



20 possibles in the pipeline

50 JIPs are flourishing

MARIN sees the Joint Industry Project (JIP) as a crucial part of its business and takes this opportunity to provide an overview of the importance of the JIP.

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Significantly, Joint Industry Projects constitute 25-30% of MARIN's turnover. On average about 50 JIPs are in various stages of realisation, while in the order of 20 ideas and initiatives are in preparation. This is very much the result of a co-ordinated and long-lasting effort from MARIN's business units and R&D department.

Joint Industry Projects provide an indispensable means of involving the industry in new technological development, based on fundamental research programmes. Similarly, the projects are an indispensable means to learn – as a technology institute – what the industry's needs are.

Know-how flows in two directions. For instance, full-scale monitoring provides information on the behaviour of ships and offshore floating platforms which sometimes leads to new information that then ignites new hydrodynamic R&D at MARIN and universities.



Photo Sunda Prasada

18th FPSO Forum, 8 November 2006,
Bandol, France.

On the other hand, new physical models for hydrodynamic phenomena, developed at MARIN can be implemented in design tools and validated in Joint Industry Projects. This is an ideal way for the industry to learn about the technology, to trust the results and work with the new tools. MARIN participates in various networks which focus on new JIP initiatives. As well as CRS and

CRN, there are EC thematic networks and industry networks such as the EuroGia cluster, the FPSO JIP-week & Forum and the OGP Met-Ocean JIP-week. In the Netherlands, recent initiatives for a Maritime Innovation Programme are expected to lead to networks in the offshore service industry and maritime construction industry. These will then aim to boost co-operative R&D in the sectors.

A recent, large Joint Industry Project with significant industry impact is SafeTUG. The project will provide design information on the operability of tugs for escorting and berthing assistance. The application is aimed at the approach and berthing of LNG carriers to offshore terminals. A large group of offshore operators and contractors, as well as tug operators, designers and builders, class and authorities, participate in the project.

The R&D work focuses on tug motions and tow or push capacity in the confused seas around a big vessel and on the operational procedures and criteria which



LNG development has initiated various JIP's.

follow from it. In the near future this technology will contribute to a safe LNG Supply chain and enable efficient ship-to-ship and ship-to-terminal transfer of LNG in open sea conditions.