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## **Sustainable inland waterway shipping: naming ceremony for HGK Shipping’s innovative tanker “Monomera”**

**Duisburg. HGK Shipping has reached another milestone in terms of designing innovative vessels: Europe’s largest inland waterway shipping company is expanding its fleet to include the extremely modern, diesel-electrically-powered tanker, “TMS Monomera”. The naming ceremony for the vessel took place in Druten in the Netherlands on 30 October. The vessel, which has been developed in close cooperation with the company’s long-standing business partner, VESTOLIT, will transport sodium hydroxide between the western German canal system and the ARA ports for the chemical company. What sets the “Monomera” apart is its focus on sustainable technologies, optimised load-carrying capacity and energy concepts. Thanks to its “future-fuel-ready” technology, it is already equipped to handle climate-neutral, future energy sources.**

In the presence of the ship’s godmother, Sandra Seyer from VESTOLIT, HGK Shipping officially put the “Monomera” into service in the Dutch province of Gelderland; the vessel will operate for HGK Shipping’s Liquid Chemicals business unit from now on. Designed to transport a maximum payload capacity of 1,809 tonnes, the vessel, which is 100 metres long and 9.5 metres wide, is equipped with a diesel-electric drive concept. When combined with an intelligent power management system, this provides particularly low-emission operations with optimised fuel consumption. Two empty areas integrated into the vessel’s hull, so-called void spaces, also provide room for future energy storage solutions. As a result, the new tanker is prepared to use climate-neutral energy sources as soon as they are available.

HGK Shipping has made use of the latest computational fluid dynamics (CFD) methods when developing the “Monomera” in order to reduce the resistance caused by water and maximise energy efficiency. One of the main innovations on this vessel is its optimised draught, allowing it to transport a load weighing up to 348 tonnes with a draught of just 1.20 metres, even if water levels are low. Two rudder propellers, each developing 500 kW of drive power, ensure outstanding manoeuvrability, making the vessel particularly suitable for service on canals and cost-effective operations in difficult water conditions.

“With the ‘Monomera’, we’re setting a clear course toward the future of sustainable inland waterway transport. It’s another step in our construction strategy for new vessels, aimed at

preparing our fleet for climate-neutral drive systems as part of the energy transition and setting the stage for programme implementation,” says Steffen Bauer, the CEO of HGK Shipping.

The vessel’s design was developed at HGK Shipping’s Design Center, which worked in close cooperation with Koninklijke Wijnhoff & Van Gulpen & Larsen B.V., a Dutch subsidiary of HGK Shipping in Druten. The Severnav shipyard in Romania completed the construction of the hull before the Dutch shipyard, De Gerlien van Tiem B.V., which is a long-standing partner of HGK Shipping, took over responsibility for the final interior fitting work up to the time that the vessel was commissioned.

Norbert Meixner, the Business Unit Director Liquid Chemicals at HGK Shipping, who will be responsible for the new vessel in his unit in future, adds, “Our long-standing cooperation with VESTOLIT is based on shared values of sustainability and innovations. As a result, we’ve been able to successfully and efficiently complete this project and, acting as a strong business partner for this industry, guarantee reliable supply chains even during phases when water levels are low.”

**Notes on the attached photos:**

1. At the naming ceremony of the innovative tanker “Monomera” in Druten, the Netherlands: (from left to right) Norbert Meixner, Business Unit Director Liquid Chemicals at HGK Shipping and Managing Director of Wijnhoff & Van Gulpen & Larsen BV., a subsidiary of HGK Shipping, godmother Sandra Seyer, Coordinator for Shipping Activities at VESTOLIT, Martin Peters, Supply Chain Manager Europe at VESTOLIT, church representative Bernhard van Welzenes, Steffen Bauer, CEO of HGK Shipping, and Simon Lucas, also Managing Director of Wijnhoff & Van Gulpen & Larsen BV.

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2. HGK Shipping launches the “Monomera”, a pioneering tanker set to advance environmentally friendly transport in the European inland waterway network.

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**About the HGK Group:**

Häfen und Güterverkehr Köln AG (HGK) is the logistics company within the City of Cologne’s public utilities group. Formerly just a port operator, HGK has developed into a group that provides integrated transport and logistics services with operations across Europe. Structured in five divisions, Logistics & Intermodal, Shipping, Rail Operations, Infrastructure & Maintenance and Real Estate, the HGK Group operates the largest inland waterway port network in Germany, one of the largest private railway companies for transporting cargo, specialist logistics firms and terminals as well as its own railway network and workshops for railway goods traffic through its subsidiaries and holding companies. HGK Shipping GmbH is the largest inland waterway shipping company in Europe.

**About the HGK Shipping division:**

HGK Shipping is part of Häfen und Güterverkehr Köln AG. Its fleet comprises about 350 vessels,

including owner-operated ships. The spectrum of goods transported ranges from liquid chemical products and liquefied gases to dry goods and even break-bulk cargo.