

Grimaldi's green streak continues



Ferry group profits from new ro-ros

Emanuele Grimaldi, MD of Grimaldi Group of Naples, has been encouraged by the performance of two newbuilding ro-ros

from Hyundai Mipo, the *Eurocargo Malta* and *Eurocargo Genova*.

These ships are the result of extensive R&D investment and have been given the latest environmentally-friendly technology. "On the route between Salerno and Valencia, the CO₂ emissions/unit transported will be reduced

by 70%, to just 700kg/trailer from 2,500kg/unit carried by the 1980-built Malta Express-class ships," Grimaldi claims.

Over the past year the company has put in place a range of measures to reduce its environmental footprint while increasing profitability. Besides cutting

emissions/unit carried, Grimaldi has scrapped older ships it fully owned and redelivered to owners older vessels on charter.

The 10 newer vessels brought into the fleet consume less bunker fuel and have improved performance figures. Further benefits have been generated through a combination of reassessing routes and schedules and matching the fleet profile. ■

Managing the greener change

It is this magazine's firm belief that vessel operations can be both green and profitable. There are many examples of good practice from across the world's oceans of companies investing in new technology to raise revenue at the same time as reducing emissions.

Since the beginning of the

year, Italian owner Grimaldi Group of Naples has taken older, less efficient ships out of service and replaced them with newbuildings or newer ships that burn less fuel or have greater capacity per unit of power consumption. Further, this owner has gone back to the map of the Mediterra-

nean and thought again about routes, schedules, ports and partnerships. The result has been change, often minor, but change nevertheless.

Management of change is the current hot topic in corporate education. Executives planning any alteration to established workflow should

conduct a risk assessment on every element, not just on the total package. If there's enough mileage in managing change to warrant a module in an MBA course, shipping executives should take time to understand the benefits.

Going green involves change, and while it appears the most obvious thing to do, this change must still be very carefully managed. ■