

## MARPOL Annex VI AND ABATEMENT TECHNOLOGY

### **THE REVISED Annex VI COMPRISES THE SCRUBBERS**

Eventually, it is verified that the Scrubbers **EcoSolencer**<sup>®</sup> are the unique “**Two Way Safety**” not only for enabling the ships to enter the ECAs when desulphurized fuels are not available, but for the protection of the heavily burdened Environment and in the Oceans where heavier fuels are used.

Our efforts to introduce the Abatement Technology to the European, American and Australian Shipping since 2005, are justified by giving once more a specialized service to our good Customers.

### **INSUFFICIENCY OF LOW SULPHUR FUELS**

The revised Annex VI to MEPC 57 (1-3 April), comprised and a Report from the **INTERNATIONAL PETROLEUM INDUSTRY ENVIRONMENTAL CONSERVATION ASSOCIATION**, *cautioning that the Oil Industry did not expect there would be sufficient availability of Shipping Fuel at 0.10% (2015) and 0.50% (2020) sulphur in all regions by the desired dates.*

This official warning coincides with the calculations of our Article, January 2008, Part A', which we sent to you by a previous letter. The attached reprint of Part B', February 2008, presents and interesting economic data.

It is calculated, after ECAs are extended to the coasts of America, Canada and Mediterranean, expected to follow very soon, the available quantities of Desulphurized Fuels will hardly cover a small percentage of demands in the following forty (40) years.

Prudently, Annex VI comprises the alternative and more

### **EcoSilencer Exhaust Plume Free Passage to ECAs**



economic solution of Exhaust Gas Cleaning Systems of Scrubbers for not excluding ships in future from any charter and enable them to enter ECAs without problems. IMO holds well.

### **SCRUBBERS A UNIQUE “TWO WAY SAFETY” FOR ECAs**

The final decision of MEPC 58, which will comprise the alternative solution of Abatement Technology of SCRUBBERS, is expected in October 2008.

According to a study we presented in the Seminar of MARTECHMA, 21 January 2008, about 30.000 ships must be fitted with SCRUBBERS up to 2018, and for the reasons mentioned below in brief:

With a pick of production in 2010, Shipping must be prepared to confront dramatic declines in fuels supplies and increases of prices, which suggest a most careful approach to MARPOL Annex VI with the installation of SCRUBBERS. The self-deceit of an easy solution with the distillates consists a wrong assumption, which serves the opportunity chasers only. In addition to serious technical problems from the absence of sulphur and the content of abrasive elements in the distillates, which create wear to the two-cycle-stroke engines, it is not feasible to produce the 360 million tons to be needed per year by 2018 for 50.000 ships. It would take 200 billion and about 40 years to complete new refinery installations.

The additional cost would be transferred to the Consumers, whereas the huge volumes of produced CO<sub>2</sub> by the refineries would remain for tens of thousands of years in the upper atmosphere for accelerating the catastrophic phenomena of Greenhouse. The calculated extra yearly cost of a ship consuming 10.000 tons of distillates would be in the area of \$ 4.220.000 on top of today's cost. This would far exceed the cost of an EcoSilencer, as it analyzed in our Article in SHIPPING of February 2008.

### **DISULPHURIZED NOT JUST DISTILLATES**

It our duty to clear a basic misunderstanding concerning the general term “distillates”, which is repeated without further clarification as far as it refers to each time content of sulphur. It may emanate risks of all kinds for the ship and the owner when getting supplies of fuels based on the name “distillates” only. It may occasionally hide ulterior motives of opportunity chasers.

We can imagine the surprise and embarrassment of ship's crew and owner when an Inspector certify that in the tanks of the vessel the “distillates” have a greater content of sulphur than allowed.

Therefore, the right definition should be “Desulphurized” mentioning besides the content in sulphur between brackets, e.g., (0, 10%) , in the delivery notes to the ship and in her log.

**THE EUROPEAN COMMISSION FOR THE ENVIRONMENT**

It is our duty to warmly congratulate the European Commission for the Environment for advising us officially, that they prefer to wait and see the decisions of IMO in connection to the implementation of MARPOL Annex VI, which is the right to do for avoiding misunderstandings among Shipping by simultaneous duplicated decisions, as it happened in past.

**APPRECIATING EcoSilencer® TECHNOLOGY**

The expressions of interest and appreciation for our new Technology by certain Pioneering Ship Owners, members of EU Commission, Government Officials, Electric Power Generation, Giant Petroleum groups, and other Authorities are remarkable.

Of particular importance is the kind expression of interest by the Director of Safety, Environment and External Affairs of CHEVRON SHIPPING COMPANY LLC, California, USA, and from the Vice-President of Shipping of SHELL TRADING, England.

Worthy to be mentioned with particular praise and honor are the expressions of appreciations and thanks by certain highly standing Members of **AUSTRALIAN GOVERNMENT and AUTHORITIES**, as from the Minister for the Environment-Climate Change-Peel of Perth, the Minister for Environment and Conservation of Government of South Australia, the Minister of EPA of Melbourne, the Minister for Tourism-Arts & Environment of Tasmania, the Senior Policy Advisor of Queensland Government, the

Senior Director of Australian Government, Dept of Environment & Water Resources.

The collective acknowledgments by the **CENTRAL AND DISTRICT AUSTRALIAN GOVERNMENTS** of our non profit effort to update them about the Ships Exhausts Gas Cleaning by the Abatement Technology of ” EcoSilencer”®, characterizes their sincere sensitivity and approaching for the protection of the Environment, for which the above Political Leaders and State Authorities deserve a great worldwide admiration and warm congratulations for their Civilization.



*George S. Kaminis introduced and applied the SCRUBBER Technology for first time in 1978 to the Greek Shipping with the introduction and application of Inert Gas Systems of Moss, Norway. He analyzed the Principle of their Operation in detailed technical articles published in the 5th Issue 1978, of MARINE TECHNOLOGY REVIEW, of the Hellenic Institute of Marine Technology, and in*

*NAFTILAKI of 26 September 1979, which thereafter became the document of education of Officers of the Ministry of Merchant Marine, of Inspectors of the Inspection of Merchant Ships, and of Ships Officers in the School of Ministry of Merchant Marine KESEN.*

**MES**



**EcoSilencer®**

**MARINE EXHAUST SOLUTIONS OF CANADA**

**PATENTED EXHAUST GAS CLEANING ECOSILENCER® SYSTEM ENSURES:**

- ◆ **MARPOL VI COMPLIANCE FOR LIFE OF SHIP**
- ◆ **USE OF LOWCOST FUELS AND LUBRICANTS**
- ◆ **SAFE, RELIABLE AND LOW MAINTENANCE OPERATION**
- ◆ **BETTER ENVIRONMENT PROTECTION THAN DISTILLED FUELS**
- ◆ **SUPER AUSTENITIC STAINLESS STEEL CONSTRUCTION**

**In the interest of fairness, deliveries will be served in the priority of Enquiries or Letters of Intent received.**

**KAMINIS CO LTD as Agents to KAMINCO OCEANIC S.A.**

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