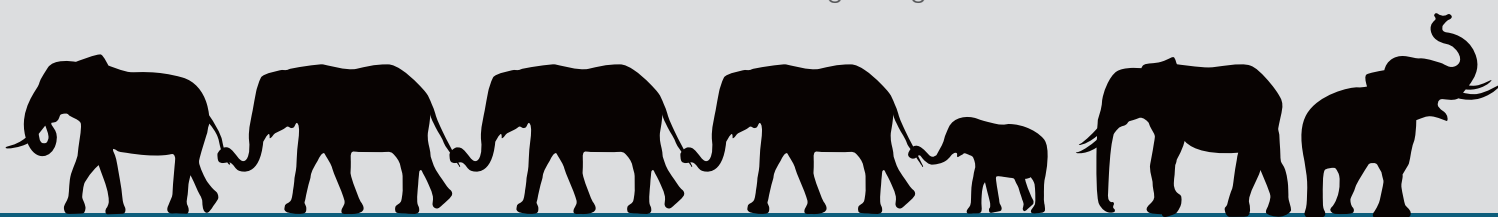


75 elephants

You can easily crowd 75 elephants on the stern ramp which takes 375 tonnes of cargo weight.



50% less CO<sub>2</sub>

The New Horizon emits only half of the CO<sub>2</sub> per car transported compared to a standard car carrier.

Taller than  
1 giraffe

The door opening is about 100 cm higher than the average giraffe, with its 6.5 metre height.



2.5 minutes

The average time it takes to walk from the bow to the aft of the vessel is 2.5 minutes (200 metres).



# BIG JUST GOT BIGGER

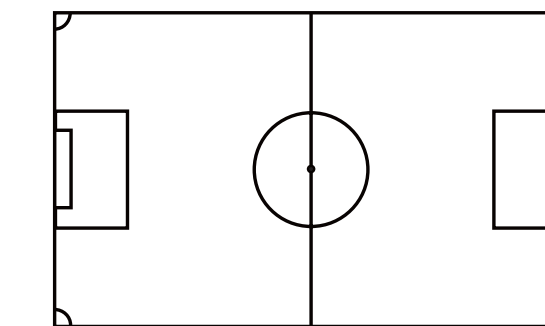
Place the maximum amount of cars on board the New Horizon (8 500 cars) in a row and they will form a line equivalent the length of a marathon.

1 marathon long



10 football fields

The total deck area is equal to the size of 10 football fields (71 400 sqm).



## THE ULTIMATE CARGO EXPERIENCE IS ON THE HORIZON



91 Statues of Liberty

The deadweight of the vessel equals the weight of 91 Statues of Liberty (20 500 tonnes).



## Bigger

The New Horizon vessel will be the world's largest Pure Car and Truck Carrier (PCTC) with its 8 500 car equivalent unit capacity. The door opening and the ramp will be larger than on our current vessels, enabling cargo up to 6.5 metres high and 12 metres wide to be loaded. Extra ramp strength allows for 375 tonnes of cargo on the ramp.

## Smarter

The 71 400 square metres of deck space is divided over 14 decks, of which five are liftable. This allows for considerable flexibility in types of cargo that can be loaded, and also makes the vessel more efficient. With all internal ramps liftable, we are able to utilize the cargo space better. All decks are without protruding lashing fittings; these are now flush with the deck, giving easier and safer access for all kinds of cargo. The latest information technology helps plan and execute the voyage at optimal safety and efficiency.

## Greener

Built on state-of-the-art technology, the New Horizon is designed to minimise its impact on the environment. Initiatives range from installing the newest type of ballast water treatment systems, to using only LED lights in the engine room and accommodation areas, for lower energy consumption. New information technology, programmed to ensure the best energy efficiency, controls the operation of the vessel throughout each voyage. An optimal hull and rudder design, together with use of the latest technology of underwater paint/antifouling reduces the drag, which in turn also lowers energy consumption. The New Horizon uses environmentally friendly refrigerants and is prepared for larger diesel and low sulphur fuel oil tanks, as well as having reserved space for future scrubber installation. It also incorporates the most modern electronically controlled main engine with NO<sub>x</sub>-monitoring and an online engine performance system. During a sea voyage, the auxiliary engines can be turned off, when the most efficiently produced electricity comes from the shaft generator.

The New Horizon vessel is given DNV GL's class notification "CLEAN" for cleaner design.

