one of rapid development." The experience of yet another panellist was that whereas his company had not had any problems with the electronics itself, the electronics had been responsible for problems with some of the mechanical equipment. He suggested that diagnostics would therefore play a growing role in the future.

'Plan today for the future' – with CIMAC

The event showed impressively that many current-day issues are also concerns going forward. Bringing the discussion to an end, Prof. Kyratos thanked the panellists and visitors for their lively contributions and reminded them that they should "plan today for the future". He concluded with an invitation to attend the 25th CIMAC World Congress, which is being held in Vienna, Austria, from May 21-24, 2007.

About CIMAC

The International Council on Combustion Engines (CIMAC) is a non-profit association with members in 20 countries worldwide. Its aims are to bring together and improve understanding between manufacturers of diesel engines and gas turbines, users such as shipowners, utilities and rail operators, and also suppliers, oil companies, classification societies and scientists, to promote the exchange of scientific and technical information via its Congresses and other CIMAC events, to promote Working Group activities, to issue publications and support work in the area of standardization, and to collaborate with other international associations.

For further information about CIMAC please contact the Central Secretariat at cimac@vdma.org or visit the CIMAC website at www.cimac.com.

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