

Shipping has always faced challenges and had opportunities. Indeed, this is one of the maritime industry's attractions, but today the challenges may seem more complex than ever and the opportunities further off than ever.

Confronting its challenges and seizing its opportunities is a well known ability of the shipping industry, but never before has this ability been more closely linked with a willingness of maritime authorities to develop international environmental regulations which are sustainable for a business as well as being profitable for maritime companies and those who deal with them.

Today, is all about the next generation of shipping. But, how is this next generation developing? What shape is the infrastructure taking? What new machinery is being installed on ships and what new operating procedures will be introduced as the industry improves its emissions footprint?

IMO has set the standard as shipping moves to adopt the first ever mandatory global greenhouse gas reduction regime for an international industry sector. Energy Efficient Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) are already in force and will promote more environment friendly solutions. There are already some options proposed like cleaner fuels, efficient propulsion systems, abatement technologies, slow steaming, high efficiency propellers in the era of slow steaming, bigger ships and VOC control and many others.

The Summit: Gearing up for a Greener World, provides an opportunity for a full update on what manufacturers of main engines, generators, boilers, ballast water treatment systems, coatings, hull and propeller appendages, lubricants, bunkers and scrubbers are up to.

Then there are other issues. It is maintained shipping is the cleanest method of transport, but is it? What impact is modern sea transportation having on coastlines in busy shipping lanes? Is there an alternative?

The Summit: Gearing up for a Greener World, to be held in Athens, November 15, 2011, where interaction between classification societies, equipment manufacturers, administrators, regulators, charterers and, most important of all, those with whom they work, international and Hellenic ship owners and their technical personnel, will provide the answers.