

THE ADVANTAGES

Nature shall not be adapted to engineering but engineering to nature

At present, shipping on the Elbe is possible on approx. 160 days a year. The new vessel can be used on 300 to 340 days per year, after a soft sanitation of the river (reconstruction of stakes and removal of local shallows), at least.

Use of the vessel in the near future, whereas the development of the river would need 20 to 30 years (present development plans do not propose channelling resp. barranging of the Elbe).

Building of the vessel with a length of 80 to 110 m as a modular structure

THE AREAS OF USE

Rivers : Elbe - Oder - Danube

Channels : Mittellandkanal, Elbe-Havel, Elbe-Seiten-Kanal

Worldwide use on not regulated rivers with shallow water depth

sufficient available containers in the sea ports whose further transportation by inland vessels can be carried out more economically than by transportation on roads

Development of a continuous and effective logistical link in a „house-to-house“ liner service with scheduled departures

THE OPERATORS

Shipping as well logistics companies and transport companies in the field of container and car transportation draught

THE SHALLOW-DRAUGHT INLAND VESSEL

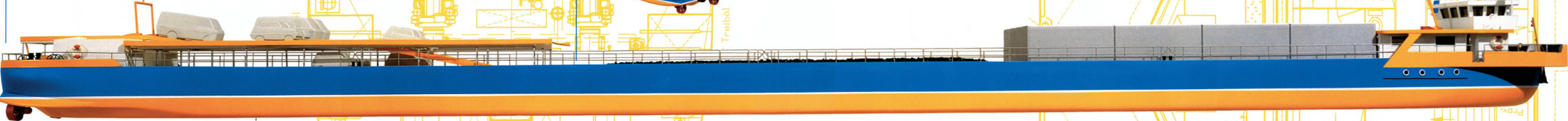
Nature and Engineering in Harmony

DESIGN OF THE VESSEL

Single-deck ship with deck superstructure and steering-wheel house in the forebody, steering-wheel house can be hydraulically lowered. Hatch cover is not provided, special car platforms are installed for the transportation of cars. Drive of the vessel either by two rudder propellers located in the afterbody, or by the pump jet in the forebody according to the prevailing condition of use. If required, the two drive systems can be combined. The vessel permits the transportation of bulk material, containers, or cars.

The loading capacity of the vessel will reach the following values at the different draughts, according to preliminary calculations:

Draught (m)	Bearing (m)	Capacity (t)
1.40		950
2.00		1680



Use for liner service with scheduled and calculable departures.

Innovation by tradition
Shipyard with experiences in the building of shallow draught inland vessels for Eastern Europe
Materials: plastics, steel, aluminium
Result: optimization of weight.

Environmental-friendly and economical means of transportation (low fuel consumption, use of alternative fuels, when compared to road transportation, approx. 40 % of the costs).



Cross-section of cargo hold with containers stowed on three levels



Cross-section of cargo hold in case of car transportation

CAPACITY FOR CONTAINERS

draught (m)	14 V/TEU	9 V/TEU	4 V/TEU
1.40	66	103	112
2.00	112	112	112

CAPACITY FOR THE TRANSPORTATION OF CARS

When providing two platforms (approx. level of main deck and above the main deck), approx. 200 to 210 cars can be carried by the vessel. Vehicular access is provided over the upper stern platform.



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CLASS OF SHIP AND OPERATING AREA

The vessel is built in accordance with the class of the GERMANISCHER LLOYD +100A5 + MCI as well as according to the requirements of the Regulations on the Examination of inland Vessels and the SJK and BSG. The vessel can be used on the river Elbe at the present state of development of the waterways (including zone 2 acc. to BinnSchÜO – Regulations in inland Waterways). After the final development of the Mittelland-Kanal, the Elbe-Havel-Kanal, and the Lower Havel Waterway, the range of use is extended for the east-west traffic up to Berlin as well as to the western European waters connected to the Mittellandkanal which are designed for the use of large motor vessels. The development of the Oder-Havel Waterway would permit the use of the vessel on the river Oder.

MAIN DIMENSIONS

Overall length	110.00 m
Overall width	11.5 m
Designed draught	1.40 m
Light draught	< 0.70 m
Draught, max.	2.00 m
Fix point above water line	< 5.25 m
Speed, max...	13.50 km/h

