# clean conscience

## **Amulet Motor Tanker**

## with a Clean Conscience

The Dutch central government promotes the transport of goods using inland vessels and aims for an increasingly 'green' inland navigation fleet. Inland vessels have a nominal lifespan of more than 30 years, and greener engines and exhaust valves require substantial investments. The Amulet Eco Tanker is currently the 'greenest' and most sustainable inland tanker in the Netherlands en is sailing in the Amsterdam-Rotterdam-Antwerp region. The vessel's owners consider themselves green and sustainable, while at the same time being business-minded and competitive. ship's operating costs are barely higher than for traditional ships. The lower energy consumption offsets the higher investment costs involved in the environmentally friendly construction of the vessel.



## A green ship for a green planet

Carbon emissions reduced by up to 32%

Complies with emission requirements effective from 2016

Outperforms the Euro 5 standard (European emission standard for road transport)

50% less built-in horsepower than traditional ships

Fully diesel-electric operation

Can accommodate the freight of 285 lorries

Prevents a traffic jam of more than 3 kilometres



# Amulet powered tanker also known as Amulet Eco Tanker

Length and width: 135 X 14.15 metres Loading capacity: 6,752 tonnes

Skippers/owners: Frans and Igor Jansen and Ton van der Molen

In service: since November 2010

Suppliers: these include Holland Shipyards Hardinxveld-

Giessendam/D&A Electric/Volvo-Penta motoren/Veth Propulsion/Alewijnse

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elektronische dienstverlener in scheepvaart en industrie (electronic services provider

for shipping and industry)

Home port: Barendrecht, the Netherlands

Navigation area: Amsterdam, Rotterdam, Antwerp and

European waterways

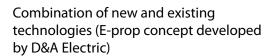




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#### **Technical tour de force**



Environmentally friendly catalysers (SCRT® system)

4x Volvo Penta D16, 6 cylinders, 500 kW derived directly from the automotive industry

Low maintenance costs for diesel engines and generator engines

All energy consumption is regulated by a fully automatic power management system

2 electrically driven, height-adjustable propellers (L-drives). When the ship is free of cargo, there is no need for ballast, thereby ensuring maximum efficiency for the propellers

Propulsion is driven by four generators, which are controlled by a fully automatic power management system

Double-walled tanks for increased safety

Load: 6,752 tonnes/7,145 cubic metres of product (the equivalent of 7,145,000 cartons of milk)



Cooling system



Motor for propulsion



Operation of power management system



State-of-the-art wiring

