

An aerial photograph of a large blue and red ship, the UECC AUTO ADVANCE, docked in a harbor. The ship's hull is blue with a red bottom. It features the UECC logo and the text "LNG BATTERY HYBRID POWERED" and "AUTO ADVANCE". The background shows a coastal town and mountains under a cloudy sky.

Welcome to UECC!

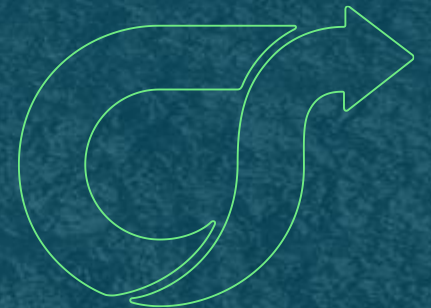
Skøyen, 12.06.2024

AGENDA:

01 Welcome & introduction

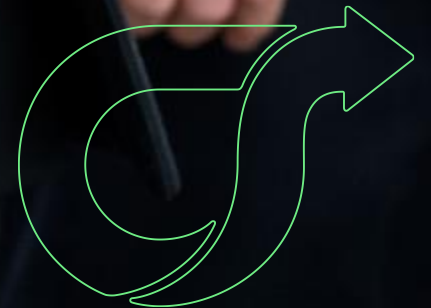
02 Presentation/news

03 Q&A



OUR VISION

“The leading provider of **sustainable** short sea
RoRo transportation in Europe”



Values and beliefs



Unity

We are open, we have a culture for sharing, and we succeed together



Energy

We are enthusiastic, we are positive



Challenging

By always challenging the «status quo» we set new standards



Commitment

We are respectful, and loyal to decisions, strategies and policies

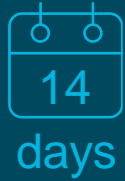
We aspire to lead the way in our industry. Our values ensure that we always have the best work environment and provide services of the highest quality.



UECC's Sustainability Voyage

Oslo, 12.06.2024





14
days



x 4000



181m



M/V AUTO ECO & M/V AUTO ENERGY

The largest, most technically advanced
and sustainable pure car and
track carriers ever built

2016

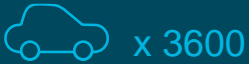
Powered by LNG for cleaner and more environmentally friendly operations

- Completes 14-day voyages using solely LNG
- Provides larger capacity, better operational flexibility, less fuel consumption and reduced emissions
- Ships designed to help our customer excel in having the most efficient and sustainable supply chains





Multi-Fuel
Battery Hybrid
Pure Car and
Truck Carrier

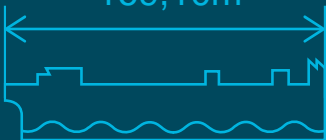


x 3600



10 Cargo
decks

169,10m



M/V AUTO ADVANCE

The World's first Multi-Fuel Battery Hybrid Pure Car and Truck Carrier. Auto Advance is the most carbon efficient vessel of its class, exceeding regulatory emissions requirements almost a decade ahead of schedule.
2022

Powered by LNG for cleaner and more environmentally friendly operations

- Energy Storage System Battery Package installed
- Hybrid engine benefits from optimised consumption via Dedicated Power Management System and Energy Management System
- Further CO2 reduction via controllable pitch propeller
- Cleaner port operations by manoeuvring to berth with battery assistance



NAVIGATING THE WAY
FOR A **GREENER** FUTURE

<https://infront.uecc.com/>



Sustainability

02



greenports AWARD
United European Car Carriers
of Oslo, Norway

Issued by the port management company bremenports to honour the shipping company with the best environmental performance regarding air pollutants based on a fleet average ESI score of 47,9 points achieved during calls to the ports of Bremen and Bremerhaven in 2021.

2022



greenports AWARD
"M/V AUTO ENERGY"
IMO Number 9736377 of
United European Car Carriers

Issued by the port management company bremenports to honour the vessel with the best environmental performance regarding air pollutants based on an average ESI score of 50,1 points achieved during calls to the ports of Bremen and Bremerhaven in 2021.

2022

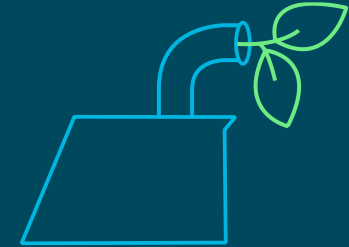
In Front



By pioneering use of new, greener, cleaner fuels such as bio-diesel, UECC decreases the environmental impact of operating our legacy tonnage.



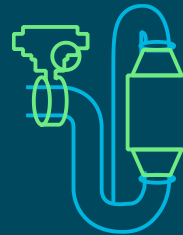
First carrier to have dual-fuel LNG PCTC's, and to operate with cleaner fuels such as bio-diesel. We were also the first in our industry to have three LNG battery hybrid PCTC's.



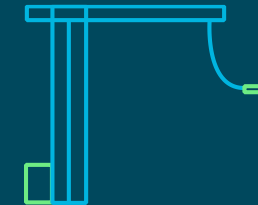
With our revolutionary LNG Battery Hybrid vessels, we can reduce NOx emission by up to 90%, and we almost entirely eliminate SOx and Particular Matter emissions.



By introducing synthetic and liquified bio methane into our energy mix, we will further improve the already impressive CO2 reductions afforded by LNG.

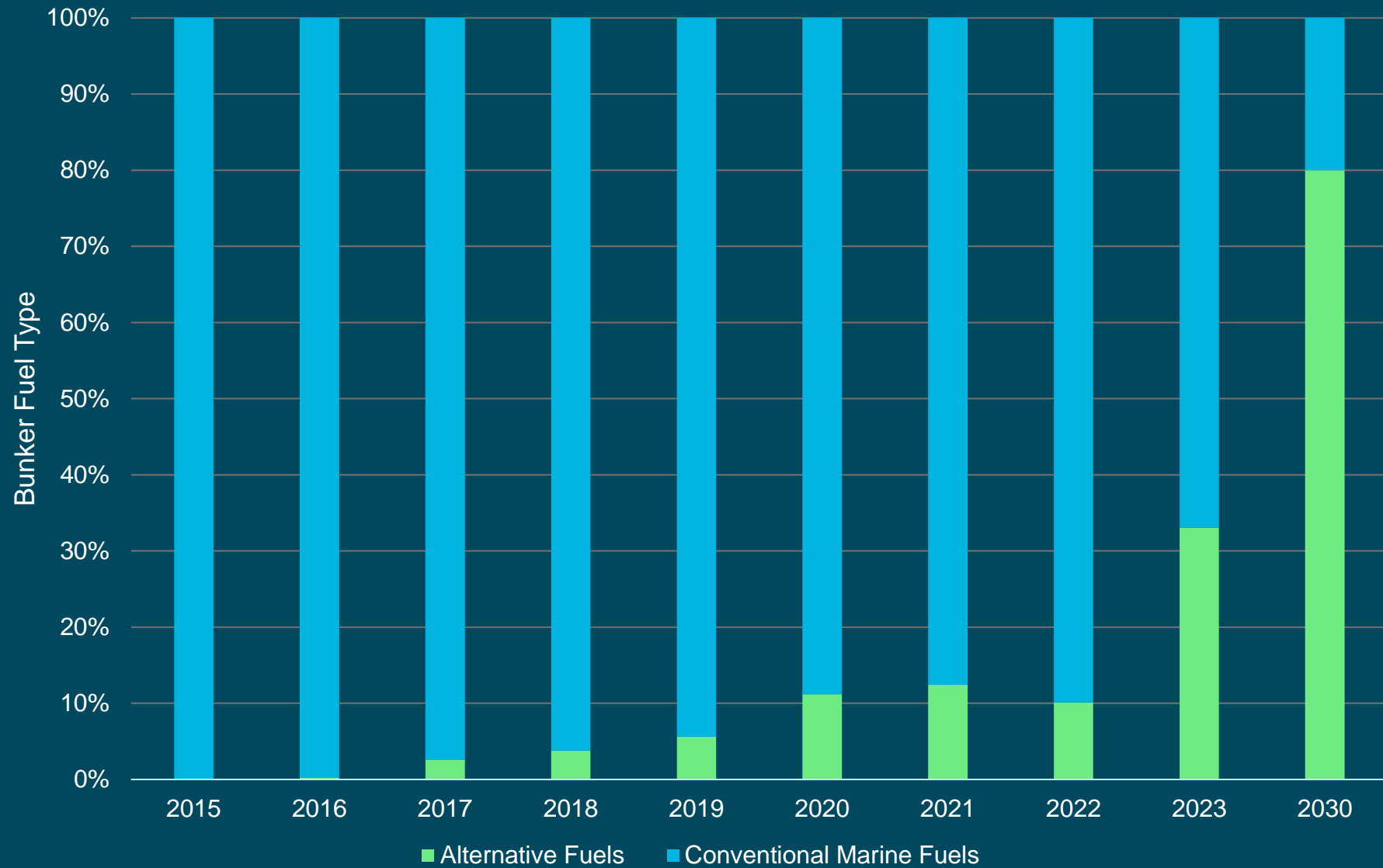


We installed Ballast Water Treatment System onboard our vessels well in advance of IMO implementation requirement.

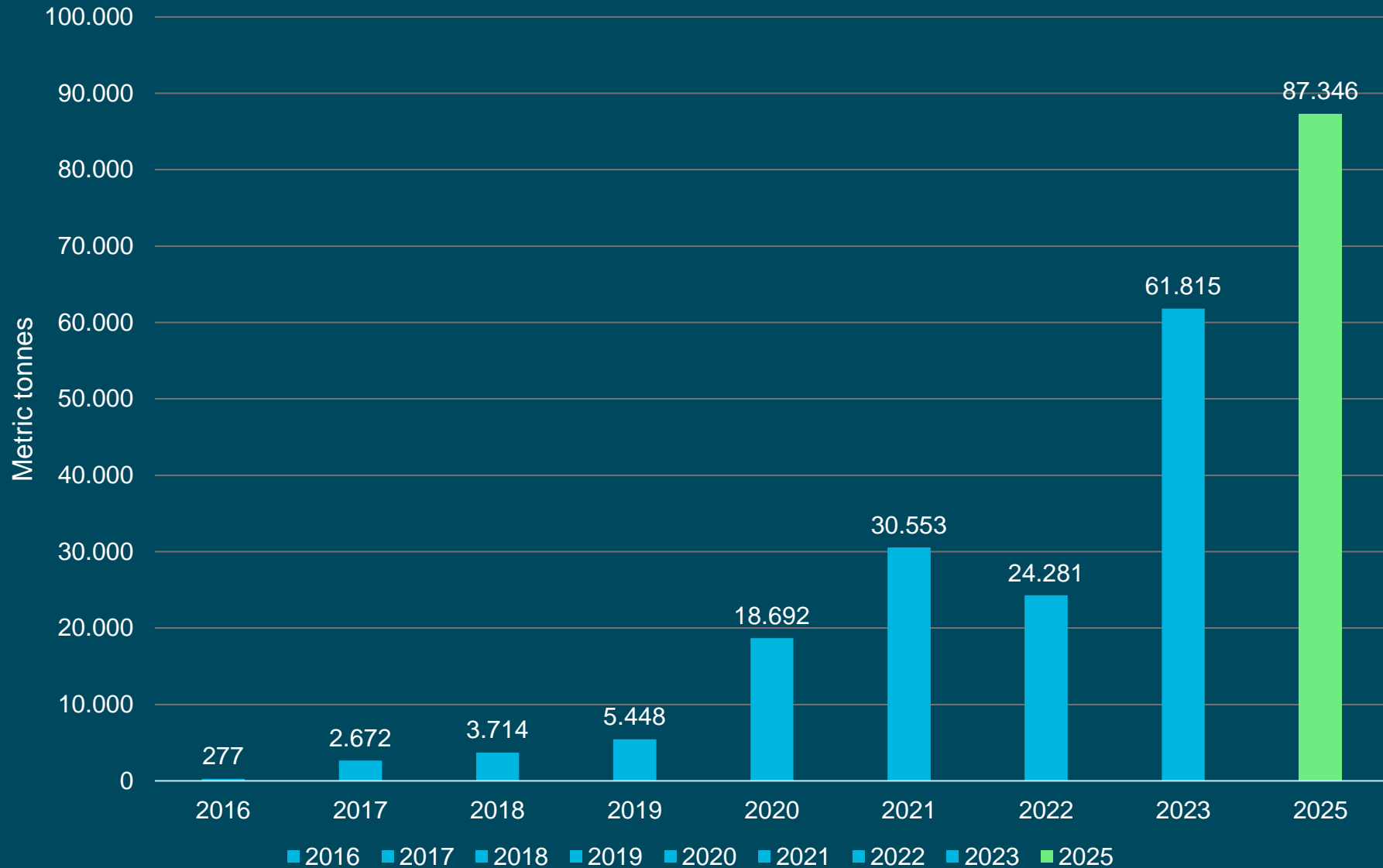


Newbuildings are cold ironing-ready, and we are running cold ironing projects with key ports.

Alternative fuel use



CO2 Emission* Reduction (LNG & Bio)



*Tank to Wake



Industry Leadership and CNSL

- The maritime industry needs leaders who can demonstrate a path to sustainable shipping.
- Not all proposed solutions will work. Not all fuels are equal.
- UECC intends to lead the industry in best practices. To provide the blueprint for assessing the suitability of alternative fuels.

Selection Criteria



Practical



Scalable



Impactful

- This can only be achieved through collaboration with all stakeholders.



Alternative Fuel Assessment

Identify promising feedstocks
• Meet UECC Sustainability Criteria



Blend samples for laboratory analysis
• Adjust blend ratios to maximise usability



Test Bench trials ashore
• Monitoring engine components and performance



Sea Trial
• Inspection intervals to check condition

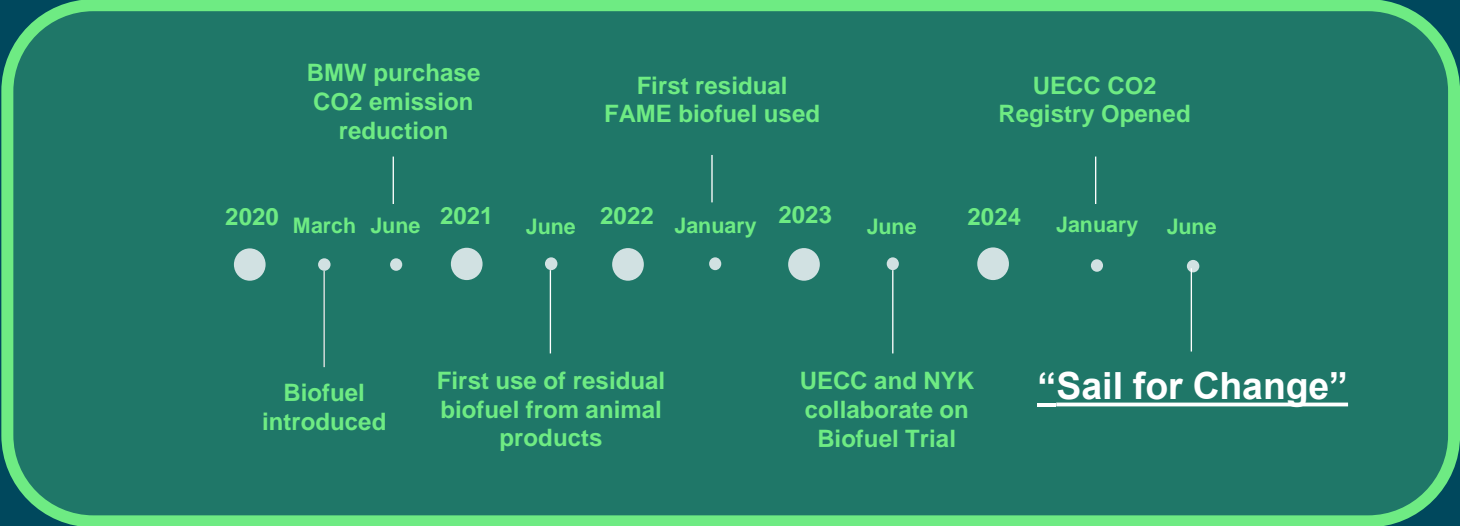


Go/No Go Decision



UECC “Sail for Change”

- Our future course is defined by our previous actions.
- This decarbonisation program is built upon the foundation of all the milestones before it.
- “Sail for Change”** is the opportunity for customers to make a direct positive impact in their maritime supply chain, **by facilitating a fuel change.**



UECC Strategy

Progressive investment in alternative fuels

Fleet-wide reduction in emissions

UECC x Customer Collaboration

Target alignment with Customers

Fuel Switch takes place onboard

Cargo carried with renewable fuels

Impact Statement Delivered

Sail for Change - “Green Gas Month”

- In July 2024 we launch the first major initiative of our Sail for Change program and mark yet another milestone on our Sustainability Voyage.
- In an industry first, we are going to deploy Liquefied Bio Methane on all 5 of our LNG Dual Fuel Car Carriers.
- Due to the Bio Methane feedstock, the Carbon Emission Reduction potential is greater than any previous alternative fuel assessed. In the first month alone, the Well to Wake emission reduction will exceed 8,000 metric tonnes of CO₂e.
- Green Gas Month, as part of Sail for Change, will provide our customers with a great springboard to further their own decarbonisation strategies.
- Process from Origin to Decarbonization of Liquefied Bio Methane:



Production



Feed-in
Gas Grid



Liquefaction at
LNG terminal



Supply to
UECC vessel



Consumption &
Decarbonisation



UECC Fleet

Vessel	Built	RT Cap	SQM Cap	Ice Class
AUTO ASPIRE Multi-fuel LNG Battery Hybrid Vessel	2022	3 600	30 800	-
AUTO ACHIEVE Multi-fuel LNG Battery Hybrid Vessel	2022	3 600	30 800	-
AUTO ADVANCE Multi-fuel LNG Battery Hybrid Vessel	2021	3 600	30 800	-
M/V AUTO ECO Dual Fuel LNG Vessel	2016	4 000	31 900	1A SUPER
M/V AUTO ENERGY Dual Fuel LNG Vessel	2016	4 000	31 900	1A SUPER
M/V AUTOSKY	2000	2 080	16 870	1A
M/V AUTOSUN	2000	2 080	16 870	1A
M/V AUTOPRESTIGE	1998	1 220	9 890	1A



Our chartered vessels

Vessel	Built	RT Cap	SQM Cap	Ice Class
M/V AUTOSTAR	2000	2 080	16 870	1A
M/V EMERALD LEADER	2007	4 750	41 055	-
M/V CORAL LEADER	2006	4 750	41 055	-
M/V NORDIC RAY	2007	2 160	17 600	-
M/V VEGA LEADER	2000	5190	51 496	





Liner Trading network

We provide our customers with a reliable liner-trading network with fixed sailing schedules serviced by our purpose built pure car and truck carriers



Our History



Nippon Yusen
Kabushiki Kaisha

Owner
NYK owns 100% of UECC

1990 1991

Co-owner
Wallenius Lines
Owns 50% of UECC



1. mill
Cars transported

1997



2. mill
Annual volumes
exceed 2 million units

2004

2006



New multi-storage garage

Contract signed for a new multi-storage garage in Pasajes



Delivery of LNG vessels M/V AUTO ECO & M/V AUTO ENERGY
Naming Ceremony of M/V AUTO ECO

2010

2016



Liner trading network

Launched liner trading network. 32 vessels reduced to 18 vessels



Bio-fuel
First in our industry to introduce bio-fuel



New LNG battery hybrid vessels

Delivery of Auto Advance

Delivery of Auto Achieve & Auto Aspire

Ordered 3 battery multi-fuel LNG PCTCs, ensuring that we in July 2022 have the most environmentally-friendly fleet in our industry



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