



HÖEGH AUTOLINERS



## Höegh Autoliners' Environmental Profile

Höegh Autoliners has a deeply held belief in the necessity of taking responsibility for the environment in which we operate and take measures beyond those required to minimize our impact on the environment. We shall provide effective, sustainable ship management at the lowest possible cost with zero harm to people and minimum environmental footprint. We will not only comply with environmental regulations, but take a more active approach to find the most efficient solutions.

### Air Emissions

Our main environmental challenge is air emission. To meet this challenge, we have focused our efforts on reducing our vessel's fuel consumption. To do this in the most efficient manner we have run a detailed analysis which came up with 100 suggested actions to reduce the weight of our footprint. The actions were divided into 4 categories:

- Vessel potential/New technology
- Energy consumers
- Voyage planning/Fuel management
- New technology and applications

Result: Between 2007 and 2013 we managed to reduce the CO<sub>2</sub>-emissions by 23% per ton sailed nautical mile. We have also managed to reduce emissions of NO<sub>x</sub> and Sox. And we are not done.

**“ Ocean transportation currently represents 90% of global trade and only contribute to around 3% of global CO<sub>2</sub>-emissions. ”**

International Maritime Organisation (IMO)

## Other Initiatives

### Vessel design

Built on state of the art technology the New Horizon is designed to minimise its impact on the environment. The initiatives run from installing the newest type of ballast water treatment systems to using only LED lights in the Engine Room and accommodation areas for lower energy consumption. New Information Technology, programmed to ensure the best energy efficiency controls the operation of the vessel throughout each voyage.

An optimal hull and rudder design together with the use of the latest technology of underwater paint/antifouling reduces the drag, which in

turn also lower the energy consumption. The new Horizon is also using environmentally friendly refrigerants and is prepared with larger diesel and low sulphur fuel oil tanks and reserved space for future scrubber installation.

Newest type of electronically controlled main engine with NOx-monitoring and online engine performance system is installed. During sea voyage the auxiliary engines can be turned off where more efficient produced electricity comes from the shaft generator.



“ *The New Horizon vessel is given DNVGL’s class notification “CLEAN” for cleaner design.* ”

### The Trident Alliance

Höegh Autoliners actively support basic research to find realistic alternatives to current propulsion, and we wish to see a stronger global legislation within the fuel quality level. As a consequence, Höegh was part of founding the Trident Alliance, the shipping industry initiative for

fair competition through robust enforcement of maritime sulphur regulations. The Alliance’s objective is to raise awareness around the lack of enforcement of sulphur regulations and the risk to human health, the environment and fair competition that this entails.

### Ballast Water

Höegh Autoliners has a strict ballast water policy where we shift the ballast water many times during a sailing. All our new vessels are built with Ballast Water Treatment systems on board.

### Garbage

Garbage thrown in to the sea is a great danger to sea animals. Höegh Autoliners has a strict policy never to throw any waste overboard, unless it is biodegradable.

### Knowledge and Attitude

All Höegh employed seafarers are continuously trained by MARPOL and undertake an Advanced Environmental Course.

### Green Recycling

We always recycle our vessels at authorized shipyards. Since 2009, a total of 15 Höegh Autoliners vessels have been recycled through this process..

