2015 FERRY SAFETY + TECHNOLOGY CONFERENCE



Worldwide Ferry Safety Association

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Worldwide Ferry Safety Association

2015 FERRY SAFETY + TECHNOLOGY CONFERENCE

The WFSA's unique approach brings together ferry operators and owners; naval architects; and marine engineers with providers of new technology to spark innovative solutions to improve ferry safety and efficiency worldwide.

The first day of the conference will take place at the Alexander Hamilton U.S. Custom House in New York City. Featured panels include Vessel Design and Construction, E-Training, Weather Information Systems, and Operations and Communications. The day will close with a cocktail reception and sunset cruise on the Staten Island Ferry.

The conference's second day will begin at the Custom House and move to visit the famed simulator at the Staten Island Ferry Terminal and proceed with tours on the Samuel S. Coursen and the East River Ferry.



Speaker Biographies



Eric Christensen is the Director of Regulatory Affairs and Risk Management for the Passenger Vessel Association. PVA is the national trade association for U.S.-flagged passenger vessels of all types with more than 500 vessel and associate members. PVA members own and operate a wide range of vessels including ferries, dinner, sightseeing, and excursion vessels, and water taxis. Eric is responsible for advising members on all manner of issues relating to commercial vessel safety and security. He is a 1987 graduate of the California Maritime Academy and prior to joining the PVA team, he had a 26-year Coast Guard career exclusively in the marine safety program.



Dr. Charles R. Cushing, President of the Naval Architecture/Marine Engineering firm C.R. Cushing & Co., has designed, built and/or supervised construction of over 250 vessels of all types, worldwide. He is a recipient of SNAME's Land Medal, a member of the National Academy of Engineering, the International Maritime Hall of Fame, and many technical societies. He is a graduate USMMA, MIT, SUNY Maritime and Cardiff University. He is the author of the recently published Marine Casualty Safety Investigation.



Captain James C. De Simone is Deputy Commissioner & COO of the NYCDOT Staten Island Ferry Division. He has held senior management positions in the high-speed ferry and towing sectors of the maritime industry, served on the administration of our nation's oldest maritime academy, and sailed in all shipboard capacities up to and including master for various companies. Captain De Simone is a graduate of SUNY Maritime College and the Manhattan College Graduate Division. He also holds a U.S. Coast Guard License as Master of Steam or Motor Vessels of Any Gross Tons upon Oceans.



Gregory A. Dronkert is President & COO of HMS Ferries Inc., a member company of HMS Global Maritime. Greg is responsible for the management and operation of HMS's domestic and international ferry operations. Greg also serves as a Board Member of the parent company and provides executive support for various corporate-wide initiatives and business development activities. A engineering graduate of the California Maritime Academy, Greg has sailed in licensed positions on commercial vessels before progressing through senior and executive management positions ashore. Greg attended the University of Washington's Marine Transportation Management, Port Planning & Development program and is now working on an MBA in Shipping and Logistics through Middlesex University in London.



Jonathan J. Figueroa is the Director of Facilities and United States Coast Guard Facility Security Officer for Billybey Ferry Company LLC. Mr. Figueroa served a primary role in the design and implementation of NY Waterways wireless mesh network including a key role in facilitating the acquisition of over $1.5mm in port security grant funding. With over 14 years experience in the Maritime industry, he is responsible for Billybey's day-to-day operations including DockNYC. He serves as the company liaison for agencies such as NYC Department of Transportation, NYC Economic Development Corp., The Port Authority of NY and NJ, and NJ Transit. He attended the State University of New York College at Cobleskill and the City University of New York, City College majoring in Management Administration and Economics.



Murray Goldberg is a noted educational technologist and past tenured faculty member of Computer Science at the University of British Columbia. In 1996 Murray founded WebCT, the world's first widely successful LMS in higher education. WebCT grew to serve 14 million students annually in 80 countries. Most recently, Murray founded the company Marine Learning Systems, the developer of MarineLMS, an LMS specifically suited to the maritime training context. Murray has served as a consultant, advisor, board member and board chairman at many organizations and has won numerous prizes, including an honorary Ph.D. for his contributions to educational technologies and the Manning Awards prize honoring the country's most outstanding innovator. Murray was also named one of the top 15 Canadians in digital media by *Backbone Magazine*.



Abigail Golden is a research, programming, and development associate at the Worldwide Ferry Safety Association. Her work for the WFSA has included a longitudinal study of major ferry accidents worldwide between 2000 and 2014 (about which she will make a presentation at the World Maritime Rescue Congress in Bremerhaven); a weather information systems analysis; and country-specific ferry system reports. She graduated magna cum laude from Columbia University in 2014 with a Bachelor's in environmental biology and English.



Dr. Stephan Grilli is a Distinguished Professor of Ocean Engineering at the University of Rhode Island, with over 25 years of experience studying, essentially through numerical modeling, ocean wave and wave-structure interaction problems, in the context of natural hazards, such as tsunamis, extreme wave events (rogue waves), and ship hydrodynamics. Dr. Grilli has published results of his research in over 210 books, chapters, journal papers and other refereed proceedings papers. Since 2010, Dr. Grilli has served on the National Research Council Marine Board, where he leads a critical area group that studies effects of climatic changes, such as extreme weather events, on critical coastal infrastructures and waterways.



Anders Ørgård Hansen is Managing Director and owner of OSK-ShipTech A/S, Consulting Naval Architects and Marine Engineers. From 2010 until 2013, he was elected Secretary General of the Danish Society for Naval Architecture and Marine Engineering and was recommended as fellow of the Royal Institute of Naval Architects in London. He is a board member of DNV Ferry Committee and member of Interferry, active in the Ferry Safety Project and represented the organisation at IMO in London. Holding a master's degree in Naval Architecture and Engineering from the Technical University of Denmark. Mr Hansen has been consultant and project manager for new building projects including Fjordlines LNG ferries, Moby Line's newbuildings in Korea, and Italy, Arctic passenger vessels, and smaller Ro-Ro ferry designs for developing countries.



John Hemgård is Director of the Marine business division at Marioff Corporation Oy. John studied naval architecture and marine engineering at the Swedish technical college in Helsinki and was graduated (B.Sc.) in 1982. After his graduation he was employed by Wärtsilä Helsinki shipyard as naval architect and project engineer and later as project manager. In early 90s, John switched over to work with various ship interior and equipment suppliers with emphasis on large turn-key projects for various shipyards and cruise ship-owners internationally. In 2005 John joined KONE Corporation and was given responsibility for the KONE Marine elevator business unit. In March 2013 Marioff Corporation appointed him as the director for the Marine business division, which today represents more than half of the company's turnover.



Joe Hudspeth is Vice President of Business Development at All American Marine, Inc., a manufacturer of high-speed passenger ferries, excursion vessels, and work boats, in Bellingham, WA. Hudspeth has been involved with maritime sales, marketing and product development since 2000. He currently serves as a regional co-chairman for the Passenger Vessel Association, is a judge for the Worldwide Ferry Safety Association student design competition, and frequently speaks on boat-building related issues.



Captain Loebl currently commands Coast Guard Sector New York which has more than 700 active duty personnel, 75 civilian employees, 300 reservists, and 2000 Auxiliary members with operational assets that include seven cutters, three small boat stations, and two aids to navigation teams. Overall, the Sector is charged with ensuring the safety, security, and stewardship of the Port of New York and New Jersey as well as the Hudson River. Over the course of his 26-year Coast Guard career, he has held a variety of Marine Safety and Prevention positions in duty stations such as: New York, NY; Honolulu, HI; Washington, D.C.; Baltimore, MD; and San Francisco, CA. Captain Loebl has also earned a Bachelor of Arts in Marine Affairs from the University of Miami in Coral Gables, FL and a Master of Marine Affairs degree from the University of Virginia.

Speaker Biographies



Grzegorz Mazerski is leading a small R&D team in Polish office of ship design house Deltamarin. He specializes in various special-purpose ships, including small-to-medium-size ferries as well as various offshore vessels. He was involved in numerous engineering studies on ferries, including several route-specific studies as well as a development of Integrated/Modular/Customizable concept (IMC Ferries) in cooperation with Wartsila. Before joining Deltamarin he worked in the design office of a shipyard, where he was involved in engineering and construction of a couple of special-purpose vessels. He graduated from Gdansk University of Technology in Poland, although he prepared his Master's thesis at Delft University of Technology in the Netherlands. He is currently working towards a Ph.D. in ship design at Aalto University in Helsinki, Finland.



Captain Nurur Rahman is the Papua New Guinea National Maritime Safety Authority Executive Manager. He has 20 years as an officer aboard ocean-going vessels and a further 25 years in regulatory and management roles in the maritime industry. In addition to being a ship captain, Capt. Rahman possesses tertiary level qualifications in Nautical Science and in Transport & Logistics from the United Kingdom. He is associated with various international maritime organisations and is an Associate Fellow of the Nautical Institute in the U.K. Capt Rahman has contributed to safety and security matters at IMO, Tokyo MOU, Chairman of Maritime Safety Committee of PacMA, and is an auditor of IMSAS. Capt. Rahman was involved in search and rescue in the sinking of the passenger ferry, MV Rabaul Queen.



Michael O'Brien is a meteorologist and former mariner with 20 years of experience in the weather routing industry. In his current role at Applied Weather Technology (AWT), Michael works closely with clients and shipmasters to provide them with optimum routes taking into account vessel type, cargo, environmental constraints and other specific requirements. AWT, the largest company that exclusively specializes in providing the maritime industry with voyage optimization services and on-board software, routes more than 44,000 voyages per year globally. Michael is a former second mate and graduated from the New York Maritime Academy in 1989.



Len Roueche is the Chief Executive Officer of Interferry, a shipping association representing the worldwide ferry industry. Interferry has 230 member companies representing over 600 individuals from 35 countries. Since Len became CEO of Interferry in 2002 the association has grown by over 140%. Prior to joining Interferry, Len was with BC Ferries for 25 years where he was responsible for strategic planning. He has a B.A. from the University of Victoria and an M.A. from the University of British Columbia, both in economics.



Joe Sienkiewicz is Chief of the Ocean Applications Branch of the NOAA/National Weather Service Ocean Prediction Center. He is a graduate of the SUNY Maritime College and University of Washington. Joe was mate and relief master on tugboats based out of New York Harbor in the early 1980's and has worked in ocean weather prediction for over 25 years. His professional interests include the use of satellite sensed winds and waves in weather prediction, explosive deepening storms, and weather associated with the Gulf Stream.



Dr. Roberta Weisbrod is Executive Director of Worldwide Ferry Safety Association, a not-for-profit organization dedicated to reducing ferry fatalities in the developing world. Prior to founding WFSA with colleagues she helped coordinate the Interferry-IMO ferry safety project for Interferry. Dr. Weisbrod is also the Principal of Sustainable Ports, a planning consultancy for ferries and waterborne freight. Previously she worked with NYS DEC on harbor environment issues, with NYCEDC on port planning and intermodal transportation, and with an NGO, Inform, on sustainable transport. She has published many papers about maritime transport.



James Wong is a transportation planner and engineer who has been working on public sector transportation issues for over five years. His consulting work on transit and corridor planning, traffic engineering and intelligent transportation systems has supported agencies in New York City, Washington, DC, Baltimore, Atlanta and abroad in South Africa and Russia. James has Master's degrees in both Civil Engineering and City and Regional Planning. His graduate research focused on the use of traveler information systems and open transit data, such as Google Transit, to improve the transportation planning process. He applies many of the lessons learned from that research in his current capacity as the Director of Ferries in Ports & Transportation for the NYC Economic Development Corporation.

2015 FERRY SAFETY + TECHNOLOGY CONFERENCE

Dear colleagues,

The overarching agenda to this conference is one question: how can we take advantage of and guide global trends in ferry transport?

If we think about it logically, the need for ferries will grow in many cities on water, with the world experiencing global trends of population growth, economic expansion, urbanization, and constricting traffic congestion. But this potential for expansion and qualitative advances in ferry systems the world over can be achieved only where ferries are a safe and affordable means of transit and where they are integrated with other ferry systems and other forms of transportation.

This conference is about doing what we can to enable a major increase in ferry transport. In the U.S. and the rest of the developed world, ferry design and construction have to become as affordable as they are safe, and ferries have to become a seamless and transparent part of the urban network. But in the developing world, ferries and ferry systems face the far more basic challenge of being made to be safe and affordable before they can become part of the urban transport network. Could meeting these challenges boost waterborne transport the way the Model T Ford opened up new markets for surface transport the world over?

Achieving safety is a constant battle, threatened by the likelihood of human error. Looking beyond responsive design, effective learning can counter the tendency for error. This conference explores the use of new media and asks whether these new media approaches could be blended with in-person training programs for more effective, and possibly more affordable, learning tools.

On the water, hazardous weather and high waves threaten safe maritime transport, causing us to wonder, what is the state of the art in weather prediction? With the intensification of global climatic change, greater weather extremes are likely. Could the international global development community — say the Multilateral Development Banks' $175 billion dollar fund for Sustainable Transport — be tapped for spending on universal access to maritime weather and wave predictive information?

We are living in a time of constant technological innovations, with applications being developed that can be adapted and used for safety, affordability, efficiency, and effective operations in maritime transport. The last session of this conference is to be the spark plug for thought and ideas as we examine some advanced technologies now used in New York/New Jersey harbor and around the world. We open up discussion to attendees about what should become the new standards for communication, transit integration, maritime domain awareness, and preserving vessel stability.

As Len Roueche of Interferry says, we are starting to see a give and take in technological development between the developed world and the developing world. Advanced technologies and business models from the West are being stripped down and made affordable for developing countries. And in return some of these affordable and versatile concepts and products are making their way back west.

Going forward, the Worldwide Ferry Safety Association intends to capture the highlights of the findings of this conference and disseminate them through our website, our future blog, media sponsors, and international conferences.

Cordially,

Roberta Weisbrod

Roberta Weisbrod

Program Events Schedule

2015 FERRY SAFETY + TECHNOLOGY CONFERENCE

Thursday April 16, 2015

Alexander Hamilton U.S. Custom House, 1 Bowling Green

8:00 - 9:00 a.m. **Registration and coffee**

9:00 - 9:15 a.m. **Introduction: Setting the Agenda**

Joseph Hudspeth, All American Marine, Bellingham, WA
Dr. Roberta Weisbrod, Worldwide Ferry Safety Association, New York, NY

9:15 - 10:35 a.m. **Panel 1: Vessel Design and Construction**

Moderator: Dr. Charles R. Cushing, C.R. Cushing & Co., New York NY
Anders Ørgård Hansen, OSK-ShipTech A/S, Denmark
Grzegorz Mazerski, Deltamarin, Finaland
Capt. Nurur Rahman, Govt. of Papua New Guinea

10:35 - 10:55 a.m. **Coffee Break**

10:55 - 12:10 p.m. **Panel 2: E-training**

Moderator: Capt. Gordon Loebl, Captain of the Port Sector, New York, NY
Eric Christensen, Passenger Vessel Association, Alexandria, VA
Murray Goldberg, Marine LMS, Vancouver, Canada

12:10 - 12:20 p.m. **Ketnote Address**

Capt. James De Simone, Staten Island Ferries, New York, NY

12:20 - 1:40 p.m. **Lunch**

1:45 - 3:00 p.m. **Panel 3: Weather Information Systems**

Moderator: Dr. Stephen Grilli, University of Rhode Island, Narragansett, RI
Michael O'Brien, Applied Weather Technology, Princeton, NJ
Abigail Golden, Worldwide Ferry Safety Association, New York, NY
Joseph Sienkiewicz, NOAA, College Park, MD

3:00 - 3:15 p.m. **Coffee Break**

3:15 - 4:45 p.m. **Panel 4: Operations and Communications**

Moderator: Len Rouche, Interferry, Victoria, BC
Greg Dronkert, HMS, Inc., New York, NY
Jonathan Figueroa, New York Waterway, Weehawken, NJ
John Hemgard, Marioff Corporation Oy, Vantaa, Finland
James Wong, NYC Economic Development Corporation, NY

5:00 - 6:30 p.m. **Reception and Student Awards**

Dr. Roberta Weisbrod, Worldwide Ferry Safety Association, New York, NY

6:30 - 8:00 p.m. **Sunset Cruise on Staten Island Ferry**

Friday April 17, 2015

Alexander Hamilton U.S. Custom House, 1 Bowling Green

8:00 - 10:00 a.m. **TRB Ferry and Maritime Safety Committee meetings: Open to all**
Boxed lunch pick up at US Custom House Naval Officers Room starting 9:30

10:00 – 11:00 a.m. **Whitehall Terminal**
Visit training simulator at Staten Island Ferry Terminal, Whitehall

11:00 – 11:20 a.m. Walk to landings for vessel visits;
Times cannot be precise – stay with the group please

11:20 – 12:45 p.m. **HMS Global Maritime, Board at Battery Maritime Building**
Board Samuel S. Coursen for tour and demonstrations

1:00 – 2:30 p.m. **NY Waterways, Board at Pier 11**
Board East River Ferry for tour and demonstrations

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NYCEDC and the PortNYC program maintain 12 ferry landings throughout the City and launched the East River Ferry service in June 2011.

The release of the City Wide Ferry system is designed to safely serve all New Yorkers living, working or wanting access to waterfront communities.



For more information, visit **nycedc.com**

NYCEDC

Marioff Launches HI-FOG® 3000 High Pressure Water Mist Sprinkler Series for the Marine Industry



Marioff launches the new generation HI-FOG® 3000 sprinkler series for marine applications. The new generation HI-FOG® 3000 sprinkler series is designed to protect accommodation areas as well as public and service spaces on ships. It replaces and provides even greater efficiency and wider coverage than earlier HI-FOG® 1000 and HI-FOG® 2000 sprinkler series. Marioff has carried out comprehensive testing of the new generation HI-FOG® 3000 sprinkler series, which is designed, tested and type approved according to International Maritime Organization (IMO) Res.A800(19) as amended in IMO Res.MSC.265(84).

"With the launch of this new generation of HI-FOG® 3000 sprinklers, we are offering to our marine customers enhanced HI-FOG® systems with faster activation, more efficient suppression and improved passenger and crew safety," said John Hemgård, director of marine business, Marioff Corporation Oy. *"We take reliability and robustness of sprinkler systems to the next level, leveraging our three decades of field experience in marine fire protection systems."*

The new HI-FOG® 3000 sprinkler solutions are UL tested to meet IMO regulations, certified by major classification societies and now available for new ship projects.

About Marioff and HI-FOG®
Marioff, which operates in Finland as Marioff Corporation Oy, is a leading developer of water mist fire protection technology and supplies system solutions worldwide. The company's innovative HI-FOG® water mist fire protection system safely controls and suppresses fire using significantly less water than conventional sprinkler systems, reducing water damage, cleanup time and operational downtime. Marioff is a part of UTC Building & Industrial Systems, a unit of United Technologies Corp., a leading provider to the aerospace and building systems industries worldwide. For more information, visit **www.marioff.com.**

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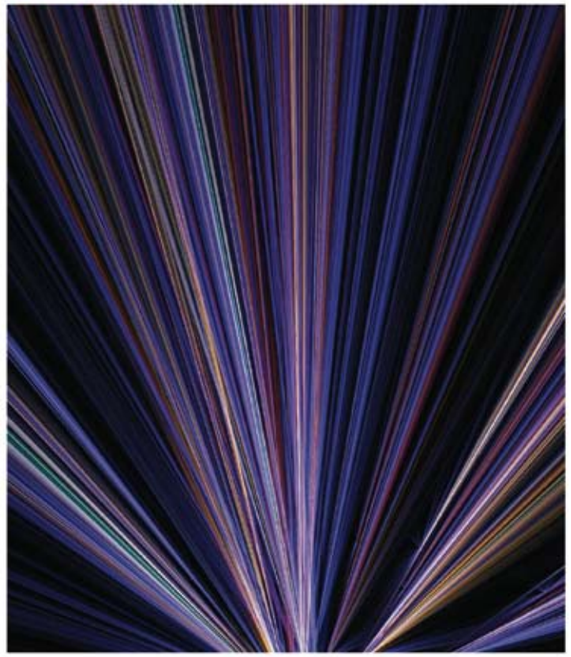
M/V Viking Grace engine room © Wärtsilä

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Marine Transportation at the TRB Annual Meeting

Join us for the TRB 95th Annual Meeting, January 10–14, 2016, in Washington, D.C.

The meeting program will include more than 750 sessions covering *all* transportation modes—including a full series of sessions and workshops on marine transportation. The 2016 program will be available online in November 2015.

More than 12,000 transportation professionals will be there, including policy makers, administrators, practitioners, researchers, and representatives of government, industry, and academic institutions.

Plan now to attend. For more information, visit **www.trb.org/AnnualMeeting**.

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In July 2015 SNAME will publish a **Special Ferry Issue** of our membership magazine.

(mt)

Topics will include:
- WFSA's 2015 Safe and Affordable Ferry Design Competition
- The Role of Investigation in Ferry Safety
- Innovation Opportunities in Ferry Design
- The Transition to All-Electric Ferries
- Network Effect with Sydney Ferries
- Vessel Report: *Tokitae*



(mt) is free to all SNAME members.
For more information on membership visit www.sname.org

Save the Date

WMTC15
WORLD MARITIME TECHNOLOGY CONFERENCE

"Engineering Innovation Serving Society"

SNAME MARITIME CONVENTION

November 3-7, 2015
Rhode Island Convention Center
Providence, RI

Will be held in conjunction with WMTC 2015

For more information: www.sname.org/2015WMTC
For general inquiries, please contact: Alana Anderson,
Director of Events, SNAME – aanderson@sname.org/ +1 703-997-6705

More About SNAME

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INTERFERRY

40th ANNUAL INTERFERRY CONFERENCE
OCTOBER 3-7, 2015 • COPENHAGEN

KEY DATES • MORE INFORMATION AT INTERFERRY.COM

Saturday Oct. 3	Sunday Oct. 4	Monday Oct. 5	Tuesday Oct. 6	Wednesday Oct. 7
Pre-Tour #1	Carus Cup Golf Tourney Pre-Tour #2 Welcome Reception	Conference Sessions Spouse Tour #1 Networking Reception	Conference Sessions Spouse Tour #2 Farewell Dinner	Technical Tour Post Tour commences



The full conference hall at Interferry 39 in Vancouver

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Lee Gruzen
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