

# URN reduction- further exploring the co-benefits

Dr Bev Mackenzie, Head of Intergovernmental Engagement

GloNoise Workshop

# BIMCO at a glance

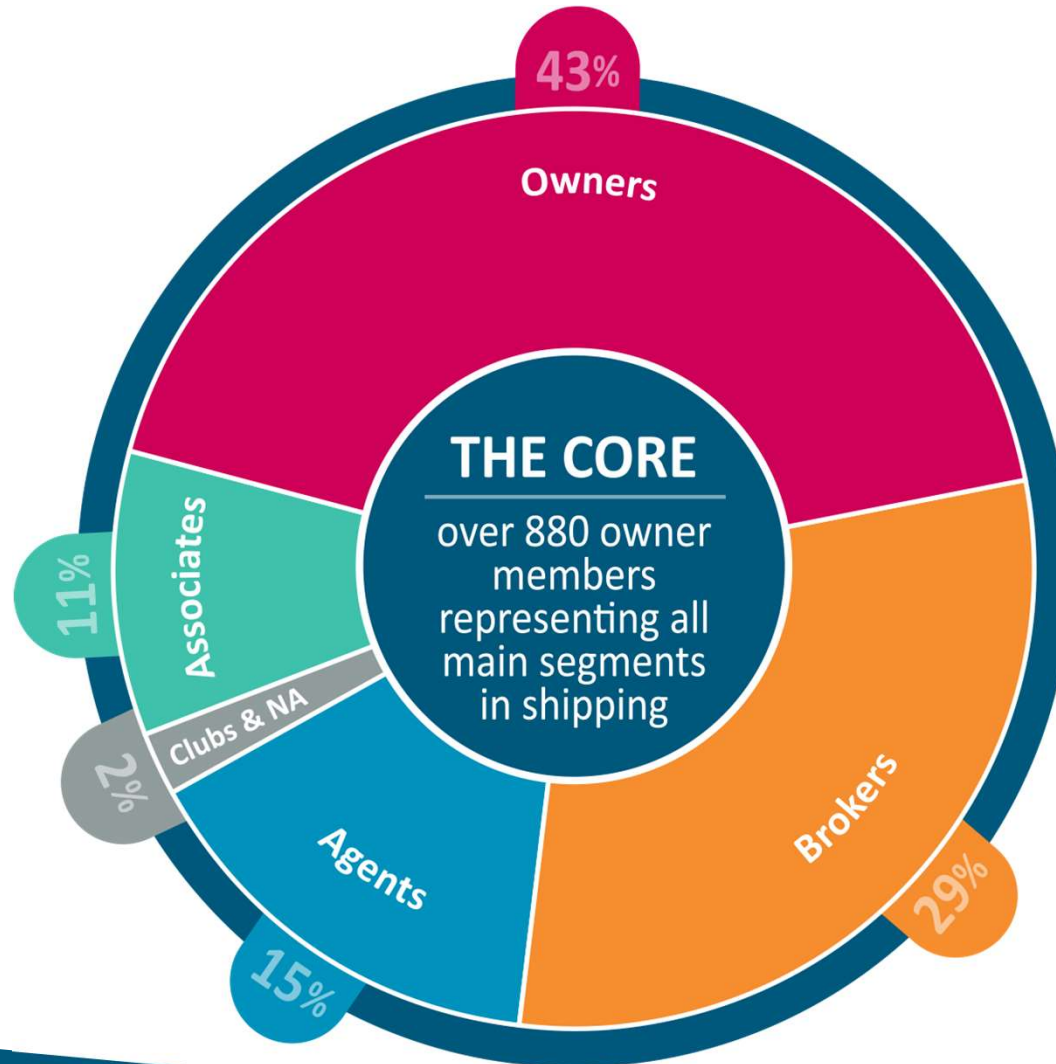


Over 2,000 members

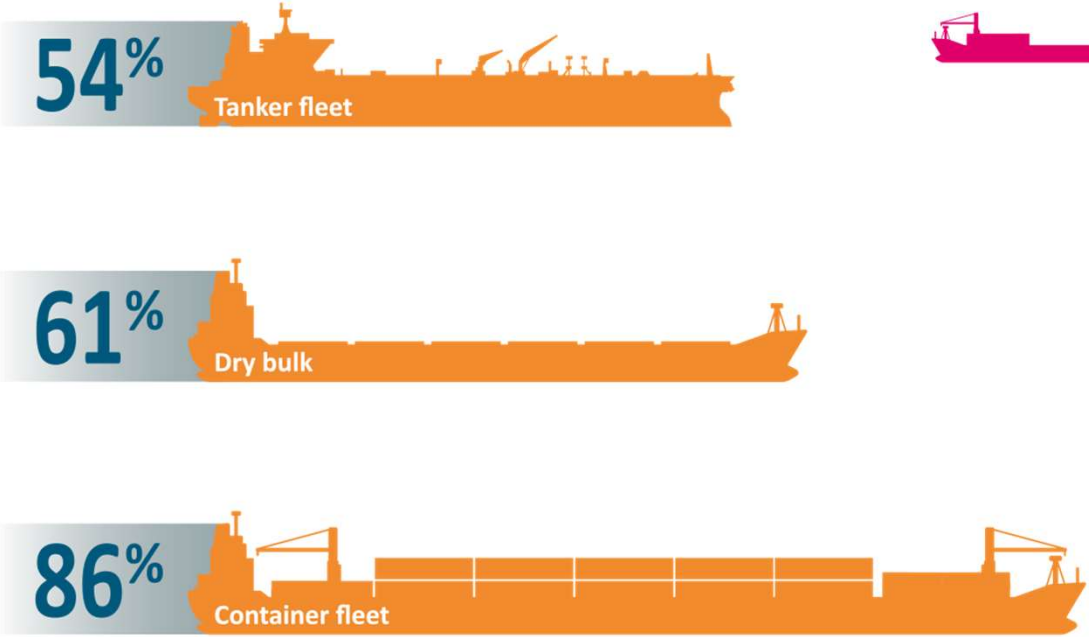
Around 130 countries

Non-profit

# Who are BIMCO Members?



# BIMCO's share of the world cargo fleet 62%

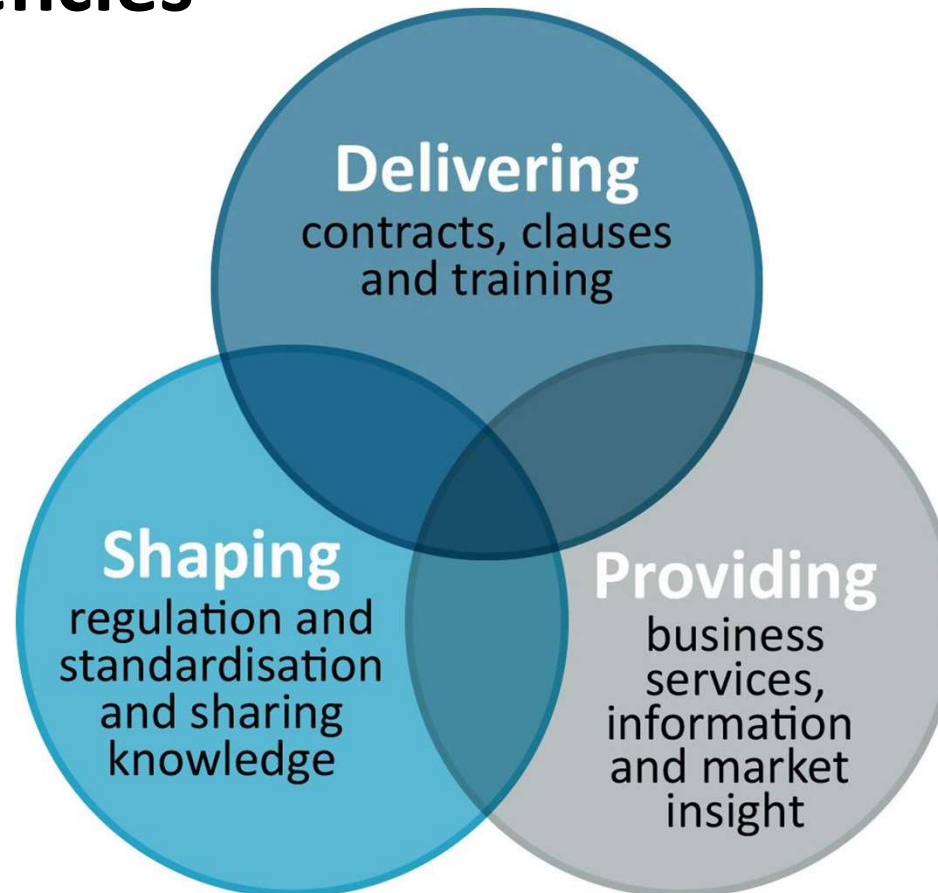


Share of world cargo fleet (DWT)

Top 10 membership fleet (million DWT)



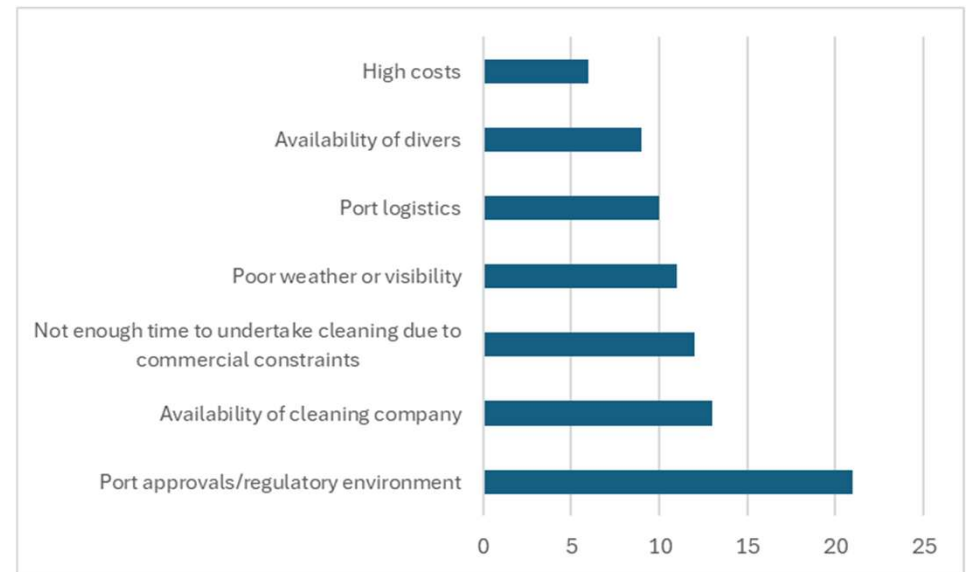
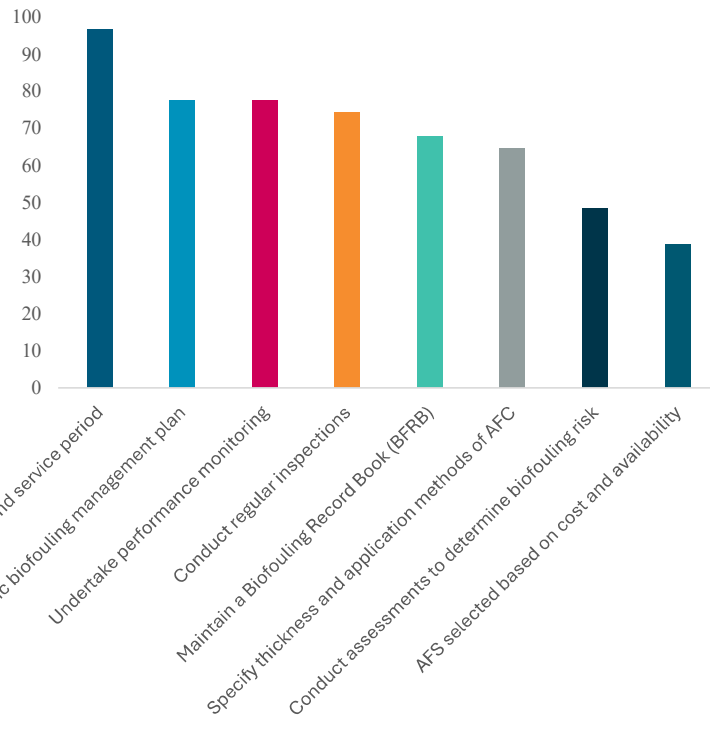
## Three core competencies



# Recap...and my focus

	Energy efficiency	GHG reduction	Underwater radiated noise (URN)
	% change	% change	dB change
<b>Speed reduction (slow steaming/engine power limitation)</b>	~ proportional to square of speed reduction	Approximately proportional to square of speed reduction	~2dB/knot (if propeller cavitation is dominant for cargo vessels)
<b>Weather routeing and scheduling</b>	0–5%	0–5%	<5dB
<b>Just in time arrival planning</b>	1–10%	1–10%	<5dB
<b>Maritime spatial planning</b>	Negative, depending on route	Negative, depending on route	Positive, depending on route
<b>Hull coating selection</b>	Up to 5%	Up to 5%	<5dB
<b>Underwater hull surface cleaning and maintenance</b>	Up to 5%	Up to 5%	<5dB

# Hull Management & Propeller Polishing



# Relationship with whale strikes



Insights and information › SSE › BIMCO partners with ORCA to offer members discounted access to ship strike training



## BIMCO partners with ORCA to offer members discounted access to ship strike training

Published: 28 May 2024

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At BIMCO we believe seafarer training could significantly reduce the likelihood of whale strikes by equipping seafarers with the knowledge, skills, and attitudes necessary to prevent such incidents – as well as becoming more aware of the importance of preventing whale strikes to support both conservation efforts but to ensure safety of the ship and those on board. We are delighted to be joining with ORCA to offer members access to a comprehensive programme designed to educate seafarers about the impact of ship strike on whales, and help to signpost opportunities for reducing the risk of collision.

## SLOW STEAMING CLAUSE FOR VOYAGE CHARTER PARTIES 2012

### Overview

[CLAUSE](#) [VOYAGE CHARTER](#) [BUNKERS](#)

## SLOW STEAMING CLAUSE FOR VOYAGE CHARTER PARTIES 2012

### BIMCO Slow Steaming Clause for Voyage Charter Parties 2012

(a) The Owners shall be entitled to give instructions to the Master to reduce speed or RPM (main engine Revolutions Per Minute) provided that the Vessel's speed, basis good weather conditions, shall not fall below      knots.

(b) Where the Vessel proceeds at a reduced speed pursuant to Sub-clause (a), this shall constitute compliance with, and there shall be no breach of, any obligation requiring the Vessel to proceed with utmost and/or due despatch (or any other such similar/equivalent expression).

(c) The Charterers shall ensure that the terms of the bills of lading, waybills or other documents evidencing contracts of carriage issued by or on behalf of the Owners provide that the exercise by Owners of their rights under this Clause does not constitute a breach of the contract of carriage. The Charterers shall indemnify the Owners against all consequences and liabilities that may arise from bills of lading, waybills or other documents evidencing contracts of carriage being issued as presented to the extent that the terms of such bills of lading, waybills or other documents evidencing contracts of carriage impose or result in the imposition of more onerous liabilities upon the Owners than those assumed by the Owners pursuant to this Clause.

(d) This Clause shall be without prejudice to any other express or implied rights under this Charter party



# Speed and voyage planning



## NEW BIMCO CLAUSE ENCOURAGES BULK SECTOR TO EMBRACE JUST IN TIME ARRIVAL CONCEPT



### Overview

In a bid to encourage wider adoption of just in time (JIT) arrival principles in the bulk sector, BIMCO has published a new clause for voyage charter parties to promote more efficient shipping procedures and as a result, help reduce CO2 emissions.

The new clause creates a contractual framework to overcome the primary obstacle to just in time arrivals: the obligation on shipowners to proceed with due or utmost despatch and without deviation. This is a critical aspect of making JIT arrivals work. Removing this obstacle will allow ships to optimise their speed and thereby arrive at a port at an optimal time and avoid delays without breaching their usual voyage charter obligations.

BIMCO believes that the widespread adoption of JIT arrivals in the bulk sector will bring many benefits including reductions in fuel consumption, emissions and waiting times in ports and at anchorage. In addition, the concept will make shipping more efficient and improve vessel utilisation. From a charterers' perspective, the JIT scheme should help foster a greater focus on setting more accurate laycans. Currently, charterers often agree laycans that have ships hurrying to arrive at ports to meet a cancelling date only to end up waiting for lengthy periods at anchorage before berthing.

BIMCO's JIT Arrival Clause for Voyage Charter Parties gives charterers the right to ask owners to optimise the ship's speed to meet a specified arrival time. If the ship is on its way to a loading port, charterers must in return agree a revised cancelling date. The safety of the ship remains paramount, and any speed adjustment request must fall within the ship's safe operational limits. The clause also requires charterers to incorporate wording into bills of lading and waybills stating that owners' compliance with charterers' request to reduce speed will not be a breach of the contract of carriage and that charterers.



By Grant Hunter  
in London,

Posted: 15 February 2021

### Coronavirus

Access BIMCO's COVID-19 related articles and advice.

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### LATEST RELATED NEWS

[BIMCO publishes EEXI Transition Clause ahead of IMO efficiency regulation](#)



### Cumulative CO<sub>2</sub> savings

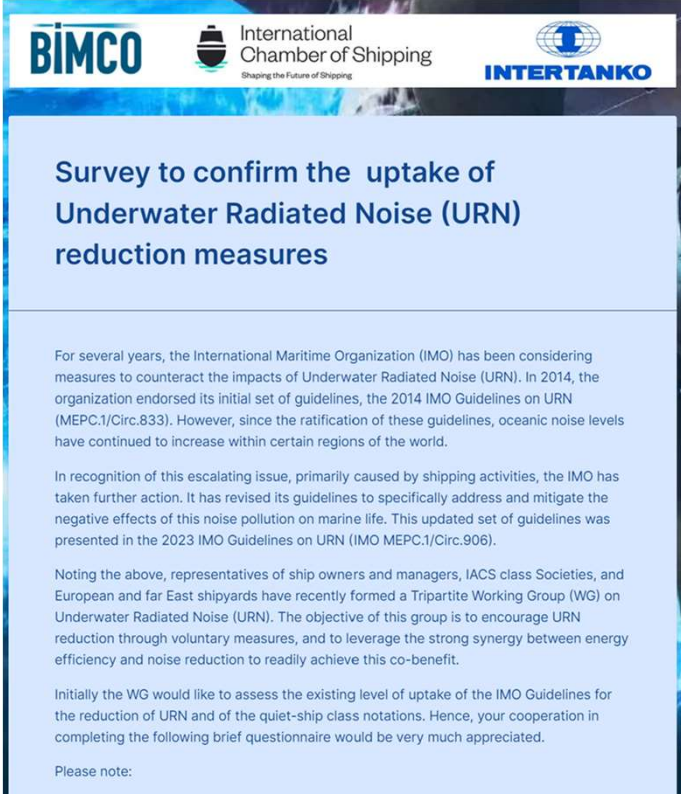
For voyages to Port Hedland in 2019



### Average speed



# Using the knowledge of our members

The image shows the cover page of a survey document. At the top, there are three logos: BIMCO, the International Chamber of Shipping (ICS) with the tagline 'Shaping the Future of Shipping', and INTERTANKO. The main title of the survey is 'Survey to confirm the uptake of Underwater Radiated Noise (URN) reduction measures'. The text below the title provides background information on IMO's efforts to address URN, the formation of a Tripartite Working Group, and a request for cooperation in completing a questionnaire.

**BIMCO**    International Chamber of Shipping  
Shaping the Future of Shipping    **INTERTANKO**

## Survey to confirm the uptake of Underwater Radiated Noise (URN) reduction measures

For several years, the International Maritime Organization (IMO) has been considering measures to counteract the impacts of Underwater Radiated Noise (URN). In 2014, the organization endorsed its initial set of guidelines, the 2014 IMO Guidelines on URN (MEPC.1/Circ.833). However, since the ratification of these guidelines, oceanic noise levels have continued to increase within certain regions of the world.

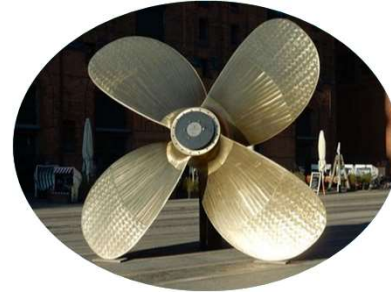
In recognition of this escalating issue, primarily caused by shipping activities, the IMO has taken further action. It has revised its guidelines to specifically address and mitigate the negative effects of this noise pollution on marine life. This updated set of guidelines was presented in the 2023 IMO Guidelines on URN (IMO MEPC.1/Circ.906).

Noting the above, representatives of ship owners and managers, IACS class Societies, and European and far East shipyards have recently formed a Tripartite Working Group (WG) on Underwater Radiated Noise (URN). The objective of this group is to encourage URN reduction through voluntary measures, and to leverage the strong synergy between energy efficiency and noise reduction to readily achieve this co-benefit.

Initially the WG would like to assess the existing level of uptake of the IMO Guidelines for the reduction of URN and of the quiet-ship class notations. Hence, your cooperation in completing the following brief questionnaire would be very much appreciated.

Please note:

## In summary





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