



26th CIMAC World Congress, June 14 – 17, 2010, in Bergen Norway

Press Release

September 2010

words:741
characters:4,149

Although far-sighted, the founders of the CIMAC World Congress could not have been prescient enough to foresee the faultless timing of the 26th staging of this prestigious engine industry event.

With only six months and a few days to the 1st January 2011 introduction of the first really exacting engine emissions legislation affecting the marine industry and another five years to marine and off-highway legislation for which, to date, only aftertreatment holds a complete answer, the recent CIMAC Congress held in Bergen, Norway from 14th to 17th June 2010 was ideally scheduled. So ideal, in fact, that the engine industry appeared in numbers (a total of 900 from 39 countries) and with presences at the parallel exhibit (700 square metres) that completely belied the effects of the economic downturn on the engine using industries.

With most minds firmly focussed on how to meet legislative targets while at the same time satisfying the market's needs for lower fuel consumption and higher power densities, the dominant theme of the Congress papers and presentations was decreasing emissions while increasing fuel efficiency.

Appropriately, at the opening ceremony, Mr. Paulsen of Norwegian Classification Society Det Norske Veritas helped set the scene for one school of thought with a strong appeal for gas engines. Burning the cleanest of hydrocarbon fuels and one set to be available in huge quantities and at reasonable cost, spark ignited or dual fuel gas engines are already capable of meeting the strictest legislation. Related Congress papers included contributions on both marine and stationary gas engines, with a strong emphasis on controls.



Among the other developments addressing the coming needs of engine builders and operators presented at the Congress were advanced on-engine measures including fuel injection, turbocharging, variable valve timing, exhaust gas recirculation and the electronic controls and sensors which manage these technologies; aftertreatment in the form of selective catalytic reduction of NO_x; waste energy recovery systems based on both power turbines and boilers.

However this actuality did not mean that the perennial issues of basic engine R&D, design and engineering, like the latest computer-based component and process modeling techniques, materials and technologies promising enhanced component life and performance and the latest lubricants, were in any way under-represented in the Congress programme.

Consequently and as usual at a CIMAC world congress, the quality and topicality of the presentations and papers led to a series of extremely lively panel discussions at the end of the week.

At the closing ceremony of the congress the **Best Paper Award** was granted to M. Takahashi, I. Tanaka and M. Ohtsu from Mitsui Engineering and Shipbuilding Co., Ltd., Japan, for their paper No. 108 'Study of exhaust gas separation (EGS) system on 2-stroke engine'. The **President's Award** went to E. Codan, S. Bernasconi and H. Born from ABB Turbo Systems Ltd., Switzerland, for their paper No. 139 'IMO III Emission Regulation: Impact on the Turbocharging System'. Also the new CIMAC Board was presented with Yasuhiro Itoh, Managing Director of Niigata Power Systems Co., Ltd., being the new CIMAC president.

While Bergen's Grieghallen cultural centre, commemorating Norway's most celebrated composer and Bergen's most famous son, was an excellent venue for the Congress sessions, the City of Bergen and its surrounding mountains formed both a compactly accessible and stunningly picturesque backdrop. Even the weather was on the Congress'



side, with clear blue skies and sun emphasizing the long days of these latitudes just prior to the summer solstice, and helping the Congress become both an outstanding technical and social success.

The next CIMAC congress will take place in May 2013 at the World Expo Center in Shanghai.

About CIMAC

The International Council on Combustion Engines (CIMAC) is a non-profit association with members in 24 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.

A large selection of photos can be downloaded from the CIMAC press area at http://www.cimac.com/press_info/

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

Jonathan Walker

CIMAC Vice-President Communication