

Sweden

2014 - 2030

The evolution of alt fuel ferries



2014 In 2014, the Swedish companies Echandia and Green City Ferries launched the retrofitted all-electric passenger ferry Movitz. With a 200-kWh battery and a diesel engine for back-up, Movitz could operate as a commuter in Stockholm for 1 ½ hours and recharge in 15 minutes.

Two years later, Green City Ferries launched the BB Green prototype, a 20 m high-speed carbon-fibre all-electric vessel using ASV (Air Supported Vessel) technique. With a 200-kWh battery the vessel operates for 15 minutes at a speed of 30 knots.

2020 Four years later, the Transport Authority is still not interested. Green City Ferries along with former Minister of Finance, Allan Larsson, then took the initiative to develop a plan for the transition to an emission-free archipelago fleet. Of today's 60 vessels 30 of them should be retrofitted with

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batteries or fuel cells, 30 of should be discontinued and 30 new vessels should be invested in.

The plan for the fleet has until now been to change from fossil diesel to biodiesel which is claimed to be carbon-neutral, which is questioned. Furthermore, any diesel emits nitrogen-oxides and particulate matter which are harmful to people and waters.

2030 There is also a European initiative called Viable cities in which the mayors of nine Swedish cities (among them the three largest - Stockholm, Göteborg and Malmö – officially signed a climate contract where they made a commitment to have their cities climate neutral by 2030.