

## THE GRIMALDI GROUP TAKES DELIVERY OF THE *ECO VALENCIA* AND *GRANDE FLORIDA*

*An increasingly modern and efficient fleet with the arrival of the first hybrid ro-ro and a new car carrier*

*Naples, 20 October 2020:* Great news for the Grimaldi Group fleet. On 16 October, the Neapolitan company took delivery of the ***Eco Valencia***, the first of 12 hybrid ro-ro ships belonging to the new **Grimaldi Green 5<sup>th</sup> Generation (GG5G)** class and ordered from the Chinese Jinling shipyard located in Nanjing. A few days later, on 19 October, the ***Grande Florida*** was also delivered to the Group: this is the fifth in a series of 7 PCTC (Pure Car & Truck Carrier) vessels ordered from the Chinese Yangfan shipyard located in Zhoushan.

The ***Eco Valencia*** is the first unit of the new GG5G series of hybrid ro-ro vessels. In addition to classifying the ship, RINA (Italian Naval Registry) assigned her the additional "Green Plus" class notation, the top RINA certification in the field of environmental sustainability. The "Green Plus" recognizes the design solutions, on-board systems and operational procedures put in place voluntarily, both during the construction phase and during the operation of the ship, aimed at improving environmental performance beyond the minimum levels required by the relevant international regulations.

The GG5G class design was conceived by the Grimaldi Group Technical and Energy Saving Department in partnership with the Danish naval design studio Knud E. Hansen and incorporates innovative elements that are partly patented and protected by copyright. These include, among others, an *air lubrication system* – which will let the ship also obtain the prestigious "AIR-LUB" notation certified by RINA; a Rolls-Royce propulsion system optimized with blades featuring innovative propellers, an integrated propulsion system between the rudder and propeller (*Promas Lite*), a *waste heat recovery system* as well as silicone coating on the hull.

All the new GG5G-class vessels will use latest-generation electronically-controlled engines which are powered by fossil fuels during navigation and by electricity while at berth, guaranteeing "**Zero Emissions in Port®**". During stays at berth, they are capable of meeting the energy demands of on-board activities with just the electricity stored in lithium batteries that are recharged during navigation thanks to shaft generators and 600 m<sup>2</sup> of solar panels. Moreover, exhaust gas cleaning systems are installed on board the GG5G ships to reduce sulphur and particulate emissions.

The **Eco Valencia** has a length of 238 meters, a beam of 34 meters, a gross tonnage of 67,311 tonnes and a service speed of 20.8 knots. The vessel, flying the Italian flag, is the largest short sea ro-ro vessel in the world and can transport 7,800 linear meters of rolling freight, equivalent to around 500 trailers. The loading capacity of its garages is twice that of the largest ships currently operated by the Neapolitan group; nevertheless, the new vessel consumes the same amount of fuel at the same speed. This means twice the efficiency measured in terms of consumption per tonne transported.

The **Eco Valencia** has two stern ramps for the simultaneous loading of vehicles, which allow for faster handling of freight. Furthermore, the configuration of its decks and the system of internal ramps make the vessel extremely flexible and capable of transporting any type of rolling cargo.

Of the 12 units of the GG5G class, nine will be deployed in the Mediterranean Sea and another three will be operated by the Group subsidiary Finnlines in Northern Europe. In particular, the **Eco Valencia** will enter service between Italy and Spain, calling regularly at the ports of Livorno, Savona, Barcelona and Valencia.

Meanwhile, the delivery schedule related to the car carrier vessels ordered from the Chinese Yangfan shipyards also continues with the arrival of the Pure Car & Truck Carrier (PCTC) **Grande Florida** on 19 October. This is the fifth of a series of seven sister ships that will be deployed on the weekly ro-ro connection operated by the Grimaldi Group between the Mediterranean and North America (Canada, United States and Mexico).

Flying the Italian flag, the **Grande Florida** is 199.9 metres long and 36.45 metres wide; it has a gross tonnage of 65,255 tonnes and a service speed of 19 knots. The vessel is among the largest PCTC on the market: in fact, she can transport around 7,600 CEU (Car Equivalent Units) or alternatively 5,400 linear meters of rolling stock and 2,737 CEU. Thanks to her hoistable decks, the **Grande Florida** has a highly flexible loading capacity and is able to transport any type of rolling freight (trucks, tractors, buses, excavators, etc.) up to 5.3 metres high. Moreover, the vessel is fitted with a side ramp and a quarter stern ramp, the latter allowing the loading of freight units of up to 150 tonnes.

From an environmental point of view, the **Grande Florida** was built by adopting technologically advanced systems and devices, ensuring high energy efficiency and eco-sustainable transport. In fact, the vessel is fitted with an electronically-controlled Man Energy Solutions main engine, as required by the new regulations for the reduction of nitrogen oxide (NOx) emissions, as well as with an exhaust gas cleaning system for reducing sulphur oxide (SOx) emissions. Finally, she complies with the latest ballast water treatment regulations.



"With the arrival of these new units, we once again confirm our commitment to offer and guarantee high quality transport services, thanks to one of the youngest and most modern fleets in the world", declares the Group Managing Director **Emanuele Grimaldi**. "In particular, the delivery of the *Eco Valencia* represents an important milestone not only for our company but more generally for short sea shipping in the Mediterranean: in fact, we are deploying increasingly efficient ships with an ever lower environmental impact in the 'Mare Nostrum', for the benefit not only of our customers but also of the communities in the cities we serve", concludes Emanuele Grimaldi.

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**The Grimaldi Group**, headquartered in Naples, operates a fleet of over 130 vessels and employs approximately 16,000 people. Wholly owned by the Grimaldi family, it is a multinational logistics Group specialised in the operation of roll-on/roll-off vessels, car carriers and ferries. It comprises six shipping companies, namely: Grimaldi Deep Sea, operating in the transport of rolling cargo and container on the Atlantic routes and between the Mediterranean and West Africa; Grimaldi Euromed, specialized in the transport of rolling freight in Europe, in the Motorways of the Sea and in the transport of passengers in the Mediterranean with the Grimaldi Lines brand; Atlantic Container Line, which offers transport services for containers and rolling cargo between North America and North Europe; Malta Motorways of the Sea, shipowning company; Minoan Lines, operating in Greek cabotage for the transport of freight and passengers; Finnlines, operating in freight and passengers transport in the North and Baltic Sea.

The maritime connections are the core of an advanced logistics chain, which includes port terminals and road transport companies. The 22 port terminals owned/operated by the Grimaldi Group are located in 12 countries around the world: Italy (Salerno, Monfalcone, Civitavecchia, Catania, Gioia Tauro, Savona Palermo & Livorno), Spain (Barcelona, Valencia and Sagunto), Germany (Hamburg), Sweden (Wallhamn), Finland (Turku & Helsinki), Denmark (Esbjerg), Ireland (Cork), Belgium (Antwerp), Egypt (Alexandria), Cameroon (Douala), Nigeria (Lagos), Benin (Cotonou). Most of these terminals are fitted with Pre-Delivery Inspection (PDI) facilities, warehouses and workshops.