This News Bulletin from the Carbon War Room contains and uses graphics. If you are having problems viewing this in your mail browser - click here
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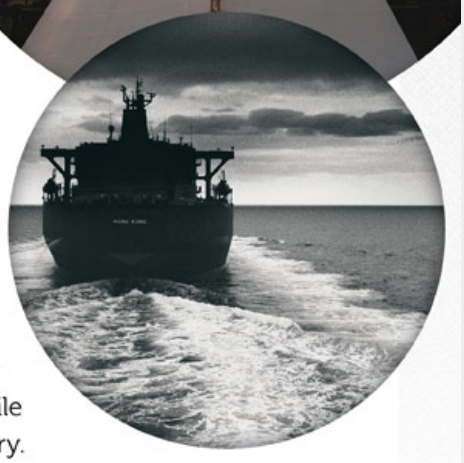
The Carbon War Room (CWR) and the University College London (UCL) Energy Institute are seeking collaborators to accelerate adoption of clean technologies in maritime shipping. CWR and UCL have launched the Shipping Innovation Fast-Tracker (ShIFT) to advance solutions that offer sizeable fuel and carbon emission savings, and encourage collaboration between a wide variety of stakeholders in the industry.

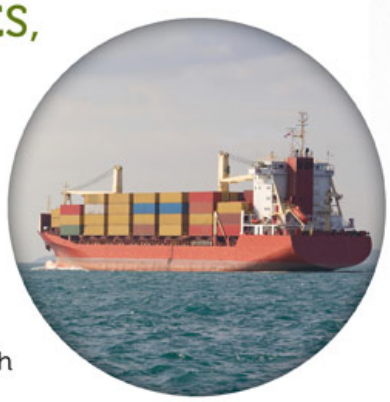
CWR and UCL will be organizing clean-tech workshops for 10-15 companies at all technology readiness levels (TRL). We will also seek to work directly with several leading technology companies that are ready to take their product to market (TRL 7-9) with the aim of structuring deals between shipowners and investors.



Clean technologies – including kites, air lubrication, and flettner rotors – have been available in the shipping industry for many years and have the potential to deliver more than 10% fuel and emissions savings. However, they remain sub-scale or even un-used due to a few key market barriers such as access to capital, lack of information, hidden costs, and risks that are associated with new clean technologies.

To address these barriers, ShIFT will match innovative technology companies, shipowners and operators, and investors to boost the profile of low-carbon opportunities and promote investment in the industry.

MATCHING TECHNOLOGY COMPANIES, IMPLEMENTERS, AND INVESTORS



"I am excited by the very real prospect of ships that are propelled and powered by wind, air bubble systems, and other ground-breaking technologies," says Peter Boyd, CWR's Chief Operating Officer. "While we are focused on how to scale more mature technologies like propeller boss cap fins and Mewis ducts through greater access to capital, these technologies offering double-digit savings have the potential to deliver significant gains, which can only be achieved with greater transparency and collaboration."

ShIFT: ACCELERATING COMMERCIAL APPLICATION OF PROVEN TECHNOLOGIES

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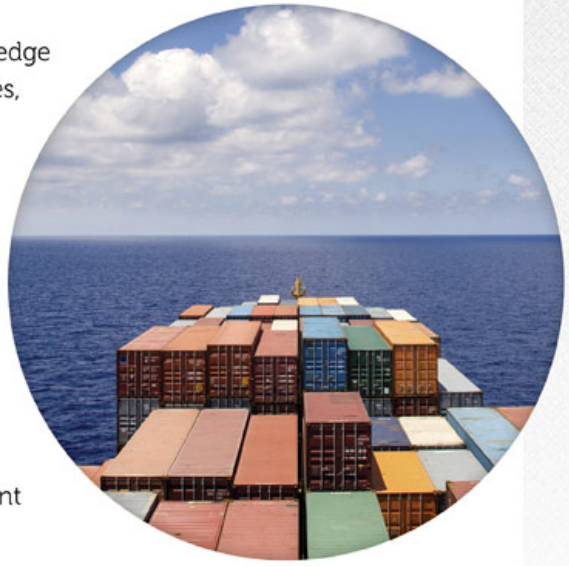
The program will focus on augmenting and assisting projects that are already funded and underway. ShIFT's emphasis will be on commercial application of already-proven technology, rather than exploration of new technical frontiers in shipping technology.

One technology company partnering on ShIFT is Bermuda-based Magnuss Ltd., which has developed a mechanical sail for cargo ships. The VOSS™ (Vertically-variable Ocean Sail System) saves fuel and reduces emissions by enabling the ship's main engine to be throttled back while still maintaining voyage speed – achieving 20-35% in fuel savings. Magnuss spent the past few years developing and patenting its technology, which is now approved by Lloyd's Register. CWR and UCL will support Magnuss and similar companies in the important next stage of installing the technology on a commercial ship.

"UCL Energy Institute is dedicated to generating new knowledge that can help solve society's climate change related challenges, and a crucial part of that involves working with partners in order to implement that knowledge," says Dr. Tristan Smith of the UCL Energy Institute. "This project, which builds on our existing strong relationship with Carbon War Room, is an exciting application of our research to shipping's substantial de-carbonization challenge."



Through its involvement in the three-year EPSRC-funded Low Carbon Shipping project, UCL built a shipping model GloTraM (Global Transport Model), which estimates the adoption of technology and operational solutions for different economic and regulatory scenarios.

If you are an innovative technology firm, interested ship owner, or other entity interested in ShIFT, please contact Victoria Stulgis at:
VSTULGIS@CARBONWARROOM.COM.

ABOUT CARBON WAR ROOM

The Carbon War Room is a global nonprofit founded by Sir Richard Branson, and a team of like-minded entrepreneurs, that accelerates the adoption of business solutions that reduce carbon emissions at gigaton scale and advance the low-carbon economy. The organization focuses on solutions that can be realized using proven technologies under current policy landscapes.

Working collaboratively in sectors where we have proven that profitable emission-reductions opportunities exist, the Carbon War Room aims to create well-functioning, high-growth, and low-carbon marketplaces by launching Operations in those sectors. The War Room's current Operations include Maritime Shipping Efficiency, Green Capital for Energy Efficiency in the Built Environment, Renewable Jet Fuels, Smart Island Economies, and Trucking Efficiency.

For more background on Carbon War Room, please visit:
WWW.CARBONWARROOM.COM

For more information on Shipping Efficiency, please visit:
WWW.SHIPPINGEFFICIENCY.ORG

UCL ENERGY INSTITUTE

The UCL Energy Institute was established as UCL's response to the global challenges of mitigating climate change and providing energy security in the 21st century, as well as to support the UCL Grand Challenges. UCL has a substantial track record of energy research and world-leading competencies in a wide range of disciplines; the mission of the UCL Energy Institute is to build on this foundation by coordinating and stimulating research on energy and carbon emissions reductions across the university. The Institute helps build multidisciplinary teams and supports academics in applying their skills to the energy problem.

UCL Energy Institute together with UCL Engineering Department and UCL Laws is part of a £4 million multi-disciplinary research project, Shipping in Changing Climates, predominantly funded by the RCUK Energy Programme, which brings together the UCL researchers with Manchester, Southampton, Newcastle and Strathclyde, in close collaboration with a core industry stakeholder group of Shell, Lloyd's Register, Rolls Royce, BMT and Maritime Strategies International.

In addition, the UCL Energy Institute is working with a consortium of 10

In addition, the UCL Energy Institute is working with a consortium of 10 international partners (from China, UK, US, Finland, Hong-Kong, Japan, Netherlands, Greece) to estimate the emissions of the global shipping industry and working for the UN agency that oversees shipping, the International Maritime Organisation.

For more information on UCL Energy Institute, please visit:
WWW.UCL.AC.UK/ENERGY

For more information about their involvement in shipping research projects, please visit:
WWW.LOWCARBONSHIPPING.CO.UK

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