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TO THE PRESS

HH Ferries Group prepares for conversion to battery operation at coming yard stay

Ferries Tycho Brahe and Aurora are scheduled for yard stay in Landskrona from 5 September to 1 October 2016 as part of their normal maintenance.

Tycho Brahe will leave the route on Sunday 4 September in the evening and return to service the route on Saturday 17 September 2016. Subsequently, Aurora will leave for a yard stay and return to service the route on Saturday 1 October 2016.

Mercandia VIII, which has been chartered out for some time during 2016, has most recently returned to the route and will replace Tycho Brahe and Aurora during their yard stays.

“With the positive traffic development we are experiencing it is important to us to be able to maintain the high precision with departures every fifteen minutes almost around the clock. We have therefore decided to lay on Mercandia VIII between Helsingborg and Helsingör, but only after Tycho Brahe and Aurora, respectively, have left for yard stay,” said CEO Henrik Rørbæk, HH Ferries Group.

That entails maintaining four ferries in operation and an unchanged timetable compared to September in the prior year; that is around 4,000 crossings between Helsingborg and Helsingör.

The yard stay serves an extra purpose as important preparatory work is done ahead of the final installation of batteries on the ferries in May and October 2017, respectively. The work completed now will lay the foundation for a flexible and efficient conversion.

“The process of installing batteries for forward propulsion are now materialising when the first work is initiated next week. We are looking forward to introducing battery operation as the first ferry operator in the world with a high-intensive timetable as ours. The emissions reduction achieved from the conversion will have a positive impact on the environment in the entire Öresund region,” said Henrik Rørbæk.

It is an inherent part of HH Ferries Group’s strategy to emphasize initiatives with a positive environmental impact. Since 2007, the ferries between Helsingborg and Helsingör have adhered to the emission regulation introduced on 1 January 2015. With the installation of batteries, emissions are reduced significantly compared to the current emissions regulation.

The conversion of the two ferries is the largest single investment project in the company’s history with an estimated cost of nearly SEK 300 million. INEA, the EU’s executive agency for innovation and network, has chosen to support the project with approximately SEK 120 million.

For further information, please contact
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Attached is an illustration of the location of batteries and charging ports on the ferries.

Please see coverage and illustrations from trade magazine ‘Ingeniøren’ via the link:
<https://ing.dk/artikel/vandkolede-batterier-sikrer-lynledning-elfaerger-pa-oresund-186321>



About Scandlines Helsingborg-Helsingör

Scandlines Helsingborg-Helsingör is an efficient ferry route, transporting up to 50,000 passengers and 9,000 cars across Öresund on a daily basis with departures every fifteen minutes. The modern vessels on the route offer travellers a short travel time of 20 minutes and a pleasant break with the option of shopping at low prices and enjoying a wide selection of food and beverages on board.

In 2015, Scandlines Helsingborg-Helsingör transported 7.4 million passengers and 1.4 million cars, 390,000 trucks and 20,000 buses, corresponding to around 20% of the vehicles crossing Öresund^[1]. The route promotes integration and growth in the Öresund region, and is operated by 750 employees. It operates on a daily basis to ensure an efficient connection between Denmark and Sweden with a view of making travellers' crossing as pleasant and efficient as possible. The route furthermore contributes to generating up to 2,000 jobs in the region.

www.hhferriesgroup.com

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^[1] *The total number of transported vehicles on the connections Scandlines Helsingborg-Helsingör and the Öresund Bridge.*

