

# Janes Fighting Ships 2015 2016 Yearbook

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Egypt has enjoyed a period of political stability since the turbulence of 2011-13 implementing a wide ranging programme of economic reform the process started with a drive to rebalance the economy through a number of challenging initiatives including the reduction of subsidies the introduction of value added tax and the liberation of the Egyptian pound at the outset of 2018 these headline measures had been implemented and the government's focus has since shifted to the improvement of governance and the investment climate this effort includes the promulgation of the civil service reform law aimed at cutting the large public sector wage bill and an array of legislation designed to remove investment barriers such as the industrial licensing law the investment law and the company law

Spurred by global macro economic shifts commercial and financial turbulence as well as technological leaps in the early years of the new millennium the Danish shipping industry has changed dramatically since the turn of the century this book provides a new understanding of how rapid business environmental changes frame strategic choices and industry structures the authors combine a conceptual chapter with three selected business history cases to apply a methodical approach to their study together the five chapters unveil patterns in the development of Danish shipping which are historical and at the same time consider questions that address the present situation and the challenges of our time in other words this short book uses history for the purpose of understanding the present and to develop thinking for the future

Doctoral thesis dissertation from the year 2022 in the subject engineering naval engineering ocean engineering language English abstract It has been observed that direct use of the energy efficiency design index EEDI by the International Maritime Organization IMO formulation for the inland ships will not provide the correct result the prime reason is the effect of shallow water on the ship resistance in addition to that cargo availability and fuel quality issues for the inland vessels of Bangladesh forbid the use of IMO guidelines again a generalized formulation is not possible for inland ships therefore the EEDI formulation needs to be modified to be useful for an individual country to find out the necessary modification of EEDI by IMO to be useful for inland ships of Bangladesh several field visits investigations and laboratory tests have been conducted the results of these visits investigations and tests have been used to quantify the hydrodynamic effect of shallow water on ship resistance actual average operational condition cargo availability and actual carbon content in fuel these corrections have been integrated with EEDI by IMO which has been used for the inland ships of Bangladesh to quantify and set up the CO<sub>2</sub> emission level of the inland maritime sector of Bangladesh verified ship data and operational profiles are necessary using a good number of verified inland ship data EEDI baselines for Bangladeshi inland cargo oil tanker and passenger ships were established these baselines are one of the first steps in the world for inland ships using verified ship data and are termed as EEDIBD a ship design method that will ensure the reduction of CO<sub>2</sub> emission sensitivity analysis has been carried out three existing ships cargo oil

tanker and passenger of bangladesh have been analysed and eedibd was calculated to do that imo provides several guidelines which are most appropriate for seagoing ships to assess the possibility of co2 emission reduction a sensitivity analysis was carried out on the inland ship design parameters of bangladesh the outcome of the sensitivity analysis is a set of inland ship design suggestions that will lower the eedibd value from the current stage these ship design suggestions have been implemented on three existing inland ships these existing ships resistance have been examined using computational fluid dynamics cfd those ships designs have been improved based on the ship design suggestions it has been found that remodelled ship designs have 10 15 less resistance in comparison with the parent hull

this book sheds light on the nature and causes of the issues and challenges in human resources in shipping and proposes fresh recommendations to manage them it explains the multiple forces at play including the global regulatory regime national institutional frameworks industrial practices trade union responses and pressures from customers and non governmental organisations human resource management in shipping integrates seafarer employment data released by national maritime authorities and a large body of literature that discusses discrete human resources issues in shipping into a single volume providing readers with a comprehensive understanding of the issues and challenges within human resources in shipping beyond this the book also offers a fresh perspective on some of the long lasting hrm challenges in the industry such as skills shortage and seafarer recruitment and retention this book aims to provide readers with systematic and in depth knowledge of human resource management in shipping and offers researchers a valuable source of reference and a solid foundation on which further development can be built

international shipping is currently at a crossroads the decision of the international maritime organization imo in april 2018 to adopt an initial strategy so as to achieve by 2050 a reduction of at least 50 in maritime greenhouse gas ghg emissions vis à vis 2008 levels epitomizes the last among a series of recent developments as regards sustainable shipping it also sets the scene on what may happen in the future even though many experts and industry circles believe that the imo decision is in line with the cop21 climate change agreement in paris in 2015 others disagree either on the ground that the target is not ambitious enough or on the ground that no clear pathway to reach the target is currently visible this book takes a cross disciplinary view of the various dimensions of the maritime transportation sustainability problem cross disciplinary means that a variety of angles are used to examine the book topics and these mainly include the technological angle the economics angle the logistics angle and the environmental angle the book reviews models that can be used to evaluate decisions policy alternatives and trade offs for sustainable shipping a spectrum of technical logistics based and market based measures are being contemplated all may have important side effects as regards the economics and logistics of the maritime supply chain including ports and hinterland connections the objective to attain an acceptable environmental performance while at the same time respecting traditional economic performance criteria so that shipping remains viable is and is

likely to be a central goal for both industry and policy makers in the years ahead at the same time policy fragmentation is likely to create distortions of competition and sub optimal solutions this book attempts to address these issues and identify better solutions sustainable shipping a cross disciplinary view includes chapters that cover many relevant topics these include a general view of maritime transport sustainability green ship technologies information and communication technologies icts for sustainable shipping green tramp ship routing and scheduling green liner network design and speed optimization market based measures oil pollution ship recycling sulphur emissions ballast water management alternative fuels and green ports are also covered the book concludes by discussing prospects for the future with a focus on the imo initial strategy this book contains a unique wealth of information on sustainable shipping the knowledge it provides is rigorous complete and well supported by statistics technical reports and scientific references the treatment of the various topics is not only informative but also analytical and critical gilbert laporte maritime economics logistics 12 may 2020

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