
HELLENIC INSTITUTE OF MARINE TECHNOLOGY
2nd December 2020

Esteemed guests, ladies and gentlemen

Good morning and may I express what an honour it is to address you all.

Many thanks to the members of the Hellenic Institute of Marine Technology (EAMT) and to Prof. Grigoropoulos.

We live in challenging times and the shipping industry, so important to our country, is facing multiple challenges.

Environmental regulations, safety regulations, the huge impact of COVID-19, freight market storms are amongst many difficulties that we must overcome.

First, I would like to tell you a little about Intercargo, an international organization I represent which was the brainchild of the late Antony Chandris who inspired its birth 40 years ago.

Today, with over 140 member shipping companies, 80 associate members, close to 2,400 vessels entered of about 220m dwt it represents about 25% of world dry bulk carrier fleet total dwt and 20% by number of ships. Much of our membership comes from Greece.

Although a drybulk carrier is a simple vessel, today there are over 11,500 of these ships in the world fleet of 890m dwt making it the largest single sector of the world fleet!

Coincidentally, the Greek controlled bulk carrier fleet is made up of over 2,500 vessels, not far from the Intercargo total.

I mentioned that our vessels are simple but, through optimization, research, technology, excellent crews, managers and the nature of their trades, they represent one of the most economical and thereby environmentally friendly transport modes on earth!

The bulk carrier's Greenhouse Gas(GHG) emissions are amongst the lowest per tonne-mile of cargo carried.

Greeks have operated bulk carriers since the 1960s and have always tried to incorporate as much technology and fuel efficiency as possible.

This brings me to the Annual Conference Sessions today which fully embody the Greek technological spirit backed by fundamental research, human effort and input, collaborative thinking and embrace the future challenges I mentioned earlier.

Energy efficiency, electric ships, alternative fuels and propulsion systems are all topics of today and tomorrow.

Hull form optimization using and investigation of innovative materials are urgently needed to meet the challenges stretching to 2050 and beyond.

Investigation of various ship types such as bulk carriers and tug boats enriches knowledge.

The study of floating wind exploitation structures is vital in our quest to de-carbonise.

Better ship operation through condition monitoring and BWTS optimization through 3D modelling for retrofits must be studied.

Ship management is a science too and risk- based processes deserve research for rational decision making.

In shipping we learn so much through experience and empirical data is vital. On 1st January this year our industry started implementation of the IMO worldwide Fuel Oil Sulphur Cap. This brought fundamental changes to our business and it is so important to learn about experience so far.

Please excuse me if I have left any of this year's papers out but several factors unite us all here. A thirst for knowledge and the application of technology through research.

This research is carried out by a special group of people, Greeks who wish to push boundaries for the common good.

I would like to thank them and thank you all.