



Products Menu

Low friction/low fuel consumption
AF Rheology control technology



In the world it has been adopted by more than 6,000 vessels and has received high praise from the market for its antifouling properties. By combining the technologies that Kansai Paint has cultivated through the development of automotive coatings, we have been able to obtain even smoother coating films, contributing to the reduction of fuel consumption immediately after the entry into service of ships.

Low friction/low fuel consumption
AF silyl methacrylate resin



It is a higher grade of the regular type Quantum bearing the "Reinforce". It has been honed and evolved by many LNG tankers where performance is particularly required. It is suitable for high-speed vessels, high-capacity vessels, and ocean-going vessels navigating high-temperature waters.

Low fuel consumption AF silyl resin



We have newly developed and blended a silyl polymer with a low environmental impact to replace organotin polymer. Since its launch in 1995, it has contributed to the reduction of biofouling and CO₂ emissions for 30 years. It is suitable for ocean-going vessels with a wide range of medium-high speed and medium-high operation.

Information

"Paint Sommelier" has been certified by ClassNK (Nippon Kaiji Kyokai) as "Product & Solution" category of Innovation Endorsement.



Kansai Paint Marine Official YouTube channel is here.



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Proposal system for optimal specifications of antifouling paint
on the bottom of vessels based on advanced analysis



Paint Sommelier



*A powerful tool to support
the reduction of CO₂
emissions is born!*

As a marine paint sommelier, Kansai Paint Marine listens to the needs of our customers and uses our extensive experience and the latest information technology to select the most suitable paint for each vessel. Just as a seasoned wine sommelier chooses the best bottle for



climate, soil and grape variety, we have a deep understanding of the unique challenges and environment faced by your vessel to come up with the ideal solution.

KANSAI PAINT MARINE CO.,LTD.

Proposal system for optimal specifications of antifouling paint on the bottom of vessels based on advanced analysis

Paint Sommelier

Based on a database obtained from abundant track record, we propose the optimal coating specifications for each individual.

As part of efforts to decarbonize ship operations, IMO has adopted a range of regulations that are being implemented across the international shipping industry.

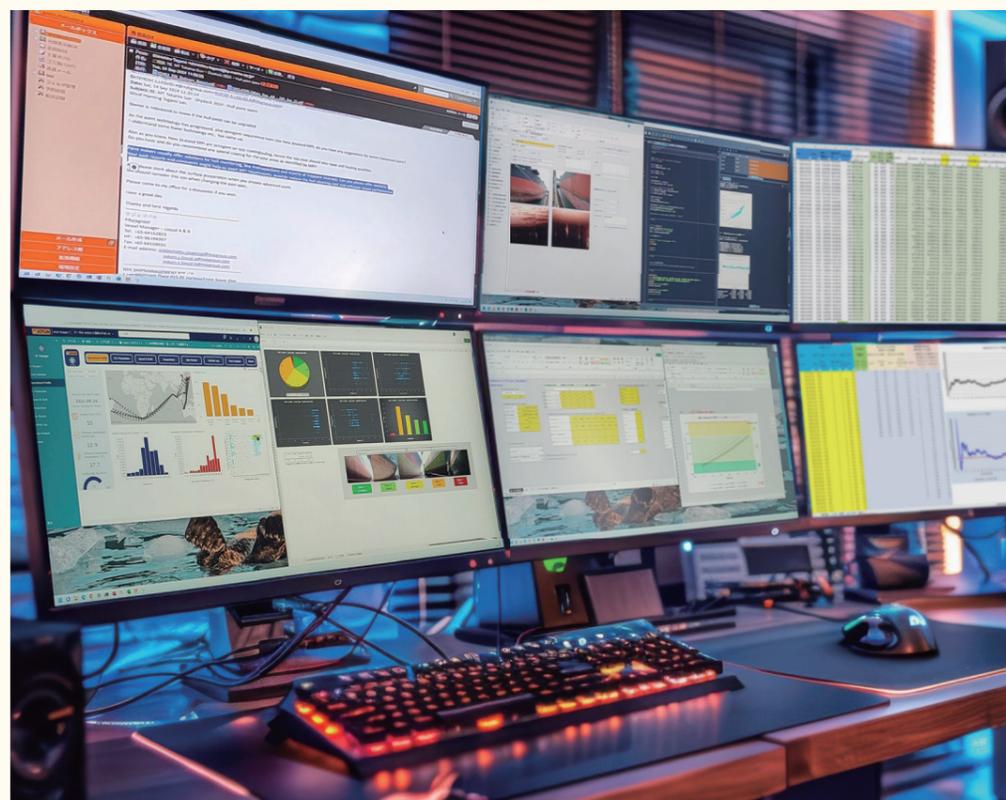
Particularly impactful is the Carbon Intensity Indicator (CII) for vessels on international voyages of 5,000 GT or more, which began in 2023.

This arrangement has a direct impact on the rating of the vessel and therefore cannot be ignored as well as the impact on the business. CII is a complex issue that involves many factors, and we think that many shipping companies are worried about how to maintain high environmental performance.

Kansai Paint Marine combines the biofouling database of more than 2,000 vessels, service profile

analysis data based on AIS information, and propulsion performance analysis data obtained from service logs to verify the optimal performance of paint specifications for each vessel. Based on this information, we have developed the "Paint Sommelier," a system for proposing optimal specifications for antifouling paint on the bottom of vessels, which derives the optimal coating specifications through specific simulations, as well as simple calculations on the desk.

By using this system, we can provide shipping companies with reliable criteria and optimal cost performance plans when selecting antifouling paint on the bottom of vessels.



It's like a Cockpit of the service profile of the target vessel for collecting and analyzing AIS information and more.

Service Menu

Painting specification examination stage

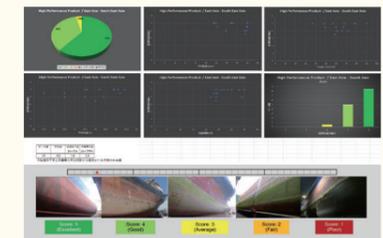
Service Profile Analysis

We collect and analyze the detailed service profile of the vessel under consideration by collecting AIS information. Through analysis, characteristics such as service rate, average ship speed, average water temperature, and route are visualized.



Data-driven analysis

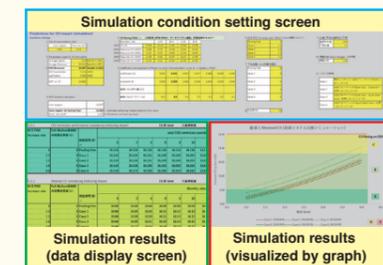
Using the results of the service profile analysis, we perform a data-driven process in the biofouling database for each potential paint specification and compare the statistically expected biofouling score, the rate of reduction in ship speed, and the rate of deterioration in fuel consumption.



Stage after docking

Propulsive performance analysis (KPM-PASS)

Upon request, we can perform propulsion performance analysis using past service logs and post-docking service logs. The results of this analysis can be used for CII simulations. In addition, performance monitoring in biofouling management can be performed.



CII Simulation & CII Monitoring

CII simulations are performed using the biofouling database, service profile analysis, and propulsion performance analysis results utilizing high frequency sampled service data. At the same time, CII monitoring is carried out from the actual fuel consumption and voyage distance, which is useful for understanding the status of CO2 emissions.

