



International Journal of Environment and Geoinformatics (IJEGEO) is an international, multidisciplinary, peer reviewed, open access journal.

A New Method for Calculating Fuel Consumption by Using Speed Loss Function

Kadir MERSİN

Chief in Editor

Prof. Dr. Cem Gazioğlu

Co-Editors

Prof. Dr. Dursun Zafer Şeker, Prof. Dr. Şinasi Kaya,

Prof. Dr. Ayşegül Tanık and Assist. Prof. Dr. Volkan Demir

Editorial Committee (April 2020)

Assos. Prof. Dr. Abdullah Aksu (TR), Assit. Prof. Dr. Uğur Algancı (TR), Prof. Dr. Bedri Alpar (TR), Prof. Dr. Lale Balas (TR), Prof. Dr. Levent Bat (TR), Prof. Dr. Paul Bates (UK), İrşad Bayırhan (TR), Prof. Dr. Bülent Bayram (TR), Prof. Dr. Luis M. Botana (ES), Prof. Dr. Nuray Çağlar (TR), Prof. Dr. Sukanta Dash (IN), Dr. Soofia T. Elias (UK), Prof. Dr. A. Evren Erginal (TR), Assoc. Prof. Dr. Cüneyt Erenoğlu (TR), Dr. Dieter Fritsch (DE), Assos. Prof. Dr. Çiğdem Göksel (TR), Prof. Dr. Lena Halounova (CZ), Prof. Dr. Manik Kalubarme (IN), Dr. Hakan Kaya (TR), Assist. Prof. Dr. Serkan Kükrer (TR), Assoc. Prof. Dr. Maged Marghany (MY), Prof. Dr. Michael Meadows (ZA), Prof. Dr. Nebiye Musaoğlu (TR), Prof. Dr. Erhan Mutlu (TR), Prof. Dr. Masafumi Nakagawa (JP), Prof. Dr. Hasan Özdemir (TR), Prof. Dr. Chryssy Potsiou (GR), Prof. Dr. Erol Sarı (TR), Prof. Dr. Maria Paradiso (IT), Prof. Dr. Petros Patias (GR), Prof. Dr. Elif Sertel (TR), Prof. Dr. Nüket Sivri (TR), Prof. Dr. Füsün Balık Şanlı (TR), Prof. Dr. Uğur Şanlı (TR), Duygu Ülker (TR), Assoc. Prof. Dr. Oral Yağcı (TR), Prof. Dr. Seyfettin Taş (TR), Assoc. Prof. Dr. Ömer Suat Taşkın (US), Dr. İnese Varna (LV), Dr. Petra Visser (NL), Prof. Dr. Selma Ünlü (TR), Assoc. Prof. Dr. İ. Noyan Yılmaz (AU), Prof. Dr. Murat Yakar (TR), Assit. Prof. Dr. Sibel Zeki (TR)

Abstracting and Indexing: TR DIZIN, DOAJ, Index Copernicus, OAJI, Scientific Indexing Services, International Scientific Indexing, Journal Factor, Google Scholar, Ulrich's Periodicals Directory, WorldCat, DRJI, ResearchBib, SOBIAD

A New Method for Calculating Fuel Consumption by Using Speed Loss Function

Kadir Mersin 

Istanbul Gelisim University, Faculty of Economics, Administrative and Social Sciences, Department of International Logistics and Transportation

* Corresponding author
E-mail: kmersin@gelisim.edu.tr

Received 10 March 2020
Accepted 25 March 2020

How to cite: Mersin (2020). A New Method for Calculating Fuel Consumption by Using Speed Loss Function, *International Journal of Environment and Geoinformatics (IJEGEO)*, 7(1): 64-67. DOI: 10.30897/ijegeo.700557

Abstract

The most important factor affecting fuel consumption is the speed of service. There are many formulas that give the relationship between service speed and fuel consumption. These formulas ignore the weight of the load on the ship or the wind speed. For example, Beaufort numbers and Aertssen numbers are neglected. This neglect makes it difficult to predict the amount of fuel that the ship will consume on the road at each departure. For example, a trip against wind resistance will increase the margin of error of estimated fuel consumption. Although this error does not cause major changes, it will affect the ship's total fuel consumption in the long period. This period can also effect cost of the shipping companies. In this study, the formula which does not neglect the wind speed and load weight is put forward and fuel consumption is modelled with this formula. In addition, results of this methods and classic calculation are compared. Nevertheless, hotelling and maneuvering of the ship are neglected while calculating.

Keywords: Aertssen Numbers, Beaufort Numbers, Fuel Consumption

Introduction

Maritime transportation, which is a very suitable alternative especially for long distances, is a dynamic form of transportation in which approximately 90% of world trade is carried out in volume (Canci and Gungoren, 2013).

The big container line operators who think that the effects of the global economic crisis are about to come to an end and that the shipyards want to evaluate the serious reductions made by the shipbuilding prices in order to survive, especially in their order book, demanded ships between 5,000 - 12,500 TEU. For more economical and faster transportation, global container line operators have extended their tonnage to the optimum level and used economies of scale.

Considering both economic and environmental factors, this type of transportation has brought along various costs and problems. The top of these is the cost of fuel. Factors affecting fuel cost are displacement and service speed.

However, there are many costs that must be covered by companies. Fuel consumption is the biggest part of these costs. So, optimization of fuel consumption is able to lower these costs. Service speed is the one of the parameter which effects fuel consumption directly that is why all ships have optimum speed. Optimum ship speeds are given in table 1. According to table 1, ship speed can be considered as fixed while calculating the consumption. So, weight of the ship is the only parameter for calm water.

Table 1. Ship speeds according to ship types (Trozzi and Vaccaro, 2006)

Ship Type	Speed(knot)
Bulk Cargo Ship	14,32
Tanker	14,20
Dry cargo ship	14,29
Container	19,09
Passenger / Ro-Ro / Cargo	16,49
Cruise ship	17,81
Fast Ferry	36,64
Coaster	14,29
Recreational boats / Yachts	9,63
Fishing Ship	11,96
Other (Military, Service Boats etc.)	13,45
Average All Ships	14,77

Alderton (1981) published a formula on the fuel consumption of a ship. In this formula, the weight of the ship was neglected. Then Ronen (1982) and Chrzanowski (1989) used this formula in their work. Barras (2004) published a formula for fuel consumption, which does not neglect the weight of the ship. Notteboom and Carlou (2013) investigated the effects of slow speed applications. They also analyzed fuel consumption and BAF paid by carriers. Khor, Dohlie, Konovessis and Xiao (2013) found an optimal speed of 19.5 knots by installing a model to optimize the speed of ultra-container ships. Doudnikoff and Lacoste (2014) presented differences in speed and cost effectiveness between the total transit time and CO2 emissions in and outside the SECA. Bayırhan et al.(2019) published an article about modelling of ship originated exhaust gas emissions in the strait of Istanbul (Bosphorus) and Mersin et al. (2019) made reviewing of CO2 emission and reducing methods in maritime transportation

Rotation according to weather conditions

Weather condition affects the energy which is used for the ship's propulsion. For this reason, it is necessary to take the weather conditions into account when calculating the route. The longer the ship's route, the more flexibility can be achieved in the rotation of the weather conditions. In this context, rotation according to weather conditions in transcontinental ocean crossings can be taken as an operational measure (Eide and Endersen, 2010).

However, weather conditions have a high potential for efficiency in route determination. If used correctly, it provides fuel saving and improving the performance of the ship, but vice versa.

A strong wind taken from the bow will increase ship resistance by an average of 10%, and the importance of the issue becomes apparent when determining the route according to the weather can contribute 0.1 to 4% to energy saving (Talay et al., 2013).

In cases where the wind is blowing, the main body of the ship, the part above the water and the resistance of the

superstructures vary depending on the direction and speed of the wind. Therefore, the weather resistance of a ship in windy weather conditions includes both calm weather resistance and wind resistance. In addition, wind-induced waves create additional resistance. Wind force acting on the surface of the ship; it changes the speed of the ship, causing the ship to incline or slightly trim. The wind force in question is not actually continuous, it is usually intermittent and its intensity fluctuates (Erat, 2014).

The preliminary calculation of the wind strength can be done by modelling the ship structure, provided that the regions where the ship will operate will be determined in advance. Wind tunnel tests are a very good option for detecting wind impact, but these tests are not applicable to all ships because of the high costs involved. Therefore, many numerical methods have been developed for the estimation of wind strength (Haddara, 1999). One of these methods is the Beaufort Wind Scale. Wave height and wind speed were classified by giving values between 0-12.

After determining the wind type from the Beaufort Wind Scale, the second step is determining the wind direction effect. It is important to know the wind density as well as the determination of the wind direction. Wind direction determination is a must in determining air entrainment. Ships are equipped with anemometers to determine wind power and direction. There are many different methods for calculating wind resistance (Molland et al. 2011).

In cases where the wind intensity is greater than 7 Beaufort, speed losses may occur due to the possibility that the propeller may rise above the water. So, calculations cannot yield correctly where the wind intensity is greater than 6 Beaufort (Kwon, 2008).

For the Beaufort scale, two types of Aertssen Numbers were found as m and n. These values help to calculate the speed at which the wind loses relative to the Beaufort value. Aertssen Numbers corresponding to 5,6,7,8 values are given in the table 2.

Table 2: Aertssen Numbers

Beaufort Number	Head Sea	Bow Sea	Beam Sea	Following Sea
5	m= 900; n=2	m= 700; n=2	m= 350; n=1	m= 100; n=0
6	m= 1300; n=6	m= 1000; n=5	m= 500; n=3	m= 200; n=1
7	m= 2100; n=11	m= 1400; n=8	m= 700; n=5	m= 400; n=2
8	m= 3600; n=18	m= 2300; n=12	m= 1000; n=7	m= 700; n=3

Speed losses can be calculated as a percentage with the following formula by using Aertssen numbers:

$$\frac{\Delta V}{V} \times 100\% = \left(\frac{m}{L_{pp}} + n \right) \text{ (Molland et. al, 2011) Where}$$

Lpp is length between perpendiculars and $\frac{\Delta V}{V}$ is speed loss. For example, speed loss of a vessel with 150 meter Lpp and in 5 Beaufort air condition is $\frac{900}{150} + 2 = 8\%$.

According to above table, we can define a function μ_i between set of Beaufort numbers (B) and set of Aertssen Numbers ($M \times N$). Where μ_1 for head sea, μ_2 , for bow sea, μ_3 for beam sea and μ_4 for following sea.

$$\begin{aligned} \mu_i: B &\rightarrow M \times N \\ \mu_i(b) &= (m, n) \end{aligned}$$

Speed Loss Function

Speed loss percentage can be defined with a function by using μ_i function. That is

$$\alpha: \mathbb{R} \times \mathbb{R} \times B \rightarrow \mathbb{R}$$

$$\alpha(v, L_{pp}, \mu_i(b)) = v \times \left(\frac{(100 - n) \times L_{pp} - m}{100 \times L_{pp}} \right)$$

where v is the speed of the ship.

Effect of the Speed Loss Function to the Fuel Consumption

Displacement, time, speed and wind resistant are the important parameters which effect the fuel consumption of the ship. So, the formula which is built for fuel consumption has to contain these parameters.

We know that fuel consumption is an increasing function by weight of the ship. We can define it as $C(\nabla) = \lambda \cdot v^3 \cdot \nabla^{\frac{2}{3}}$ (Barras 2004). Nevertheless, this function is decreasing function by time. Because the weight of the ship decreases by time. So this function has to be

$$C(t) = \lambda \cdot v^3 \cdot \nabla(t)^{\frac{2}{3}}$$

Let d be the distance between the ports. For a ship which sails with speed v , sailing time is

$t_{sailing} = \frac{d}{v}$. So, fuel consumption formula can be modified by changing variable.

In addition, sailing time depends on net speed that is $v_{net} = v_{ship} - v_{wind}$. This speed can be calculated by the speed loss function.

$$v_{net} = \alpha(v, L_{pp}, \mu_i(b)) = v \times \left(\frac{(100-n) \times L_{pp} - m}{100 \times L_{pp}} \right) \Rightarrow$$

$$t_{sailing} = \frac{d}{v} \times \frac{100 \times L_{pp}}{(100-n) \times L_{pp} - m}$$

So, the fuel consumption at time $t_{sailing}$ is

$$C(t_{sailing}) = C\left(\frac{d}{v} \times \frac{100 \times L_{pp}}{(100 - n) \times L_{pp} - m}\right)$$

$$= \lambda \cdot v^3 \cdot \left(\nabla\left(\frac{d}{v} \times \frac{100 \times L_{pp}}{(100 - n) \times L_{pp} - m}\right)\right)^{\frac{2}{3}}$$

If this formula is integrated from 0 to $t_{sailing}$; it yields total consumption. That means,

Table 3. Comparison of fuel consumptions.

Fuel consumption according to 2. Method (ton)

1.Method (ton)

Beaufort Number	Head Sea	Bow Sea	Beam Sea	Neglected Wind Speed
5	49,659.22	48,846.78	48,438.64	48,071.02
6	49,811.15	49,501.87	48,877.02	48,071.02
7	50,950.29	50,190.52	52,585.12	48,071.02
8	51,246.12	52,588.72	52,585.92	48,071.02

$$C_{total} \left(\frac{d}{v} \times \frac{100 \times L_{pp}}{(100 - n) \times L_{pp} - m} \right)$$

$$= \lambda \cdot v^3 \cdot \int_0^{\frac{d}{v} \times \frac{100 \times L_{pp}}{(100 - n) \times L_{pp} - m}} (\nabla(\tau))^{\frac{2}{3}} d\tau$$

Nevertheless, displacement of a ship at time t is $\nabla(t) = [\sqrt[3]{\nabla(0) - \frac{\lambda v^3 t}{3}}]^3$ (Mersin et al. 2017). So, the result of the integral above is

$$C_{total}(t) = \nabla(0) - \nabla\left(\frac{d}{v} \times \frac{100 \times L_{pp}}{(100 - n) \times L_{pp} - m}\right)$$

Example

A vessel with a capacity of 4000 TEU and 52,600 DWT has a λ coefficient of 0.00372 is sailing from Port of Istanbul to Port of Valencia. The economic speed of the container ship is 15 kt. Length between perpendiculars of the ship is 281 meter and the wind intensity is 6 Beaufort. A calculation of total fuel consumption is above.

We will calculate fuel consumption with 2 methods and will compare them.

1.Method: Air condition is neglected in this method. That means, calculations do not contain wind speed as a parameter. Distance between ports is 1802 miles. So, the sailing time at calm weather is 120.13 hours = 5 days.

$$C_{total} = 52,600 - \left[37.47 - \frac{0.00372 \times 3,375 \times 5}{3}\right]^3 = 48,071.021 \text{ ton.}$$

2. Method: In this method, air condition is not neglected. So, we will find the sailing time by using the speed loss function.

$$\alpha(15,281) = 5 \times \left(\frac{100 \times 281}{(100 - 6) \times 281 - 1300} \right) = 5.59$$

that is $t_{sailing}$ at 6 Beaufort. So, total consumption is

$$C_{total}(5.6) = \nabla(0) - \nabla(5.6) = 52,600 - \left[37.47 - \frac{0.00372 \times 3,375 \times 5.6}{3}\right]^3 = 52,585.966 \text{ tons}$$

Total fuel consumption for each Aertssen number is given in table 3.

It is clearly seen that results are close to each other for 5 and 6 Beaufort but the differences are greater for 7 and 8 Beaufort. This is normal because in cases where the wind intensity is greater than 7 Beaufort, speed losses may occur due to the possibility that the propeller may rise above the water. Nevertheless, method 2 is gives the closest result to the total consumption.

Results

Displacement, time, speed and wind resistant are the important parameters which effect the fuel consumption of the ship. There are many methods to calculate the fuel consumption. Wang and Meng built up a formula in 2012 which neglects the weight of cargo and Barras creates a formula in 2004 which includes weight of cargo. Those two formulas are most common formulas for calculating formulas. But these formulas do not include wind speed as a variable.

In this study, we built up a new model for ship which has a constant speed in 5,6,7,8 Beaufort value. These wind values are the most effective values for ships. Nevertheless, ships do not leave the ports in 7 or 8 Beaufort values. In cases where the wind intensity is greater than 7 Beaufort, speed losses may occur due to the possibility that the propeller may rise above the water. So, calculations cannot yield correctly where the wind intensity is greater than 6 Beaufort. But we assumed that propeller is always in the water.

Shipping companies define an eco-speed for their ships and the ship stays this speed along the voyage. However, the speed of the ship cannot be fixed due to various reasons (weather opposition etc). So, if a ship has a speed which changes by time, the new method can calculate the fuel consumption for any given time despite Barras' formula that we call classical method, will be failed calculating the consumption.

References

- Aksu, A. (2015). Sources of metal pollution in the urban atmosphere (A case study: Tuzla, Istanbul). *Journal of Environmental Health Science and Engineering* 13 (1), 79 doi: 10.1186/s40201-015-0224-9.
- Alderton, P. M. (1981). The optimum speed of ship. *The Journal of Navigation*, 34(3), 341-355. doi:10.1017/S0373463300047962.
- Barras, B. (2004). *Ship design and performance for masters and mates*. Oxford: Elsevier. ISBN 0-7506-6000-7.
- Bayırhan, I., Mersin, K., Tokuşlu, A., Gazioğlu, C. (2019) Modelling of Ship Originated Exhaust Gas Emissions in the Strait of Istanbul (Bosphorus), *International Journal of Environment and Geoinformatics* 6 (3), 238-243.
- Çancı, M., Güngören, M. (2013). İktisadi Yaşamda Taşımacılık Sektörü, *Elektronik Sosyal Bilimler Dergisi*, 12(45), 198-213.

- Carlou, P. (2011). Is slow steaming a sustainable means of reducing CO emissions from container shipping?, *Transportation Research Part D*, Vol.16, pp. 260-264.
- Chrzanowski, I. (1989). An introduction to shipping economics. *United Kingdom: Fairplay Publication N L.T.D.*
- Doudnikoff, M., Lacoste, R. (2014). Effect of a speed reduction of containerships in response to higher energy costs in sulphur emission control areas, *Transportation Research Part D* Vol 28, 51–61.
- Erat, E. (2014). *Gemilerin Operasyonel Enerji Verimliliğinin Analizi İle Gemilerde Enerji Verimliliğine İlişkin Ulusal Mevzuat Uyarlaması*, Maritime Specialization Thesis, Ministry of Transport.
- Haddara, M.R. , Guedes Soares, C. (1999). Wind loads on marine structures *Mar. Struct.*, 12 (1999), 199-209 [https://doi.org/10.1016/S0951-8339\(99\)00023-4](https://doi.org/10.1016/S0951-8339(99)00023-4)
- Khor, Y.S., Dohlie, K. A., Konovessis, D., Xiao, Q. (2013). Optimum Speed Analysis for Large Containerships, *Journal of Ship Production and Design*, 29(3), 93-104.
- Kural, G., Balkis, N.Ç., Aksu, A (2018), Source identification of Polycyclic Aromatic Hydrocarbons (PAHs) in the urban environment of Istanbul *International Journal of Environment and Geoinformatics* 5 (1), 53-67.
- Kwon, Y.J., (2008). Speed loss due to added resistance in wind and waves, *The Naval Architect, RINA*, London, March 2008, 14–16.
- Mersin, K., Bayırhan, İ., Gazioğlu, C. (2019). Review of CO2 Emission and Reducing Methods in Maritime Transportation, *Thermal Sciences*, 1-8.
- Molland, A.F., Turnock, S.R., Hudson, D.A.(2011). *Ship Resistance and Propulsion*, Cambridge University Press, New York , ISBN: 978-0-521-76052-2
- Nel, A. (2005). Air pollution-related illness: effects of particles. *Science* 308, 804-806.
- Notteboom, T., Cariou, P. (2013). Slow steaming in container liner shipping: is there any impact on fuel surcharge practices?, *The International Journal of Logistics Management*, 24(1), 73-86.
- Ronen, D. (1982). The effect of oil price on the optimal speed of ships. *Journal of Operational Research*, 33, 1035–1040.
- Talay, A., Deniz, C., Durmuşoğlu, Y. (2014). Gemilerde verimi arttırmak için uygulanan yöntemlerin CO2 emisyonlarını azaltmaya yönelik etkilerinin analizi, *Journal ETA Maritime Science*, 1(3), 47-58.
- Trozzi, C., Vaccaro, R. (2006). Methodologies for estimating air pollutant emissions from ships: a 2006 update. *Environment & Transport 2th International Scientific Symposium including 15th conference Transport and Air Pollution*, Proceedings 108, 425, 12-14 June 2006, Reims, France.
- Wang,S., Meng, Q., (2012). Sailing speed optimization for container ships in a liner shipping network, *Transportation Research Part E*, 48, 701-714.