

ECOTANKER



Gas-electric powertrain, tankervessel, 110m by 11.4m



Innovation

- First tanker with a clean LNG propelled engine with electric motors
- 2 LNG packs
- Steering house located in front



Emission reduction

- CO₂ : approximately 40%
- NO_x : 80-90%
- PM : reduced to zero




Assets

- Fuel efficient sailing ± 30~35% CO₂ reduction in comparison to conventional inland barges due to Eprop propulsion
- LNG requires less storage volume.
- No additional cooling during transport.
- LNG is odourless, non-corrosive and non-toxic.



Milestones

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- 2010** — Delivery of new build diesel-electric tanker Amulet
 - 2017** — Delivery Ecotanker III
 - 2018** — Delivery Ecotanker II
 - 2019** — Launch new vessels for delivering LNG on water FlexFueller I and II
 - capacity : 1500 m³ LNG
 - up to 560 m³ per hour

Inland waterways & ports in action

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Technology brief

- LNG stands for Liquefied Natural Gas. It is liquefied by cooling it down to -162°C by which the volume decreases by a factor of 600. This makes it more practical to both transport the gas and use it as a transport fuel.
- Sailing on LNG as a transport fuel has the following advantages:
 - Much lower hazardous substance emissions
 - Reduced noise pollution
 - Lower fuel costs



Required for deployment

Further deployment of LNG in IWT requires:

- Funding opportunities
- New financial instruments
- Modular LNG fuel tank systems



More information

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