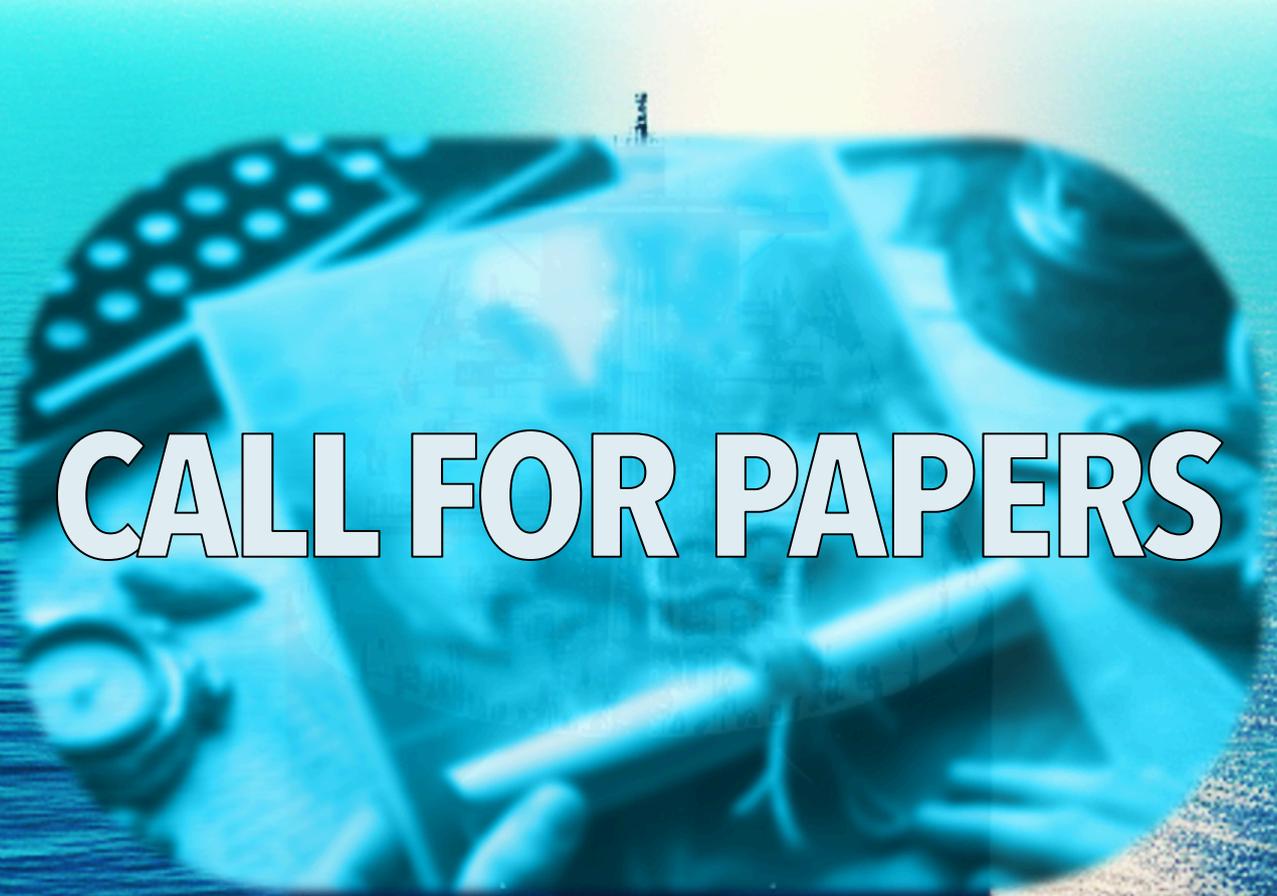


# WORLD MARITIME TECHNOLOGY CONFERENCE Chennai, India 2024

GLOBAL SHIPPING – A BATTLE FOR SURVIVAL  
OR A TORCH BEARER OF HOPE ?



# CALL FOR PAPERS

Knowledge & Technology Partner



**IRCLASS**  
Indian Register of shipping

December 4 - 6, 2024  
The Leela Palace, Chennai



## The World Maritime Technology Conference

World Maritime Technology Conference (WMTC) is held once in 3 years under the auspices of World Maritime Technology Congress. WMTC is a global confluence with a large participation and contribution from the global maritime sector. WMTC consists of 21-member organisations from 17 countries connecting professionals in the field of maritime technology and allied sectors. The WMTC Congress, oversees the Conference and steers the conduct of the event. The current edition of WMTC is being hosted at Chennai, India by the Institute of Marine Engineers, Chennai Branch.

India is a fast-growing economy and Chennai being one of the oldest seaports of India and a centre of trade contributes to the GDP of the nation in a significant way. Chennai comes under the list of major Indian ports and has two to three fast-developing minor ports and ship building yards in its hub. The expanding maritime trade has brought many ship owners, ship management and logistics companies to this City. With its rich and ancient heritage, Chennai shines as a maritime success story and sits well as one of the trade-gateways of the country. It is a natural selection that has brought WMTC to Chennai in 2024. WMTC 2024 will host you to enjoy the tradition, culture and hospitality of the Southern Indian shores, here in Chennai.

## The Theme

**GLOBAL SHIPPING – A BATTLE FOR SURVIVAL OR A TORCHBEARER OF HOPE?**

**{AMIDST TECHNOLOGY, REGULATIONS, GEO-POLITICS & CLIMATE CHANGE}**

## The Topics

- 1 **NAVIGATING THE FUTURE** - Blockchain, AI, Data Analytics and Digital Transformation
- 2 **MANAGING AND HEDGING RISK** - Asset, Cargo and Currency
- 3 **SHIP BUILDING AND REPAIRS** - Can India grab a share of the market ?
- 4 **SHIPPING MARKETS** - Can we predict the future?
- 5 **MARINE MONEY** - Do Banks believe in Shipping? - The Basel and The Poseidon Narrative
- 6 **DUTY OF CARE** - Safety Management and Crew Welfare
- 7 **REFORMING (OR ROMANCING) THE FUTURE** Is Education the same as Schooling?
- 8 **CLASSIFICATION SOCIETY** - A voice of Influence or just an IMO ally?
- 9 **THE BUGLE OF GEO POLITICS** - Sounds of the 21<sup>st</sup> Century for Shipping
- 10 **SUSTAINABLE DEVELOPMENT** - Is it only about climate change ?
- 11 **POWERING ACADEMIC RESEARCH** - Hulls, Propulsion Equipment, Vibration & Underwater Noise
- 12 **THE CONNECTIVITY CONUNDRUM** - Linking Rivers, Ports and Railways
- 13 **ADVANCEMENTS IN PRODUCT TECHNOLOGIES** - Fuel Lubricants, Paints, Chemicals & others.
- 14 **COST LEADERSHIP IN MAINTENANCE**
- 15 **MANAGING LEARNING** - What can Shipping learn from other Industries?

## The Content

The manuscript may be based on the topics suggested in the Brochure. The orientation of the content can align with the Topics in a debating style or probing and investigative.

The content of the manuscript may come from:

**Technologies:** Ongoing/completed research; Emerging Technologies; Proof of Concepts; prototypes; commercial applications, etc.

**Policies:** Regulations; Policies; Strategies

**Practices:** Operational experience on Ships; Ports; other shore/offshore based units

Few topics that may be of interest under Technologies, Policies and Practices are:

### Technologies:

- 1 Offshore structure and maintenance; under water noise
- 2 Vessel Hull & Machinery: Propulsion and auxiliary machinery, Navigation equipment,
- 3 Offshore sector: Market, Machinery, Structure, Corrosion
- 4 Communications & Connectivity
- 5 Energy transition: Technologies & options (nuclear, etc.); Renewables: Electrification, alternate fuels
- 6 Vessel efficiencies: Technologies & Operations Management, Innovations. EEXI, Scrubbers, AF Paints, BWMS
- 7 Digital Twins
- 8 Blue Economy
- 9 Ocean Engineering/Technologies
- 10 Port Modernisation: Cargo gear
- 11 Block chain, AI, Data Analytics and Digital Transformation

- 12 Ship Building & repairs
- 13 Lubricants, Paints, Chemicals

### Policies:

- 1 Environment: Pollution
- 2 Health, Safety
- 3 Law + Conventions + Regulations, Classification Society, IMO
- 4 Ocean Governance
- 5 Geo political Events & Shipping policies
- 6 Climate Change
- 7 Logistics

### Practices:

- 1 Finance: Poseidon Rules, Cost Leadership
- 2 Hedging Risk – Asset, Cargo and Currency
- 3 Crew Welfare & Management
- 4 Resource Management: Training
- 5 Shipping Business Practices: Finance, New Builds, Cargoes, Bunkers, and Commercial opportunities

The above is only illustrative.

## Submission of Synopsis / Full Text

There are no limitations to the number of submissions. The authors are requested to submit the Abstract and full text (post-acceptance) through e-mail to: [papers@wmtc24.com](mailto:papers@wmtc24.com)

### Important Dates:

Last date for Abstract submission	<b>30 April 2024</b>
Provisional acceptance by	<b>15 June 2024</b>
Last date for full paper submission	<b>15 July 2024</b>
Acceptance Confirmation	<b>15 Sept 2024</b>

## Call for Papers

Papers are invited from Financial Institutions, Business Managers, Ship Owners and Managers, Shipping Associations, Regulatory Institutions, Classification Societies, Analysts, Brokerage Houses, Academic Institutions, Shipbuilding & Repair Yards, Professional Bodies, Engineers, Designers, Manufacturers, Students, Researchers, Recyclers, Salvors, Adjudicators etc.

Engineering professionals from Industries, Academic Institutions, Research & Development Organisations, Government Departments and Entrepreneurs are also invited to contribute papers pertaining to the theme and sub-themes of the Congress under the topics projected herein. The papers should focus on sharing the experience, concepts, innovative ideas, research findings etc.

## Guidelines for Authors

Authors intending to submit a paper are advised to adhere to the guidelines as mentioned below. The papers not conforming to these guidelines may not be considered for review / publication.

Please use the template attached herewith for preparing your manuscript.

Authors of all accepted papers are required to register for the Conference. Co Authors/other nominated participants may present the papers in the Conference if the Author is not attending.

Presentation materials shall be uploaded in the website as per instructions which shall follow on acceptance.

The decision of the Technical Committee shall be final on matters relating to paper submissions.

## Preparation of Full Text of Paper

1. Synopsis of Paper within 500 words with maximum five key-words have to be submitted along with Full Text.

The author should mention the Topic under which the paper is to be considered, on the top right-hand corner.

2. Papers should be camera-ready in MS-Word format, not exceeding 3000 words in length and should not carry more than 5 illustrations/ photographs.

3. The language of the Publication is English. The mode of presentation should be in third person.

4. SI units should be used wherever possible. Other units, if used, should be given only in parentheses preceded by SI units.

5 Mathematical symbols should be typed and care should be taken to differentiate between similar characters (e.g. 1 and l), upper- and lower-case letters and superscripts and subscripts.

6 Lengthy mathematical proofs and derivations and extensive test data are not to be included. If absolutely essential, they should be given as an appendix.

7 The Template of Paper is attached and can also be downloaded from the link: [wmtc24.com](http://wmtc24.com)

## Submit your papers to :

The decision will be communicated to those authors whose paper is accepted.

Email: [papers@wmtc24.com](mailto:papers@wmtc24.com)

Website: [wmtc24.com](http://wmtc24.com)

The accepted papers will be published in the Conference proceedings and extended versions shall be published in the **Marine Engineers Review**, the Journal of the Institute of Marine Engineers (India).

## Synopsis

### **Navigating the Future: Block chain, AI, Data Analytics and Digital Transformation**

Over time immemorial, technology has disrupted the chain of operations, introduced a new way to approaching a situation, increased the speed of response, while at the same time bundled the routine tasks out of the way of key decision making. This topic has do with a lot more than just innovation, which is basically incremental improvement; instead the genesis of this feature stems from a deep rooted need to break away from Groupthink and bring in an Originality of thought, such as Generative AI which has user friendly interface eliminating the need for specialised programming skills.

### **Managing and Hedging Risk - Asset, Cargo and Currency**

Risk is part and parcel of life; this topic deals with the sub conscious human mind, which straddles the key element of greed on the one side and on the other, a scientific data driven approach which desperately searches for a safe haven where one could gain much and lose little. Asset (ship), cargo and currencies are the commodities that we engage in the cauldron of the market.

### **Ship Building and Repairs - Can India grab a share of the market?**

India is far behind in the world's commercial ship building arena; authors and presenters may explore the inner core of India's capabilities and the culture to see if India can indeed become a major shipbuilding nation, whether by following the leaders of today like Japan, South Korea, China, or Europe, and inculcate the fundamental concepts of high specification engineering, division of labour, timely and cost effective execution of projects.

### **Shipping Markets - Can we predict the future?**

In this environment of uncertainty, what are the factors and metrics that we could look at, to see how markets could swing in the short term and in the long term. Block chain and Data Analytics are being used increasingly in analysing the future.

### **Marine Money - Do Banks believe in Shipping? - The Basel and The Poseidon Narrative**

The Banks have this incredible way of looking at business, but can they share their nuances other than reading Balance Sheets, Income Statements or juggling financial ratios, as there are more than adequate examples of companies going bankrupt after obtaining huge credits from lenders?

### **Duty of Care - Safety Management and Crew Welfare**

Easier said than done? How much do Managers have to work to keep the crew safe and well looked after? Bring out all the issues of a safe and a happy ship. Organisations like Shell, DuPont, ExxonMobil, etc., have embarked on a new path, focussing on human behaviour to drive change in Safety Management. Shell drives the 5 principles of Safety Management, in an effort to make Safety and welfare the primary issues in Ship Management.

### **Reforming (or Romancing) the Future - Is Education the same as Schooling?**

The burning question, more so of India are on issues of rote learning and real learning. Shipping can be a prime example for improving education, but are the modern methods in teaching good enough to bring learning to the fore, and away from the chalk and duster model? In the end, in the absence of learning, schooling by just having school buildings could impair thinking and not necessarily add value to the future of human civilisation. How effective is the foundation of STCW, as it scrambles across nations and the borders for bringing in uniformity in maritime education? Why does it not allow for an intellectual to flourish from an undergraduate program and why has the romance for an education in a sea career gone missing? Are we effectively building careers and creating senior management for Shipping?

## **Classification Society - A voice of Influence or just an IMO ally?**

The organisations which employ and engage the most intellectual minds for the industry, which are meant to work outside the traditional model of straitjacketed thinking, and by definition are the architects of creative self-destruction; are they doing enough or just following international governments' ambitions instead of challenging the status quo, and drive a break in thought! Are the regulations driven by a resounding need for governance in creating a sustainable cost advantage?

## **The Bugle of Geo Politics - Sounds of the 21<sup>st</sup> Century for Shipping**

Politics is often seen as a word with a negative connotation; however all it means is influencing opinion for the greater good; are policies and regulations driving the societal objectives of the common good, or just hastily drawn up without looking at the concerns of one and all? Are conflicts and strifes affecting the industry's security policies?

## **Sustainable Development - Is it only about Climate Change?**

Where has the focus shifted? people must understand the need to invest in Climate Change issues; in the process are the other goals getting a second tier treatment? can the Shipping world chip in and offer solutions?

## **Powering Academic Research in Hulls, Propulsion Equipment, Vibrations and Underwater Noise**

There is a huge amount of thought and research going into development of next generation equipment, perhaps, riding on the back of changing technologies; but academicians, scientists, technologists may dwell on the aspects of Material Science, Strength of Materials, Applied Mechanics, Fluid Mechanics, Design, Ship Construction, even of the powerful theory of vibrations, in their effort to explore the magnificence of the oceans and the unknown element what construes in the design of a ship and the ancillaries that need to sustain the hostility of the seas.

## **The Connectivity Conundrum - Linking Rivers, Ports and Railways**

The unit cost of transportation of a material or commodity is the issue here. Europe has been built on the banks of rivers, allowing manufactured produce to be shipped from hinterland to the canals, rivers and sea gateways, onward for export, in such an efficient manner that the economy rides piggyback on such efficiency. India has been building up its infrastructure significantly, over the past two decades, and how much more efficiently can India utilise her resources to become a Global leader of transportation, and which could potentially lead to the much needed low cost of transportation for this low income group economy; this needs to be debated.

## **Advancements in Products Technologies- Fuels, Lubricants, Coatings, Chemicals and others**

The ancillary industry of merchant shipping has much to offer and equally gain in this drive for green technology, though cost could be a major barrier as technology has upended and pitchforked the limits of pricing power; as industries may need to invest substantially to meet the demands of green energy.

## **Cost Leadership in Maintenance**

To bring forth issues of cost in maintenance, not cost reduction but to create a sustainable cost advantage model is the moot point. From condition monitoring to the Japanese principle of Zero Investment Improvement, one can sell the concept that age is not necessarily an indicator of performance.

## **Managing Learning - What can Shipping learn from other Industries?**

From the shore industries, one can see how the industries ashore react to situations and learnings thereof.

**Q: "Age is no guarantee of efficiency"**

**James Bond: "And youth is no guarantee of innovation"**

