

Invited
Speaker



RAGNAR CHRISTENSON

Program Manager
Research & Development
MEYER NEPTUN
Engineering

Fuel Cell Integration projects
from Pa-X-ell to NAUTILUS
S0101

TALK TITLE

Fuel Cell Integration projects
from Pa-X-ell- NAUTILUS

ABOUT

Ragnar Christenson's current position is "Programme Manager Research & Innovation" at MEYER NEPTUN Engineering, the newly established marine innovation and design office of the MEYER WERFT group in Rostock, Germany. Until 2022, Ragnar was Project Manager R&D at MEYER WERFT, where he last was co-ordinator of the consortium for the "RiverCell" fuel cell demonstrator projects. Ragnar has been involved in the development and construction of gas carriers and passenger ships since 2005. Since 2008 he has been working on fuel cell propulsion systems and alternative fuels for passenger vessels in a number of different R&D projects. Since then, he has also been actively involved in the German working groups for the development of international rules and regulations for alternative fuels and fuel cell installations on ships. Between 2010 and 2015, Ragnar worked for a major cruise line, where he was responsible for the development

and implementation of the power systems for a next-generation environmentally friendly cruise ship. This included the world's first application of LNG. Ragnar studied mechanical engineering at ETH Zurich and marine engineering at the University of Newcastle upon Tyne and holds a MEng (Hons) degree in marine engineering.

ABSTRACT

A look back at two decades of fuel cell and hydrogen technology development for passenger shipping; from the Gas-Pax and Pa-X-ell integration projects to Nautilus and RiverCell.

I will try to give a brief overview of our development work over the last two decades to make passenger ships clean, focusing on the search for clean fuels and energy converters like fuel cells. Finally, I will summarize some of the conclusions we have been able to draw and look ahead to what we believe are the next important steps. I hope that by then I have also been able to clarify our understanding of “hydrogen technologies” in the maritime world.

