Press release

Scandlines invests two-digit million figure in sustainable technologies – Hybrid system launched on the Beeline

By 2015, Scandlines will invest more than 40 million EUR in sustainable technologies on the ferry routes Puttgarden–Rødby and Rostock–Gedser. In the first phase, the shipping company is investing some 14 million EUR in a hybrid propulsion system for the four ferries on the Fehmarn Belt route.

5 September 2013, the authorities certified the ground-breaking hybrid propulsion system for M/V Prinsesse Benedikte, sailing on the Puttgarden–Rødby route. With this project, Scandlines is the first ferry operator in the world to make large-scale use of an on-board hybrid system, which stores excess energy in batteries. This enables the ferry to optimise its fuel consumption by adjusting its engine output. Thus, the ferry is expected to reduce CO_2 emissions by up to 15 percent. As the experiences with the hybrid propulsion system are very good, the three remaining passenger ferries on the route will be converted to hybrid ferries during 2014.

The hybrid propulsion system marks the start of a series of investments in environmental technologies on Scandlines' cross-border link. In October 2013, M/V Schleswig-Holstein was fitted with what is known in the trade as a "scrubber". The scrubber cleans the engine exhaust streams of pollutants such as sulphur, nitrogen and particulate matter and reduces emissions by at least 90 percent. The three remaining passenger ferries on the route will be fitted with a scrubber during 2014 and will thus meet the new sulphur requirements which become effective as of 1 January 2015.

Søren Poulsgaard Jensen, CEO of Scandlines, is pleased with the successful launch of the new measures: "The hybrid propulsion system on the Puttgarden–Rødby route is a key element of our strategy for more sustainable ferry traffic. This is the first time a ferry operator has deployed this technology on such a scale. Of course, we are particularly proud that Scandlines is playing such a pioneering role in this area."

"The power electronics and control technology which enables functional use of batteries in this large scale is developed and delivered by Siemens. Siemens with battery module supplier Corvus Energy are proud to be a part of a unique team together with Scandlines. This is the world first system of this kind and we are very satisfied with the functionality and the reductions in CO2 emissions," says Ketil Aagesen, Head of Sales Domestic Siemens AS.

M/V Prinsesse Benedikte went into service in 1997 as one of four newbuildings on the crossing between Puttgarden and Rødby. The double-ended ferry is 142 meter long and can accommodate 364 cars and 1,140 passengers. Together with M/V Deutschland, M/V Schleswig-Holstein and M/V Prins Richard, she is in service 24 hours a day, 365 days a

year, contributing to the high frequencies on the route, with sailings every 30 minutes from each side.

More information is available from www.scandlines.com.

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Scandlines was established in 1988 and is one of the largest shipping companies in Europe. On three high-frequency and high-capacity routes between Germany, Denmark and Sweden, Scandlines offers efficient, reliable transport for passengers and freight customers. The focus is on good service and a variety of activities on board ship, as well as extensive shopping opportunities in the BorderShops on shore.

In 2012 Scandlines carried 11.7 million passengers, 2.7 million cars and 0.8 million cargo units on the routes Puttgarden–Rødby, Rostock–Gedser and Helsingør–Helsingborg.

High-resolution **press photos** can be downloaded from the press section at www.scandlines.dk.