

THE *ECO CATANIA* DELIVERED TO THE GRIMALDI GROUP

This is the fifth GG5G-class hybrid ro-ro vessel of the Neapolitan fleet

Naples, 4 June 2021: A new green giant will soon sail in the Mediterranean with the green livery of the Grimaldi Group. The ***Eco Catania***, the fifth of the twelve hybrid ro-ro ships belonging to the innovative **Grimaldi Green 5th Generation (GG5G)** class and ordered from the Jinling shipyard, was delivered today in Nanjing (China).

As recently certified by RINA (the Italian Shipping Registry), if compared to previous generation ro-ro vessels, the units of this class have up to seven times better energy efficiency indexes. For their exceptional environmental performance, GG5G-class ships are the most eco-friendly ro-ro vessels in the world for short-sea shipping, as well as the largest.

Just like her four sister vessels already in service, the Italian-flagged ***Eco Catania*** 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 loading capacity of her seven decks – two of which are hoistable – is twice that of the previous class of ro-ro ships deployed by the Grimaldi Group on short sea routes: in fact, the vessel can carry 7,800 linear meters of rolling freight, equivalent to around 500 trailers and 180 cars. The quarter stern ramp allows the loading of freight units weighing up to 150 tons.

Thanks to the adoption of numerous highly innovative technological solutions, at the same speed the ***Eco Catania*** consumes the same amount of fuel compared to the previous generation ro-ro ships, and is therefore able to halve CO₂ emissions per unit transported. Emissions are even cut to zero during port stays, when the ***Eco Catania*** uses the electricity stored in mega lithium batteries with a total power of 5 MWh, which are recharged during navigation thanks to shaft generators and 350 m² of solar panels. The vessel is also equipped with state-of-the-art, electronically controlled engines and with an exhaust gas cleaning system for the reduction of sulphur and particulate emissions.

“The Eco Catania is just the most recent of the many tangible proofs of our commitment to accelerate the ecological transition in the transport sector,” said **Emanuele Grimaldi**, Managing Director of the Neapolitan company. *“Sicily deserves and needs reliable and efficient transport services; this is why we have dedicated to one of its main ports our fifth GG5G-class vessel, which will soon be deployed between the island, mainland Italy and Malta”.*



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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.

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