



New vessel brings Furetank to the UN 2050 climate goal – today

When Furetank's new vessel Fure Viten leaves the shipyard, it is best in class globally when it comes to the UN climate goals for shipping. Thanks to gas propulsion and a unique combination of fuel-saving solutions, it reaches a very low EEDI value of 4.65. This means that Fure Viten now meets the emission targets for 2050.

Today, Fure Viten leaves the Yangzhou shipyard: a 17,999 dwt tanker with a cargo capacity of 20,300 cubic meters. It is a milestone for Furetank Rederi AB, but also an international flagship concerning environment and climate.

The UN's International Maritime Organization (IMO) regulate emissions from new vessels through the EEDI (energy efficiency design index), where a lower value means less emissions. Today, the requirement for a ship the size of Fure Viten, is to reach below 9.37 points but Fure Viten received a value low as 4.65 points: the best result achieved in the size segment so far.

– We will operate the ships we build now for the coming 20 years, so we have put a lot of effort into investigating what the best possible technology is that we can invest in today? Climate change is a reality and we believe that the politicians mean what they

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say. This means that if we are to survive as a shipping company in the future, we must do our absolute best to reduce our climate and environmental impact, says Lars Höglund, CEO of Furetank.

All systems energy-optimized

Fure Viten is the latest vessel in a series of eight vessels so far, out of which Furetank owns four and commercially operate all. The series is designed by Furetank and FKAB Marine Design in collaboration with Wärtsilä, the goal was to reduce fuel consumption as much as possible.

– We have been developing ships since the 80's and used our entire experience to optimize every detail. There is not a single system that we haven't improved, this combination of interacting, energy-saving technical solutions is unique, says Lars Höglund.

For example, the use of auxiliary engines is reduced with the help of batteries, a ducted propeller increases thrust which reduces the power requirement, an improved the hull shape that minimizes drag, and the main engine and shaft generator use variable frequency to increase propeller efficiency and reduce fuel consumption.

Gas propulsion brings great benefits

Fure Viten is a dual-fuel vessel which will be operated with LBG (liquefied bio gas) or LNG (liquefied natural gas). Gas propulsion provides major climate, environmental and health benefits compared to oil. In combination with the technical optimizations, emissions of climate-affecting carbon dioxide have been reduced by 55% compared to older vessels and eutrophic nitrogen oxide (NOx) by 86%. Emissions of acidifying sulfur oxide (SOx) and hazardous particles(PM) are basically eliminated.

– The next step will be to operate the ships completely without fossil fuels. We are in the process of securing the supply of larger quantities of biogas within a year or so, through an exclusive agreement with a supplier. My view is that in 2030 we will run these vessels largely on LBG with zero fossil emissions, says Lars Höglund.

First in Europe with full shore power

Fure Viten and its sister vessel Fure Vinga are the very first tankers in Europe that are fully equipped to operate the energy-demanding cargo pumps with 6.6 kV high voltage shore power. This will reduce emissions and noise even further, as soon as ports offer the opportunity.

The solution is being developed in collaboration with the ports of Gothenburg and Rotterdam, currently in the process of developing the full capacity power connection

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required to operate the pumps. An important effort, as the emissions in port can account for up to 20% of the total emissions from a tanker, in an environment that is often even more sensitive to pollution and noise than out at sea.

Reaches UN target for 2050

With the delivery of Fure Viten, the average carbon dioxide emissions from Furetank's intermediate fleet have decreased by 50% compared to 2008. This means that the vessel today meets the IMO's total emission target for the world fleet: to halve emissions up to year 2050.

FURE VITEN

Dead weight:	17,999 tons
Load capacity:	20,300 cubic meters
Tanks:	12
Design:	Furetank & FKAB Marine Design
Shipyard:	China Merchants Jinling Shipyard Dingheng Co Ltd.
Commercial manager:	Furetank Chartering within the Gothia Tanker Alliance
Flag:	Sweden
Ice class:	1A
Fuels:	Dual fuel, LBG / LNG
EEDI value:	4.65

Furetank, based on Donsö in the Gothenburg archipelago, is a Swedish family-owned shipping company active in tanker shipping since the early 1950's. Today Furetank operates 9 owned vessels and is founding member of the Gothia Tanker Alliance: a market platform for small and intermediate product tankers, operating 40 vessels in European waters. We are not a giant but a leader – continuously striving to adopt green solutions for environment and climate.



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