Crew Awareness and Measurements Successfully Reduces Operational Costs at Team Tanker International

Due to the increasing competition in the freight market, Team Tankers International is continuously searching for ways to optimize their fleet's performance in order to stay competitive. However, in order to optimize, they first needed to measure, so they installed a Performance Monitoring Systems from Insatech Marine. After only 3 months the benefits are already emerging.

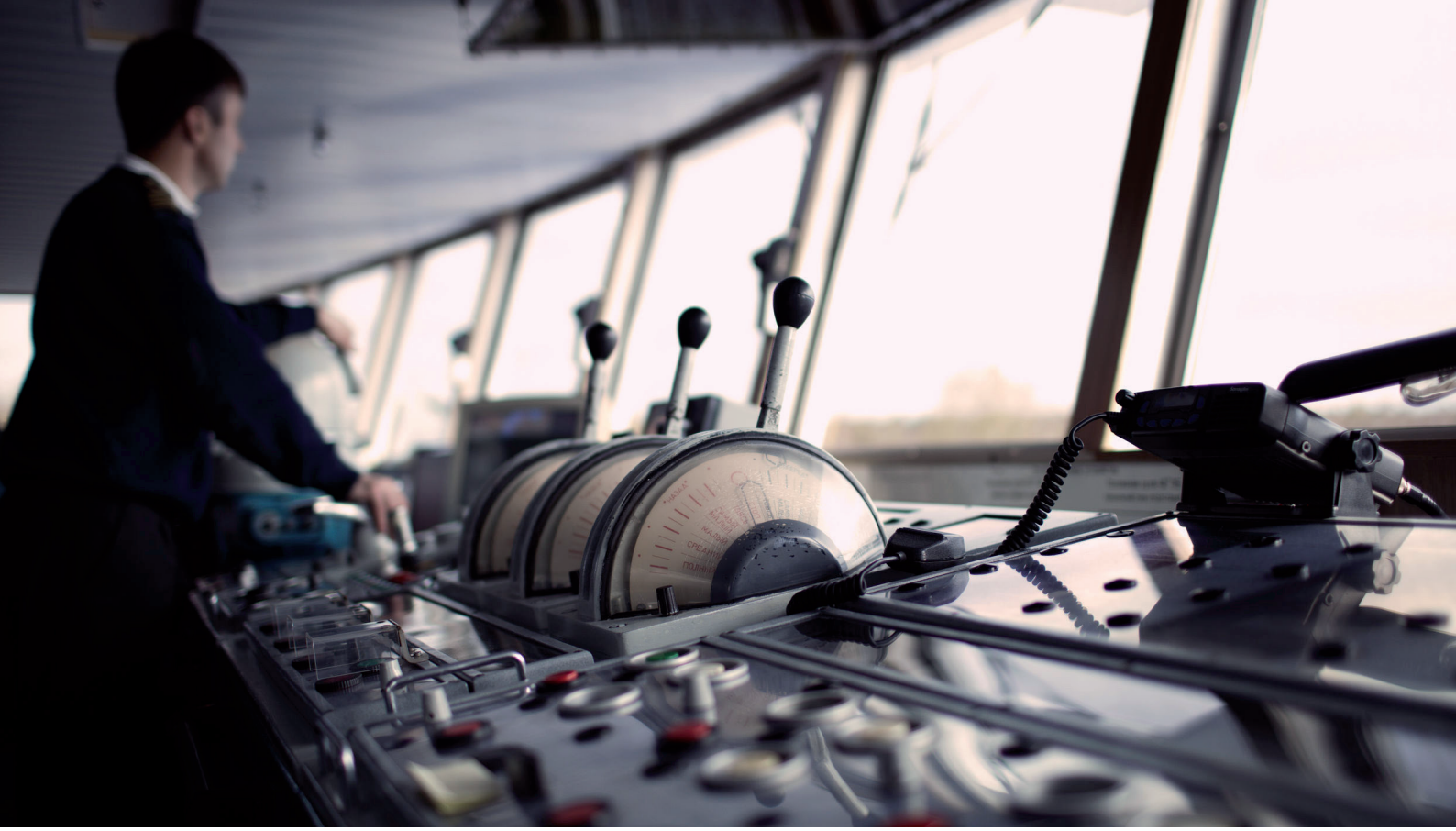
Team Tankers International is a worldwide chemical carrier; their key to staying competitive is managing each voyage thoroughly. It means running a tight ship by focusing on fuel and energy consumption by enhancing crew awareness, as well as implementing fleet wide optimisation projects. However, as technical project manager Henrik Marloth explains: "*If we can't measure the effect of a project, we can't optimise. We needed a tool to monitor performance.*" Team Tankers considered several different systems, but the choice fell on Insatech Marines Performance Monitoring System. *"The platform is great and the system is very flexible; if we decide to add new measures, we can do so. We have had influence on the system and could design it almost as we wanted, which has been really important to us. Furthermore we wanted to own the data, which we do with the Performance Monitoring System."*

Crew Awareness: The Cornerstone of Performance Optimisation Success

"The Performance Monitoring System does not earn you money – unless you apply awareness." Having done so, Henrik Marloth sees a clear advantage: *"We are able to operate our ships more efficiently; furthermore our staffs at shore are able to view the same data and trends. It's a valuable tool which the crew has really adopted. One of our captains called it liberating to always know how the vessel was performing against the KPI's."*

Henrik Marloth describes the system as a decision enabler, aiding operator and vessel senior management in determining the best course of action: "*If the expected voyage conditions changes, e.g. due to bad weather, and thereby increases bunker consumption higher than planned, we can, as a TEAM (ship-shore), act immediately and decide our best course of action. In the past we had limited information and basically we could only conclude upon voyage result at each voyage completion. However, now we are able to take more factors into consideration, when we decide whether to keep the same speed or change it. The factors can be weather, next voyage and other commercial factors.*

The goal is to be able to optimise our performance in real time – and we are convinced that we will be able to so with the Performance Monitoring System".



Annual Savings Based on Recent Performance System Optimisations

Though the installation of the performance systems was made in the summer of 2015, Henrik Marloth explains that after only three months they have already made some interesting discoveries, which will translate into huge annual savings. "B*ased on the data we were able to reduce fuel consumption significantly, as the data has allowed us to optimise trim and compare sister vessels, to thereby increase vessel performance.*" Trim optimising is an important performance factor, however Team Tankers International also has other goals e.g. reduction and better utilization of generators by reducing parallel operation and reducing the power consumption.

Testing and Verification of Pilot Projects

The System has several uses. By creating a valid baseline Team Tankers International evaluates pilot projects to find the most feasible investments before rolling it out on fleet level. "Currently we are evaluating high end antifouling products on our hull and propeller coating." The goal is to verify that the products are complying with the manufacturer's specifications. Furthermore, a reduction in hull cleaning and propeller polishing is expected. Other enhancements such as "Propeller boss cap fin" are at the moment being evaluated using the Performance System.

"By utilising the system and data we will be able to verify and confirm which types of antifouling products are most optimal, as well as the timing of hull and propeller cleaning."

Based on the initial experience with the performance system Henrik Marloth concludes that: "*We expect to cut down our total fuel consumption with 3-5% per ship/year, but that is probably a little conservative."* While technical tests and projects are now possible to evaluate, Henrik Marloth stresses that the ultimate benefit of the system is the crew awareness and the added value it will create. Without it you cannot leverage consumption reductions or operational optimisation.

For more information on the performance monitoring system contact Instech Marine at marine@insatech.com or call +45 5537 2095.