**24th October 2018**

**Smooth Sailing for   
Stena Jutlandica Battery Project**

**The Stena Jutlandica has now completed its first month of operation as a battery hybrid vessel and the positive experiences from the first weeks of service have exceeded expectations.**

“It's really exciting to be running with electrical power on the Stena Jutlandica. This project is an important part of our focused efforts to find ways of reducing our impact on the environment. As both the size and cost of batteries decrease, battery operation is becoming a very attractive alternative to traditional fuel for shipping as it should be possible to completely eliminate emissions in the future,” says Erik Lewenhaupt, Head of Sustainability at Stena Line.

The battery project is being carried out in steps. Step One, which is presently underway, is about switching to electrical operation to reduce the use of diesel generators, as well as for maneuvering and powering the bow thrusters when the ship is in port.

In Step Two, battery power will be connected to two of the four primary machines, which means that the Stena Jutlandica will be able to run on electrical power for about 10 nautical miles inside the archipelago out to Vinga Lighthouse (Gothenburg, Sweden).

During Step Three, all four primary machines will be connected to the batteries and the ship will be able to cover the 50 nautical miles between Sweden and Denmark solely on electrical power. A number of positive effects have already been noted after just one month.

“We've been able to significantly reduce our use of the diesel generators and now only need to use one instead of three. Another positive effect concerns safety. Having constant access to electricity, we minimize the risk for power outages”, says Johan Stranne, Senior Chief Engineer on the Stena Jutlandica.

In Step One alone, the environmental savings from using battery power for reduced generator usage and maneuvering in port amounts to approximately 500 tons of fuel saved and 1,500 tons of reduced CO2. This corresponds to the annual emissions from approximately 600 cars.

The rationale for execution in multiple steps is to enable testing and assessment while the project is underway. If the project is successful, battery power can be considered for other vessels within the Stena Line fleet. Work on Step Two has begun and the goal is for implementation within approximately three years.

The technical solutions in Step One have been developed by Stena Teknik in collaboration with the Callenberg Technology Group, with half of the funding for the project coming from the Swedish Transport Administration and the EU.

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**About Stena Line**

*Stena Line is one of Europe's leading ferry companies with 38 vessels and 21 routes in Northern Europe. Stena Line is an important part of the European logistics network and develops new intermodal freight solutions by combining transport by rail, road and sea. Stena Line also plays an important role for tourism in Europe with its extensive passenger operations. The company is family-owned, was founded in 1962 and is headquartered in Gothenburg. Stena Line is part of the Stena AB Group, which has about 15 000 employees and an annual turnover of around 36,5 billion SEK. For more information please visit* [*www.stenaline.com*](http://www.stenaline.com)