



Invitation

AquaNavis Project Meeting

AquaVentus is a strong consortium that currently includes more than 40 leading international companies, organisations and research institutions. Together, we want to make a crucial contribution to the implementation of the German and European hydrogen strategy. The AquaVentus project family aims to unite different initiatives along the product and value chain of the green hydrogen economy. From production to transport to the customer. www.aquaventus.org

AquaNavis is intended to create the final link in the value chain for the maritime sector. For this purpose, we are forming a project consortium with a focus on the development and implementation of different types of hydrogen-powered ships that will be optimised for their specific use. The selection of the ship types has been made in such a way that they can be optimally integrated into AquaVentus - and for this we need you as a partner.

This conference is targeting companies interested and willing to actively contribute to and participate in a Project Consortium aiming at developing and building each of the following vessel types:

- ↪ Crew Transfer Vessel
- ↪ Cargo Ship for Heligoland
- ↪ Large Ferry and Cruise Ship

Save the Dates

For the first kick-off meetings we have scheduled three dates where we want to talk with you about the planned activities, the specification of the vessels and discuss the project scope:

Crew Transfer Vessel

Date: Tuesday, 20. April 2021
Time: 10:00 h - 12:00 h

Join Microsoft Teams Meeting

Cargo Ship for Heligoland

Date: Wednesday, 21. April 2021
Time: 10:00 h - 12:00 h

Join Microsoft Teams Meeting

Large Ferry and Cruise Ship

Date: Tuesday, 27. April 2021
Time: 10:00 h - 12:00 h

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Feel free to share this invitation!

In the following you will find some specifications that have been already defined in advance for the different types of vessels.

In addition, and with a view to the future, we are also considering the possibility of having an **Operation Vessel** powered by green hydrogen - we are also looking for potential partners for this. Please contact us if you are interested.



Crew Transfer Vessel

Heligoland is an important factor for the operation of wind farms. The crew transfer vessels depart from here all year round and set off with the mechanics to the turbines in the North Sea.

In order to consistently use the green hydrogen direct or stored in LOHC+, the CTV is also to be operated with it. We want nothing less than the construction of a fully equipped and best CTV with emission-free propulsion. The specifications are approximately a length around 26m to 27m, a passenger capacity of 24 persons plus crew, a service speed of 22kn and a minimum wave height of 1,7m at the crossing.

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Contact: Artur Flaum (flaum@aquaventus.org)

Cargo Ship for Heligoland

From 2026, together with the realisation of the wind offshore turbine AquaPrimus off Heligoland, the port infrastructure AquaPortus on Heligoland will be built. It enables a hydrogen supply for first H2 mobility solutions, including a LOHC infrastructure. It is obvious that the green hydrogen can be used directly on site to power the cargo ship for the island supply.

The new Cargo Ship will guarantee the year-round supply to the North Sea island. Therefore, a high seakeeping ability is needed to be operable in sea states with 2,5 significant wave height. The required sea freight volume is about 20,000 tonnes per year. It includes the transport of refrigerated foodstuffs, but also the transport of construction material and waste. The cargo to be transported is therefore diverse: general cargo, bulk cargo, and containerised cargo.

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Contact: Verena Hertzsch (hertzsch@aquaventus.org)

Large Ferry and Cruise Ship

Two sea areas are possible for the ferry and the cruise ship. The North Sea and the Baltic Sea.

In 2023, the prototype AquaPrimus 1 will go into operation off island of Rügen in the Baltic Sea. The green hydrogen produced will be available for the innovative, eco-friendly AquaNavis ferry or cruise ship.

The ship will be bunkered at the port of Mukran via an evolving hydrogen infrastructure. The harbour offers berthing facilities for ships with the approximate dimensions Length x Beam x Draught = 200m x 26m x 9m. This means that a wide range of applications is possible for this type of ship.

From 2026, green hydrogen will also be produced off Heligoland, making the island a central hydrogen hub, including a LOHC infrastructure in the North Sea: A perfect hydrogen supplier for one of the cruise ships, which pass Heligoland on their trip.

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