

Rhenus-Arkon-Shipinvest develops ecological short sea fleet and orders four environmentally-friendly vessels

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The Rhenus-Arkon-Shipinvest shipping company has started to set up its own ecological short sea fleet. It has placed orders for the first four environmentally-friendly vessels known as ‘Hanse Eco Short Sea Coasters’. Construction work is expected to start in February 2020 and the ships are due to be delivered during the second half of 2021. The vessels are based on the latest developments related to environmental protection, digitalisation and design.

The ‘Hanse Eco’ fleet is the result of an initiative launched by Torsten Westphal, one of the founding members of Arkon Shipping. Developing a future-oriented short sea fleet provides a sustainable solution for shipbuilding that is designed to meet specific needs – and this work is taking place with its partner Rhenus, the long-standing market and industry expert.

As a result, Rhenus-Arkon-Shipinvest has developed its own ship standard for European short sea traffic. The ‘Hanse-Eco’ vessel will be about 90 metres long and have a load-carrying capacity of 4,200 tonnes. The cargo hold will be able to accommodate more than 5,500 cubic metres of goods.

“Our ‘Hanse-Eco’ fleet is pointing the way forwards so that we can meet climate protection requirements and also make sensible use of the mega trend of digitalisation. We’re providing a high standard for European shipping 2.0 – from the planning stage until the vessels are put into service,” says Torsten Westphal, Managing Shareholder of Rhenus-Arkon-Shipinvest.

The ‘Hanse-Eco’ vessels have a number of optimised features compared to traditional designs: having the bridge at the front provides a clear view during deck loading procedures too and the innovative hull shape reduces fuel consumption. An enlarged hold length also makes it possible to transport project loads as well as classic bulk and break bulk cargo. This type of vessel with its end-to-end deck is therefore ideally suited to handle large-volume and bulky goods and is able to serve new cargo segments with its “open-top” capability.

Rhenus SE & Co. KG

Verena Schäfers
Corporate Communications
Rhenus-Platz 1
59439 Holzwickede
Germany

Phone: +49 (0)2301 29-1862
Fax: +49 (0)2301 29-1215
verena.schaefers@de.rhenus.com
www.rhenus.com

Alongside the water treatment systems, which will be mandatory from 2020 onwards, the eco-vessels are equipped with a hybrid ship's propulsion system with an organic catalytic converter, support from an electrical motor and a waste gas after-treatment unit. This will not only meet the stipulations in the future IMO Tier III exhaust gas standard, but also significantly reduce emissions of carbon dioxide and particulate matter as well as fuel consumption. The main engine can also use organic fuel.

"An integrated automation system and using the latest camera technology simplify the operational processes on board and in ports and reduce the administrative work needing to be completed by captains," Ralf Uebachs, Managing Director of Rhenus-Arkon-Shipinvest, adds.

About Rhenus

The Rhenus Group is a leading logistics service provider with global business operations and an annual turnover of EUR 5.1 billion. Rhenus has business sites at 660 locations worldwide and employs 31,000 people. The Rhenus Group provides solutions for a wide variety of different sectors along the complete supply chain; they include multimodal transport operations, warehousing, customs clearance as well as innovative value added services.

Press contact details for the Rhenus Group

Medienbüro am Reichstag GmbH
Reinhardtstrasse 55
10117 Berlin
Germany
Phone: +49 30 30 87 29 93
Fax: +49 30 30 87 29 95
Email: rhenus@mar-berlin.de