

Fairplay

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Old and new: Finnlines' 17-year-old 32,533gt ro-pax *Transeuropa* (left) and the newer and larger 2006-built 45,923gt *Finnmaid* illustrate the company's efficiency drive

## Grimaldi blows cold on low sulphur

Fuel management and efficiency are more likely to contribute to reduced sulphur emissions, says Finnlines boss

While many in Finland and other countries around the Baltic and North Seas are fretting over the 2015 SECA 0.1% sulphur emission limit, the patriarch of the Grimaldi group, Emanuele Grimaldi, has derided the established options and pointed to better management as a simple and effective solution.

Speaking last month at the Finnish Forestry Industries Federation's logistics seminar in

Helsinki, Grimaldi analysed the challenges facing maritime transportation of Finland's heavy imports and exports, for example of metals, machinery vehicles, pulp and paper – a sector in which the Grimaldi subsidiary Finnlines is heavily involved.

He outlined the current alternative methods for meeting the stringent emission level, saying they included possible but unlikely temporary exemptions, followed by the use of scrubbers and LNG retrofits or newbuildings, before resorting to low-sulphur heavy fuel oil or marine gas oil. Installing scrubbers was given particularly short shrift.

Grimaldi said Finnlines had managed to decrease fuel

expenditure to 25% of total costs through measures to reduce cost pressures. These include using a young energy-efficient fleet with flexible cargo options to reduce fuel consumption by optimising capacity rates, combined with other fuel-saving methods such as slow steaming. He believes clients should support these measures by partnering with companies that meet those criteria and avoiding express deliveries that dissipate or erase the benefits of scheduled slow steaming.

Under Grimaldi's majority ownership since 2006, Finnlines' elderly chartered and owned tonnage has been replaced by fewer and newer vessels, mainly multipurpose owned newbuilt

ro-ros and some larger passenger capacity ro-paxes that can take advantage of Grimaldi-wide agreements and connections and thus optimise fuel. Finnlines' "three pillars for growth" policy called for profits to be reinvested, alongside technical knowledge and organisational expertise.

A technological example Grimaldi cited was the 12% cut in fuel burned by a newbuilding compared with that of a similar older ship due to the hydrodynamic design of its bulb, hull, rudders and propellers, together with assistance from a corporate energy savings department that monitors and improves consumption. Economies of scope (for cargo concepts) and scale (minimum 3-4,000 lane m) will help fleets transport more for less.

Even LNG or gas fuel technology were viewed as "challenging" because few ports have the infrastructure and it is not yet known how fast the fuel can be transferred aboard. But Grimaldi hopes it could eventually be suitable for both road and marine transport sectors, thus creating a common critical mass. Until these questions are answered Grimaldi will concentrate on traditional hands-on management. ■