

MARITIME DECARBONISATION, EUROPE

CONFERENCE | AWARDS | EXHIBITION

24-25 September 2024 • Amsterdam



Vessel of the Year Award

Recognising a vessel that has set new standards in vessel optimisation, maritime decarbonisation and sustainability.

AET Tankers Pte Ltd

Eagle Veracruz, 300,000-dwt LNG dual-fuel VLCC. Significant emissions reductions. Exceeds IMO's 2025 EEDI Phase III. Features innovative energy-saving devices.

CMB.TECH / Port of Antwerp-Brugge

Hydrotug 1, world's first hydrogen-fuelled harbour tug. Designed by CMB.Tech, built by Armon Shipyards. Two dual-fuel BeHydro engines capable of running on hydrogen and traditional fuel.

Princess Cruises

Sun Princess, 178,000-gt LNG cruise ship built by Fincantieri. First LNG cruise ship for Princess Cruises and largest built in Italy. Part of Carnival Corp's focus on alternative fuels.

Proman Stena Bulk

Stena Prosperous, 49,900 DWT IMOII MeMAX tanker. Methanol dual fuel tanker using 20/80 green/conventional methanol blend, delivering 31% CO₂e savings compared to VLSFO. Meets 2025 Fuel EU Maritime target.

Canopée

The Canopée is the world's first hybrid industrial RoRo vessel powered by both diesel propulsion and wind assistance, aiming for a 30% reduction in fuel consumption and CO₂ emissions. The vessel demonstrates significant advancements in maritime decarbonisation and sustainability. The innovative open-roof RoRo vessel built by Neptune Marine has been designed to carry components and fuel for Ariane rockets from France to French Guiana, has an overall length of 121 metres, a beam of 22 metres, a design draught of 4.3 metres and a design speed of 16.5 knots. The ship replaces two 115 x 20 m vessels now performing the same tasks and, partly because of this, must meet a multitude of sometimes conflicting requirements within very limited main dimensions, leading to a complex design challenge. Because the vessel must navigate up a river in French Guiana, the maximum draught there is only 3.8 metres. The light, bulky cargo to be carried also requires a lot of deck area within limited main dimensions. This results in a bulky, wide, shallow vessel. However, the cargo requires low acceleration while the intended sailing schedule requires high speed.

MARITIME DECARBONISATION, EUROPE

CONFERENCE | AWARDS | EXHIBITION

24-25 September 2024 • Amsterdam



To achieve the target speed in an efficient manner, a unique hull shape was developed and the vessel is equipped with auxiliary propulsion by means of four Oceanwings wingsails, which, based on a sailing schedule of one roundtrip per month during the crossing, should yield fuel savings of about 18%. It is a twin-screw vessel with a praam-shaped stern. Instead of traditional shaft lines with outriggers, a hull shape with two nacelles was chosen. These are asymmetrical and therefore improve the wake field, provide course stability when sailing, increase displacement and provide space for the placement of the propulsion train which benefits the length of the bilge.