The Royal Institution of Naval Architects

Design & Operation of Container Ships

4-5 April 2017, London, UK

First Notice & Call for Papers

Container ships have been described as the "workhorses of a global economy". Over the last decade the increase in world trade, and the ship operator's quest for greater economy of scale, has resulted in a massive increase in the size of container ships. The current overcapacity and the slow and uneven recovery from the 2008-09 financial crises have resulted in declining global container shipping freight rates.

Has the race for even bigger container ships come to an end? The potential saving from building ever Ultra Large Container Ships (ULCS) may be overstated. It has been calculated that approximately 60% of the cost savings of the most recent vessels are related to reduced service speeds and more efficient engines, not scale. These mega-ships can impose significant costs on port infrastructure; cranage, quays, dredging, port road and rail traffic, which may well outweigh their potential cost savings. The earning power of these mega ships also crucially depends upon the extent to which they are being filled.

The deployment of these new mega containerships also causes a cascading effect with a lot of still young vessels in the range of 8,000 – 10,000 TEU being transferred into secondary and tertiary trade routes trades where they again can supersede even smaller vessels. With the Panama Canal expansion complete how quickly will the old Panamax container ship (beams less than 32.3m) be phased out of service? These changes are also creating the need for different more fuel efficient types of feeder vessels customized for specific trade routes including shallow draught, narrow up-river ports, ice conditions or Emission Control Areas (ECAs).

The problem for the ship owner, shipbuilder and designer is to create optimal designs that will deliver flexibility and performance throughout the ships operational life. RINA invites papers on all related topics of container ship design and operation, including:

- Designs achieve competitive performance over a range of operational conditions
- Increasing container capacity within existing vessels dimensions
- Vessels more able to cope with variable container loading conditions
- Innovative feeder container ship designs
- Container stowage, loads and handling
- Hull and propulsion performance
- Structural loads and design
- Vessel intact and damage stability

Selected papers may be published in the Transactions of the Royal Institution of Naval Architects

www.rina.org.uk/containership2017

☐ I would like to offer a paper and attach a synopsis of no more than 250 words

Please submit your abstract before 16th December 2016

☐ I wish to receive details on exhibition space and sponsorship opportunities

☐ I would like to receive a full programme brochure and registration form

Name: Position:

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