Prefatory Note

Introduction to the Special Feature on

“Latest GHG-Related Trends and NK Initiatives”

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On the occasion of the publication of ClassNK Technical Journal No. 10, I would like to extend a warm welcome to all our readers.

ClassNK Technical Journal is a technical publicity journal which is published with the aim of contributing to the progress of technology in the maritime industry by making information concerning the technological activities and research results of ClassNK available to a wider range of interested parties.

In the previous issue (ClassNK Technical Journal No. 9), we reported on guidelines to contribute to safer transportation of electric vehicles. These guidelines were issued as the first of their kind in the world, and we also covered fire-fighting technologies related to the guidelines, as well as the latest technological trends in launch vehicle recovery ships, among other topics.

In July 2023, IMO MEPC 80 (International Maritime Organization Committee for the Protection of the Marine Environment) adopted the ambitious goal of achieving “Net-zero GHG emissions by or around 2050”. ClassNK has established the “ClassNK Transition Support Service” with the objective of providing comprehensive support for customers' smooth transition to Net-zero GHG emissions. In this issue, a special feature article, “Latest GHG-Related Trends and NK Initiatives”, is published to provide customers with the latest information related to “Understanding Regulations” and “Alternative Fuel Support” as part of the support services that propose optimal GHG emission reduction solutions to meet their needs. In this special issue, regulations related to GHG emissions, characteristics of alternative fuels, supply chains, life cycle costs, and the status of responses to alternative fuels by marine engines are explained.

In recent years, the digitization of ships has rapidly advanced, and the risk of cyber-attacks has increased. In this issue, we outline the background and trends of cyber security regulations for ships as well as the efforts of ClassNK in relation to the Unified Requirement of the International Association of Classification Societies (hereinafter referred to as UR) E26 and E27, which are considered to be of high interest in the maritime industry and started to be applied are applicable to contract ships constructed on and after July 1 this year.

Based on the needs of society and the industry, ClassNK will continue to grapple wholeheartedly with research and development which contribute to securing the safety of human life and property at sea, protecting the marine environment and creating innovations that lead society, and will strive to contribute to the further development of the maritime industry.

We sincerely request the understanding and support of all those concerned in the future, as in the past.