

Focus on Sub 24m Vessels
Relevant for 25m to 100m / Ports & Harbours

NEXTGEN Marine BATTERY

WORKSHOP • 22 OCTOBER 2024

International Experts via TEAMS

Via TEAMS – 13.00 to 17.00 (UK)

14.00 to 18.00 (EU)

08.00 to 12.00 (US EST)

Supported By



 ENERGY SOLUTIONS

Relevant to Professional – Commercial – Military

End-user Organisations • Operators • Boat Builders • Refit Yards
OEM Manufacturers • Engineers • Naval Architects • Designers
Classification • Legislators • Ports • Harbours

Next Generation Energy – Power – Propulsion

Ferries • Work Boats • Pilot Boats • Offshore • Wind Farm Support
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NEXT GEN Marine BATTERY Workshop: Standard Rate £120

Military / Government / Academia / SAR / Ports
UKHMA / British Marine / YBDSA / RINA / IMarEST
Discount Rate £95

For further information:

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www.nextgen-marine.com

THEME: How Can We Make Battery Electric Vessels Safer?

13:00 to 14:20 **Session 1 – Safety Standards and Lessons From Other Sectors**

John Haynes – Workshop Lead, NEXT GEN Marine

What are the Real Risks versus Perceived Risks in Marine Battery-Electric Systems?

Ben Gully – Chief Technologist, SPOC Grid Inverter Technologies

A Safety Led Approach to Power System Design for Marine Applications

Manuel Spitzlay – Director Sales North America, American Battery Solutions (ABS)

Different Applications Need Different Batteries – Lessons from Automotive and Transport Sectors

Panel Discussion - Q & A Session

Are Battery-Electric vessels getting ahead of safety?

Battery-Electric is evolving on land – but where does it really fit for marine?

14:30 to 15:50 **Session 2 – Industry Solution Providers and Viable Technology**

Paul Holland – Managing Director, ENERGY SOLUTIONS

Designing and Installing Energy Storage Systems for Vessels and Onshore Applications

Tania Berry – Electrical Capability Lead, BMT

Design, Construction & Lifecycle Support of Battery-Electric Vessels & Energy Systems.

Technology Developers & Solution Providers

TBC

Q&A Session

What are the benefits of a safety system versus individual technologies?

How can we improve processes for Battery-Electric installations and maintenance?

16:00 to 17:00 **Session 3 – Preventing Thermal Runaway and Managing Fire Risks**

Peter Mansi – Partner & Forensic Investigator, FIRE INVESTIGATIONS UK

Identifying the Origin, Cause and Development of Battery & Electrical Fires on Vessels

Kurt Vollmacher – Owner ENERGY SAFETY

Mitigation of Battery Fires and the Benefits of Standardisation for First Responders

Panel Discussion – Q & A Session

How can lessons from onshore energy storage systems be applied to marine?

Managing battery fire risks – what is working now and what is coming next?

END: 17:00 (UK)



John Haynes



Ben Gully



Manuel Spitzlay



Paul Holland



Tania Berry



Peter Mansi



Kurt Vollmacher

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Supported By:



BMT is a maritime-orientated high-end design house and technical consulting firm driven by a passion for solving complex, real-world problems. BMT supports customers at every stage of the project lifecycle - from initial concept through to design, construction, operation and eventual decommissioning. BMT has 27 offices in the Americas, Asia, Australia and Europe. Over 1300 professionals with outstanding technical knowledge deliver cost-effective solutions to business problems that require technical excellence, independent thinking and innovation.

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Energy Solutions have over 20 years experience designing marine electrical systems utilising products from the world's leading manufacturers. Energy Solutions offer fully designed systems from panels and switchboards manufactured in their UK production facility to batteries and charging. Extensive experience of commercial and industrial projects includes the capability to undertake programming and commissioning for clients. The company have been working with leading OEM boatbuilders, superyacht owners and boat yards since 1996.

www.energy-solutions.co.uk

NEXT GEN Workshop Lead – John Haynes

From running Energy Transition training for significant maritime organisations it is clear there is an urgent need to have a better understanding of safety for energy storage systems.

The focus for Lithium-Ion batteries has been on the various chemistries and energy density. It is now essential to establish a consistent approach to identify safe battery-electric systems.

'Safety' for battery-electric vessels is not only about high-performance batteries. A systems approach includes awareness of the risk of running out of energy at sea along with the ability to prevent and fight fire.

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