UECC M/V AUTO ECO

Driving cleaner PCTC operations







www.uecc.com

The name says it all...

AUTO ECO is an ecologically sustainable giant of a ship, made for transporting some of the most valuable cargo on the water.

At 181 metres, with a 30 metre beam, AUTO ECO is the largest dual-fuel PCTC in the world, and the biggest ever 1A super Finnish/Swedish ice classed PCTC.

AUTO ECO is capable of running on LNG fuel or heavy fuel oil and marine gas oil, combining cleaner operations with greater flexibility and efficiency.

One of the most technically advanced PCTC's ever built, AUTO ECO can complete a fourteen day round voyage using solely LNG fuel, including the main engine and auxiliary power generation.

UECC's newest family member employs a number of additional design elements and technologies to help reduce fuel consumption and emissions, ensuring safer and more efficient operations.

With the additional of AUTO ECO to the family, UECC not only strengthens its market position, but also assumes the role of technological pioneer through the characteristics of this unique vessel.

With AUTO ECO trading in the fixed liner network in Europe, UECC will enhance service to customers with exceptional efficiency, reliability, and a reduced carbon footprint.

Boasting a capacity of approximately 4000 cars, including 6000 sqm of high and heavy cargo, AUTO ECO has the capability to load cargo on 10 decks with a maximum cargo weight of 160MT. The deck configuration is optimised to accommodate both present and predicted future cargo mix.





MAIN PARTICULARS

Colossal

- 181 metres, length overall (LOA)
- 30 metre beam
- Largest dual-fuel PCTC in the world
- Biggest ever 1A super Finnish/ Swedish ice class PCTC

Clean

- LNG fuel / marine gas oil / heavy fuel oil capability
- Cleaner operations
- Greater flexibility and efficiency
- 14-day sailing capacity on LNG fuel

Capacity

- 4000 car capacity
- 6000 m² for high and heavy cargo
- Capability to load cargo on 10 decks
- Maximum cargo weight of 160MT

With AUTO ECO, UECC not only strengthens its market position, but takes the role of technological pioneer thanks to the characteristics of this unique vessel.

Length overall (LOA)	181 m	
Length between perpendiculars (LPP)	170.50 m	
Breadth moulded	30 m	
Depth moulded	30.22 m	
Designed draught moulded	8.40 m	
Summer draught moulded	9.60 m	
Gross tonnage	43 200	
Flag	Madeira	
Classification	Lloyds Register	
Deadweight @ designed draught	12 182 t	
Deadweight @ summer draught	16 582 t	
Speed	Optimised - 16.5knts	
	Design – 18.6knts	
Class notations	+100A1, Vehicle Carrier, Movable Decks	
	Ice Class 1AS FS, +IWS, LI, +LMC, UMS, NAV1, IBS, GF, SCM	

TECHNICAL PARTICULARS

Main Engine

Une MAN 8550ME-C8.2-GI		
Maximum continuous output	11000 kW at 113 rpm	
Normal output (80% MCO)	8800 kW at 105 rpm	
Auxiliary generators		
Generator 1	900 kW, 450 V, 60 Hz, 1200 rpm	
Generator 2 & 3	1400 kW, 450 V, 60 Hz, 1200 rpm	
Propeller	One controllable pitch propeller (CP	
Endurance		
LNG Tank	approx. 800 cbm Cylindrical Type	
Fuel Oil	8800 nm	
LNG	4600 nm	
Thrusters		
Bow	1 x 1500 kW	
Stern	1 x 800 kW	



Deck Particulars

Deck	Height (m)	Uniform (kN/m²)	Axle Load (kN/axle)	
10	1.85	2.45	15.6	
9	2	2.45	15.6	
8	2	2.45	15.6	
7	2.25	2.94	15.6	
6*	2.20/1.90/	2.15	15.6	
5	3.10/3.40/5.30	24.5	490	
4*	2.00/1.70/	2.15	15.6	
3	2.60/2.90/4.60	14.7	196	
2	2.1	2.45	15.6	
1	1.85	9.4	15.6	
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LNG – the right choice for today and tomorrow

The cleaner, leaner fuel

A primary incentive for using LNG as a fuel lies in its lighter footprint on the environment. In light of ever-tightening emission regulations LNG offers significant reduction in Particulate Matter, Sulphur Oxides, Nitrogen Oxides and Carbon Dioxides as compared to other fuels such as Heavy Fuel Oil and Marine Gas Oil.



Emissions by Fuel Type Emissions per tonne of fuel consumed:



In fact, LNG technology is the only option able to meet existing and upcoming regulations on the main types of emissions mentioned above. The most demanding regulation on emissions to air is the 0.1% Sulphur limit in the Northern European Emissions Control Area, or ECA, which came into force on 1st January 2015.

An LNG burning vessel will be equipped to meet even these strict regulations, and those anticipated in the years and decades to come.

TECHNICAL PARTICULARS

LNG combustion cycle



How does it work?

Liquefied Natural Gas, or LNG, is natural gas cooled to -160 degrees Celsius, forming a liquid 600 times smaller in volume than in gas form. The gas supplied to UECC will still be in liquid form, kept under pressure on the Delivery Vessel The LNG is transferred from the Delivery Vessel to the Receiving Vessel and stored directly in a high-pressured tank on board. Reverted to gas form, LNG is compressed in the engine, then iqnited using Marine Gas Oil as a 'pilot fuel'.



Close at hand

- Marine LNG distribution infrastructure is advancing rapidly
- Areas with strict ECA regulations are first movers
- LNG bunkering is readily available in the Baltic and Northern Europe today
- The EU plans to have nearly 140 LNG bunkering ports in Europe by 2020

Safe and sound

- LNG has been a part of the fuel source on gas carriers for decades
- Their safety record has been extremely good
- Newer LNG-fueled ships have extended that solid safety record
- LNG bunkering has the safety and flexibility to match conventional fuelling

The right choice

LNG is recognised as the cleanest and most environmentally friendly choice of fuel suitable for marine transport.

In its 2015 report, LNG as ship fuel, DNV GL concludes:

"The groundwork needed for LNG to thrive in the shipping and transport sectors has been laid. LNG as fuel is now a proven and available solution for marine transportation."

How AUTO ECO got her name



At UECC, we have a tradition of inviting our employees to name our new vessels. This proves to be a highly popular process and especially when it came to naming our two LNG vessels.

Round One - Name Suggestion

All employees were given the chance to submit their ideas, which were subject to certain criteria. Suggested names needed to start with "Auto" and end with a word that reflected the green/environmental profile of LNG fuel. A team of UECC judges then compiled a short list of the best suggestions.



Round Two - Voting

All employees were given the opportunity to vote for their favourite two names in the short list. Those with the most votes were to be given to our two LNG vessels.



"AUTO ECO" was overall winner, resulting in the first LNG vessel being given her name: M/V AUTO ECO.

About UECC

United European Car Carriers (UECC) is the leading provider of high quality short sea transportation services for cars and other rolling cargo on the European continent.

OUR COMPANY

UECC was founded in 1990 and is jointly owned by Nippon Yusen Kabushiki Kaisha (NYK) and Wallenius Lines. Our head office is located in Oslo, Norway. In addition, we operate eight offices and four port related terminals and across Europe.

We operate a fleet of more than 20 pure car and truck carriers (PCTC), designed to meet the flexibility and efficiency requirements of the short sea market.

Our expertise lies in the safe and secure short sea transportation of factory new cars and light commercial vehicles, and transportation of a wide range of high and heavy and static cargo.

OUR EMPLOYEES

We are an international organisation with employees from more than 25 different nationalities working at our offices and terminals, and on-board our vessels.



Our shore-based employees are representing many professions ranging from experienced marine personnel and logistics engineers to business economists and office management.



Our competent seafarers are recruited among the best qualified and are trained to the highest standards.

Our Values

CUSTOMER SERVICE

Understanding our customers' needs is the core of our business and we continuously aim to provide dynamic and reliable transport solutions.

We have two dedicated customer service teams with experienced shipping and logistics professionals in Oslo, Norway and Madrid, Spain.

PAN-EUROPEAN NETWORK

Our liner-trading network covers the whole of Europe from the Baltic Sea to the eastern Mediterranean. We also operate vehicle terminals in a number of major ports manned by our own employees or in cooperation with selected service partners.

Our shipping and terminal operations are fully supported by proven IT solutions capable of tracking cargo at a unit level.

OUR COMMITMENTS

- Enhancing customer satisfaction by running an optimal and cost efficient operation based on our corporate processes and procedures
- Continually improving our services and delivery performance
- Reducing emissions and minimise our carbon footprint by continually improving our environmental performance
- Providing a safe and secure operation and comply with national and international regulations
- Maintaining a safe working environment for all our staff, both ashore and at sea

50/50 OWNED – TOKYO/STOCKHOLM

UECC is owned in equal shares by Nippon Yusen Kabushiki Kaisha (NYK) of Japan, one of the world's largest shipping companies, and Wallenius Lines, Sweden's foremost shipping company.

This ownership structure ensures a stable organisation and strong financial stability for our company.



ENERGY being enthusiastic and positive

CHALLENGING being proactive and encouraging development

COMMITMENT

being respectful and loyal to decisions, strategies and policies

Contact Us

Headquarters Oslo

General Enquiries Switchboard: +47 21 00 98 00

Customer Service Centre

All Cars & Automotive Enquiries Telephone: +47 21 00 98 88 E-mail: cs.oslo@uecc.com

High & Heavy -Northern European & Baltic Telephone: +47 21 00 98 88 E-mail: hh.oslo@uecc.com

Madrid

Customer Service Centre High & Heavy - Central & Southern Europe Telephone: +34 91 5758 355 E-mail: hh.madrid@uecc.com





