

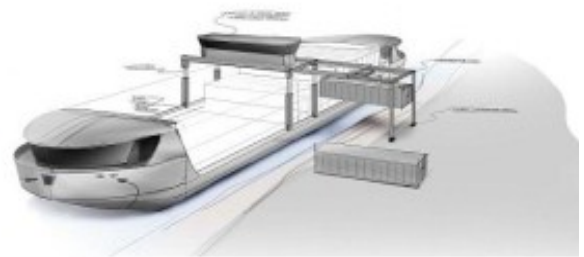
Arctic River  
Container/Timber  
Carriers

# NEW ARCTIC

## Shipbuilding technique

## EU – supported

## multinational design



### ARCTIC TECHNOLOGY

**For extra demanding navigation in Arctic coastal and inland water container, and timber transportations, the ultralight ice for the ship according to sustainable development**

#### HULL

Materials: Steel and Aluminum Foam Steel.  
length, width, depth: 110m, 14m, 2,4 m  
Saimaa canal 82m, 12m, 4.35 m

#### ICE NAVIGATION

In both direction (ahead and astern) at  
a speed of 6 knots 60-70 cm Fast ice in  
draft of 2.4 meters

#### CARGO

Saimaa max vessel up to 98 containers,  
each 22 tons of cargo  
loading and unloading profitable and  
possible even one truck pier without any  
harbour. That is quite revolutionary solution

#### ENVIRONMENT

LNG has fueled engines with a large cargo  
volume and a year-round traffic enables  
54% energy savings and 66% emissions  
reduction compared to truck auto transport  
in the same routes.

The vessel enjoys model protection as  
from the year 2008

The vessel enables intelligent transport  
through a completely new ympävuotisen  
container traffic in the Arctic and in other  
river in shallow waters.

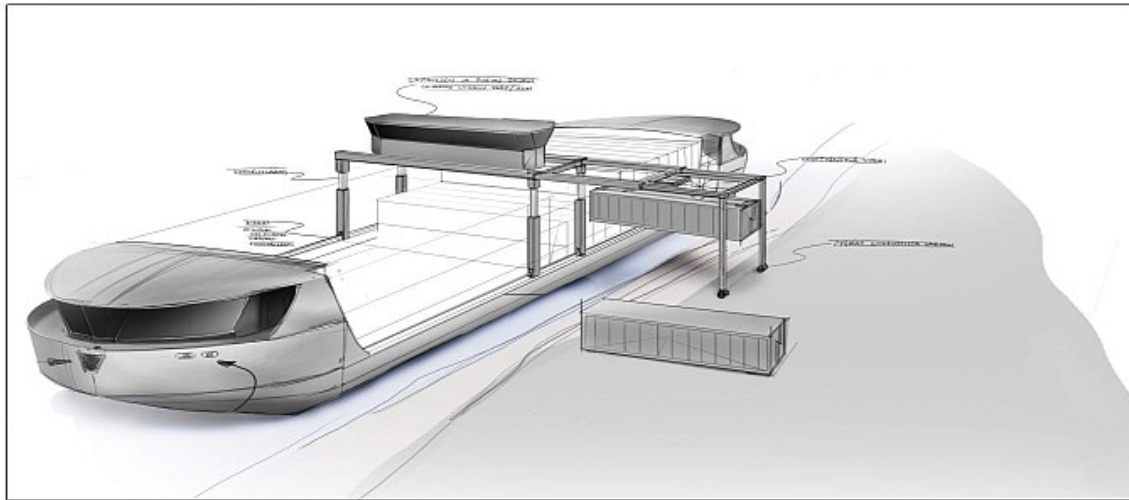
The new transport strategy of EU  
requires a whole new generation of  
ultralight cost efficient and environmentally  
friendly ships.

Design consortium in this project has EU  
requirements and in anticipation of future  
planned since 2007.

The vessel enables fi. a completely new  
container routes, and direct connections  
to be constructed from Lake Finland area  
and from various coastal mini  
ports with direct connections to Central  
European –River market areas.

The vessel also enables government to  
commence domestic inland traffic changes  
from road to waterborne according to EU  
traffic strategy to cut 50% of heavy road  
traffic (trucks and busses) because timber is  
the largest product to transport in Finnish  
roads.

Various international and domestic  
studies are showing that the most efficient,  
low-emission and environmentally friendly,  
sustainable development to implement the  
EU strategy is to maximize the inland  
navigation possibilities



### Conventional

requires 5-9 handling to get goods Transported from inland to abroad.

