

Analysis of new vessel concepts

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Table of Contents

Summary	5
Definitions and abbreviations	6
1 Introduction.....	8
2 Objectives.....	9
2.1 General objectives of AEGIS	9
2.2 Objectives of WP 4 and D 4.1	10
3 Methodology	13
3.1 Definition of requirements on vessel concepts to achieve the AEGIS objectives.....	13
3.2 Information of the use-case partners and cargo suppliers	13
3.3 Analysis of existing and new vessel concepts, on-board handling systems, and green propulsion concepts	14
3.4 Evaluation and conceptional deduction of feasible solutions.....	14
4 Requirements for the vessel concepts according to AEGIS.....	15
4.1 General and regulatory requirements, future strategies.....	15
4.1.1 Strategic goals of EU White Paper on Transport	15
4.1.2 IMO greenhouse gas strategy	17
4.1.3 Norwegian Government action plan for green shipping.....	18
4.2 AEGIS requirements for the design of a green and advanced vessel.....	19
4.3 Description of the AEGIS use-cases.....	22
4.3.1 Use-case A: Short sea and rural terminals in Norway	22
4.3.2 Use-case B: Short sea and inland shipping interface in Belgium and Netherlands.....	24
4.3.3 Use-case C: Revitalizing regional ports and city centre terminals	27
5 Analysis of potential green and advanced vessel concepts	36
5.1 Short sea ships, mother ships.....	36
5.1.1 YARA BIRKELAND	36
5.1.2 GodsFergen.....	39
5.1.3 CARGOXPRESS	41
5.1.4 SC CONNECTOR	45
5.1.5 HySHIP	47
5.1.6 Short Sea Pioneer – mother vessel.....	48
5.1.7 VINDSKIP – cargo ship driven by wind and LNG	50
5.1.8 IMOFlexMax – LNG dual fuelled vessel fitted with Flettner rotors and solar panels ...	51



5.2	Shuttles, daughter ships, inland waterway vessels.....	52
5.2.1	NÖKS II.....	53
5.2.2	ASKO – zero-emission autonomous vessel for RoRo transport	54
5.2.3	De Alphenaar – zero-emission inland waterway vessel by ZES.....	56
5.2.4	PORT LINER – green inland waterway vessels powered by fuel cells and electricity....	58
5.2.5	IWTS 2.0 project – battery electric inland waterway vessel with ice class	60
5.2.6	WATERTRUCK+ – innovative small barges for IWW transportation	63
5.2.7	ASTAT – fully electric autonomous shuttle for container and break bulk	65
5.2.8	Short Sea Pioneer – daughter vessel.....	67
5.2.9	BLUE LINE ZULU – IWW and sea going vessel	68
5.2.10	AMPERE – fully electric RoRo ferry	72
5.2.11	ELEKTRA – emission free, hydrogen and battery tugboat.....	75
5.2.12	NEPTUN MOVER – solar battery-driven car-passenger ferry.....	76
5.3	On-board cargo handling systems.....	78
5.3.1	Cargo handling systems for short sea shipping.....	79
5.3.2	Concept studies of cargo handling systems for short sea shipping	83
5.3.3	Cargo handling systems for inland waterway shipping.....	85
5.3.4	Concept studies of cargo handling systems for inland waterway shipping	88
5.4	Green propulsion concepts	93
5.4.1	Fully electric propulsion	93
5.4.2	Electric-hybrid propulsion	94
5.4.3	Hydrogen	95
5.4.4	Ammonia	97
5.4.5	Methanol	100
5.4.6	Liquefied natural gas (LNG)	102
5.4.7	Biodiesel and biogas.....	104
5.4.8	DNV GL decarbonization plan.....	104
5.5	Autonomous vessel and port operation.....	107
5.5.1	Degrees of autonomy by IMO	108
5.5.2	Advantages of autonomous shipping:.....	109
5.5.3	Actions for autonomous ship operation	113
6	Evaluation and deduction of conceptional solutions for new vessel concepts	117
6.1	Vessel and cargo handling concepts for UC-A.....	117
6.1.1	Shipping scenario for UC-A.....	118



- 6.1.2 Advanced vessels and transshipment concepts for UC-A..... 120
- 6.2 Vessel and cargo handling concepts for UC-B..... 125
 - 6.2.1 Shipping scenario for UC-B..... 126
 - 6.2.2 Advanced vessel and transshipment concepts for UC-B 126
- 6.3 Vessel and cargo handling concepts for UC-C..... 129
 - 6.3.1 Shipping scenario for UC-C..... 130
 - 6.3.2 Advanced vessel and transshipment concepts for UC-C 131
- 7 Conclusion and directions for further work 136
- 8 References..... 137



Summary

In this report the requirements for new and advanced vessel designs as well as a whole series of existing advanced concepts are investigated.

Requirements for the vessel design arise from different backgrounds, which are found to be:

- General and regulatory requirements, e.g. the strategic goals of the EU whitepaper on transportation, the IMO greenhouse gas strategy, or national regulations of Norway
- Requirements defined in the AEGIS proposal, i.e. a green propulsion system, autonomous operation, an on-board handling system, a use-case specific design, a cargo type specific design, and the fit to economic, environmental, and social KPI's
- Requirements to achieve the use-case specific scenarios

A comprehensive literature survey reveals the current progress in advanced vessel designs. This analysis is divided into:

- Short sea ships, i.e. mother ships
- Shuttles/barges/inland waterway (IWW) ships, i.e. daughter ships
- On-board handling systems
- Green propulsion concepts
- Autonomous operation

From the literature analysis it can be concluded that none of the found vessel concepts fits the requirements to full extent. Hence, new designs need to be developed in the next steps of WP 4.

Possible concepts are considered in regard to use-case specific scenarios:

In UC-A a mother/daughter concept with LoLo transportation is analysed. Different vessel concepts as well as different modes of transshipment are discussed, i.e. ship-to-port, ship-to-floating port, and ship-to-ship. By retrofitting existing short sea ships (mother vessel), e.g. vessels of the type *Sietas Typ 168* as used by NCL, in terms of low-emission propulsion and autonomous cargo handling, short-termed solutions can be achieved. For the daughter vessel a new design is necessary to realize a zero-emission propulsion, autonomous operation, and a small size of 20–60 (max. 100) TEU.

For UC-B an IWW transportation of RoRo units is defined. Small shuttles or barges, either self-propelled or unpropelled in convoys with push boats or puller will be used. The vessel size is set to fit water ways of the CEMT Class I and II, enabling the service in smaller hinterland ports or urban city ports. A high degree of autonomy is favourable to reduce the cost, hence, making the small vessels profitable, and to increase safety and security.

For UC-C, especially for the port of Vordingborg, a high degree of autonomous cargo handling at the port and on-board the vessel, together with a sea- and inland-waterway-going “hybrid” vessel are defined. Thus, enabling a competitive waterborne transportation and overcome the limitations of a small port such as Vordingborg (e.g. operational hours). The advanced vessel needs to provide an autonomous on-board handling system, autonomous sailing (including docking and mooring), and a green propulsion system. Green electricity, supplied by the port of Vordingborg, and methanol, produced at the port area, are the favourable solutions.