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Eco-efficiency to Maritime Industry Processes in the Baltic Sea Region through Digitalisation

EU STRATEGY FOR THE BALTIC SEA REGION
FLAGSHIP

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Interreg Baltic Sea Region

EUROPEAN REGIONAL DEVELOPMENT FUND
EUROPEAN UNION

Finnish Transport Safety Agency 28.11.2018 • Project Manager Milla Harju •

Facts

- **Main Objective**
  To increase eco-efficiency in the Baltic Sea Region maritime industry through digitalisation

  To increase the institutional capacity of shipping companies, shipyards, suppliers and ports to improve the eco-efficiency of their current operations as well as to create and implement new digital solutions in the future

- **Project duration:** October 2017 – October 2020

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Facts

- **21 Project Partners** from Finland, Sweden, Denmark, Norway and Lithuania;
  also **6 Associated Partners** from Poland, Russia, Estonia, and Sweden

TALLINK
OSK-ShipTech A/S
KLAIPĖDOS MOKSLO IR TECHNOLOGIJŲ PARKAS
POLISH MARITIME CLUSTER
POLSKI KLASTER MORSKI
MACHINE TECHNOLOGY CENTER TURKU LTD
UNIVERSITY OF SOUTHERN DENMARK
MEYER TURKU SHIPYARD 1737
SIMAC
DFDS
CHALMERS UNIVERSITY OF TECHNOLOGY
LOGIMATIC integrating knowledge and technology
СЕЙСМОШЕЛЬФ
J. LAURITZEN
Turun yliopisto University of Turku
TALLINN UNIVERSITY OF TECHNOLOGY
sininen polku
Færge Sekretariatet
WESTERN BALTIC ENGINEERING BLRT GRUPP
AALBORG UNIVERSITY DENMARK
Danish Maritime
Kockum Sonics
CENTRUM BALTICUM
Vessel Performance Solutions
C4.fi
ATS
RI SE
HSN University College of Southeast Norway

The Plan

- To identify & address the most critical eco-inefficiencies in the industry processes;
- To evaluate the root causes for such challenges and thereby evaluating the potential for digital solutions in solving them and developing the solutions;
- To analyse the preconditions for applying digital solutions in the industry in terms of integration with existing systems, business models, working methods and staff capabilities, and develop appropriate and corresponding methods to implement them;
- To analyse technology outlook and scan the horizon in terms of digital solutions under development or implementation to solve eco-inefficiencies and draw the roadmap for the future;
- To strengthen the dialogue between the maritime industry and policy-makers through policy workshops, policy briefings and policy agenda.

Schedule

ECOPRODIGI TIMELINE			**A**=Active, **O**=Output				
Work package	**Activity Group**	**Period I: 25.05.2017-31.03.2018**	**Period II: 01.04.2018-30.09.2018**	**Period III: 01.10.2018-31.03.2019**	**Period IV: 01.04.2019-30.09.2019**	**Period V: 01.10.2019-31.03.2020**	**Period VI: 01.04.2020-30.09.2020**
2	2.1	A	A	A+O			
	2.2	A	A	A+O			
	2.3	A	A	A+O			
	2.4			A	A+O		
3	3.1		A	A	A	A+O	
	3.2		A	A	A	A+O	
	3.3		A	A	A	A+O	
	3.4				A	A+O	
4	4.1		A	A	A	A+O	
	4.2				A	A	A+O
	4.3				A	A	A+O
5	5.1		A	A	A	A	A+O
	5.2		A	A	A	A	A+O

Case 1: Digital Performance Monitoring

Case 2: Optimising Cargo Stowage

Case 3: Optimising Shipyard Processes

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Case 1: Digital Performance Monitoring

	Loggers installed
Power	Engine / Display at bridge
RPM	Engine/ Display at bridge
Speed	• Speed log • GPS
Fuel consumption	• Bunker bill • Flow meter • Tank reading
Running hours	Engine
Depth	Depth sounder / Display at bridge
Position	GPS
Wind	Display at bridge

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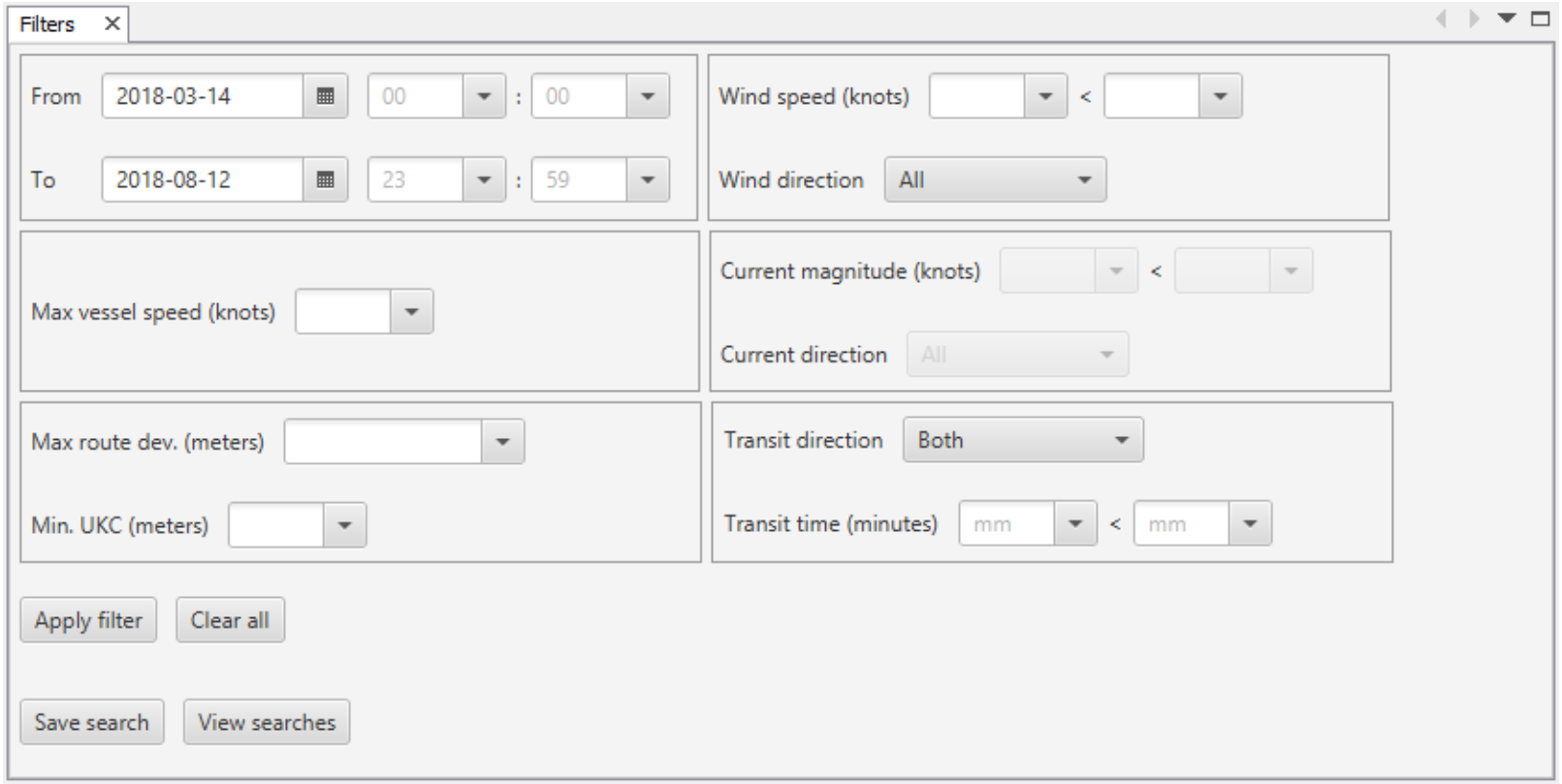
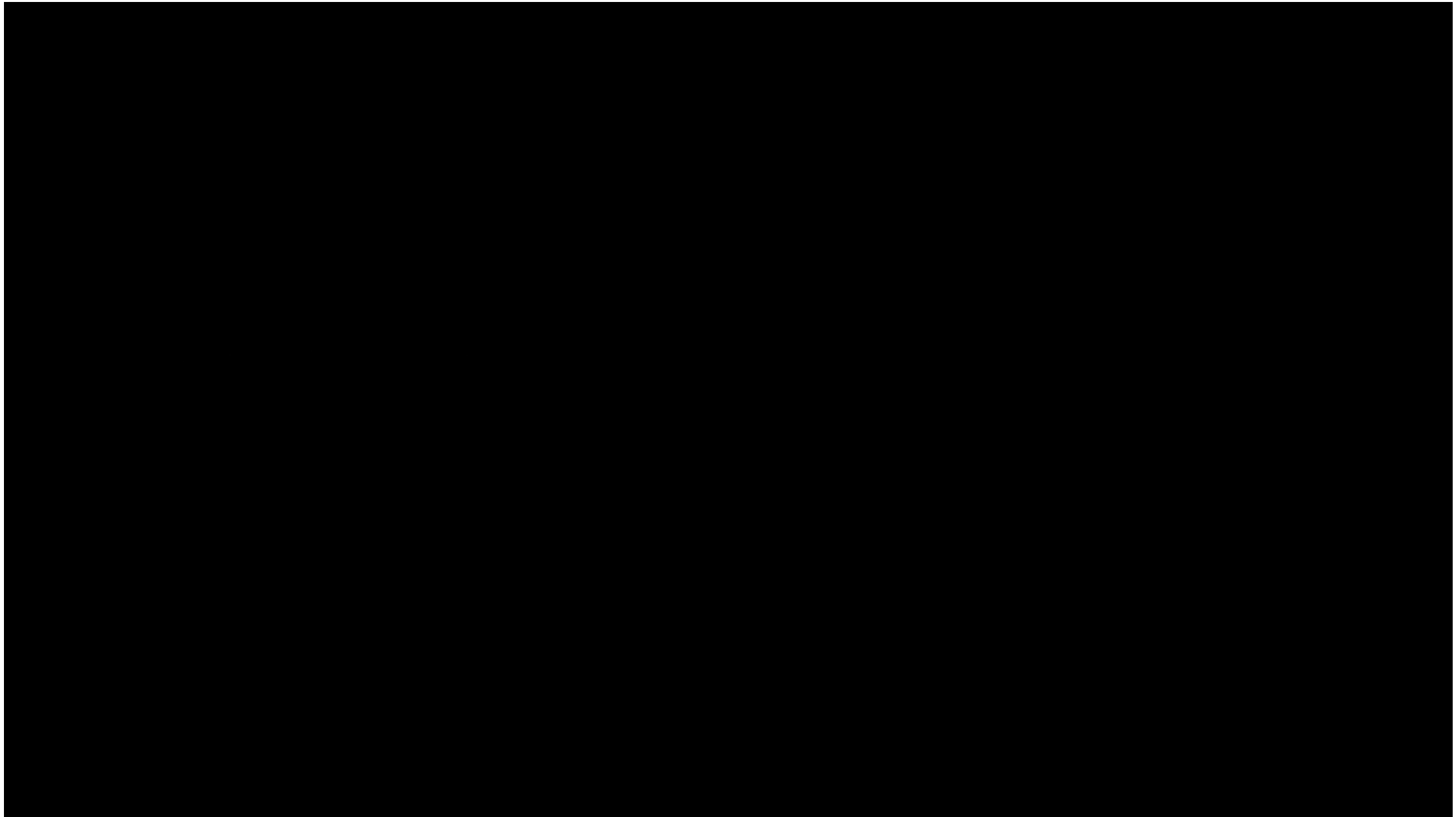
Case 1: Digital Performance Monitoring



Case 2: Optimising Cargo Stowage



Case 3: Optimising Shipyard Processes

Finland: Internal & External Processes

- Utilising lean methodologies in the process development & supply chain
- “Block” thinking in assembly

Lithuania: Production /3D Scanning:

- Onboard survey
- Conceptual design
- Selection of Ballast water treatment system
- Introducing Customer with solutions
- Shortens design and manufacturing time
- …to name but a few

”It’s about a time!”

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Thank You!

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