



EL PUERTO DE SANTANDER:
150 AÑOS IMPULSANDO
EL TMCD

06 MAYO 2022

20 ANIVERSARIO

Subvencionado por:

SHORTSEA /SANTANDER

Puerto de Santander

Administración Española de Puertos

SHORTSEA Promotion centre SPAIN

SSS Services and Model

2022



Sustainability





14
days



x 4000



181m



Southampton
Zeebrugge
Bremerhaven
St. Petersburg
Hanko
Cuxhaven



M/V AUTO ECO & M/V AUTO ENERGY

The largest, most technically advanced
and sustainable pure car and
track carriers ever built

2016

Powered by LNG for cleaner and more environmentally friendly operations

- Completes 14-day voyages using solely LNG
- Provides larger capacity, better operational flexibility, less fuel consumption and reduced emissions
- Ships designed to help our customer excel in having the most efficient and sustainable supply chains





Dual Fuel
LNG Battery
Hybrid



x 3600



10 Cargo
decks

169,10m



M/V AUTO ADVANCE

The World's first Dual-Fuel Battery Hybrid car carrier. Auto Advance is the most carbon efficient vessel of its class, exceeding regulatory emissions requirements almost a decade ahead of schedule.

2022

Powered by LNG for cleaner and more environmentally friendly operations

- Operate well beyond IMO target for 40 reduction in carbon intensity by 2030
- Energy Storage System Battery Package installed
- Hybrid engine benefits from optimised consumption via Dedicated Power Management System and Energy Management System
- Further CO2 reduction via controllable pitch propeller
- Cleaner port operations by manoeuvring to berth with battery assistance



NAVIGATING THE WAY
FOR A **GREENER** FUTURE



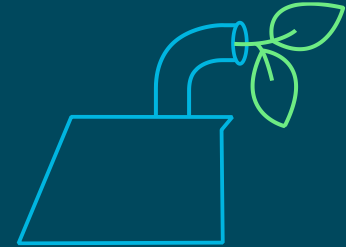
In Front



By pioneering use of new, greener, cleaner fuels such as bio-diesel, UECC decreases the environmental impact of operating our legacy tonnage.



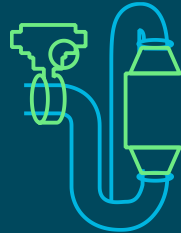
First carrier to have dual-fuel LNG PCTC's, and to operate with cleaner fuels such as bio-diesel. We will also be first in our industry to have three LNG battery hybrid PCTC's.



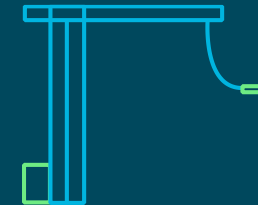
With our revolutionary LNG Battery Hybrid vessels, we can reduce NOx emission by up to 90%, and we almost entirely eliminate SOx and Particular Matter emissions.



By introducing synthetic and biogas into our energy mix, we further improve the already impressive CO2 reductions afforded by LNG.



We install Ballast Water Treatment System onboard our vessels well in advance of IMO implementation requirement.



Newbuildings will be delivered with main equipment for cold ironing, followed by running cold ironing projects with key ports.



Liner Trading network

We provide our customers with a reliable liner-trading network with fixed sailing schedules serviced by our purpose built pure car and truck carriers



BISCAY



Vessel	RT Cap	SQM Cap	Ramp Cap
M/V AUTOSTAR	2 080	16 870	82 mt
M/V AUTOSKY	2 080	16 870	82 mt
M/V AUTOPRIDE	1 220	9 890	82 mt



-  **Autostar: Weekly service**
Santander – Pasajes – Zeebrugge –
Southampton
-  **Autosky: Weekly service**
Santander – Pasajes – Rotterdam –
Zeebrugge
-  **P–Class: Weekly service**
Southampton – Bremerhaven – Zeebrugge
– Southampton – Le Havre



BRISTOL



Vessel

**RT
Cap**

**SQM
Cap**

**Ramp
Cap**

M/V AUTOSUN

2 080

16 870

82mt

M/V AUTOSTAR

2 080

16 870

M/V AUTOSKY

2 080

16 870



S-Class: Weekly service

Santander – Pasajes – Portbury





ATLANTIC



Vessel	RT Cap	SQM Cap	Ramp Cap
M/V AUTO ADVANCE	3 580	30 600	160mt
M/V VIKING AMBER	4 200	35 033	80mt
M/V PROMETHUES LEADER	3 930	41 382	80mt

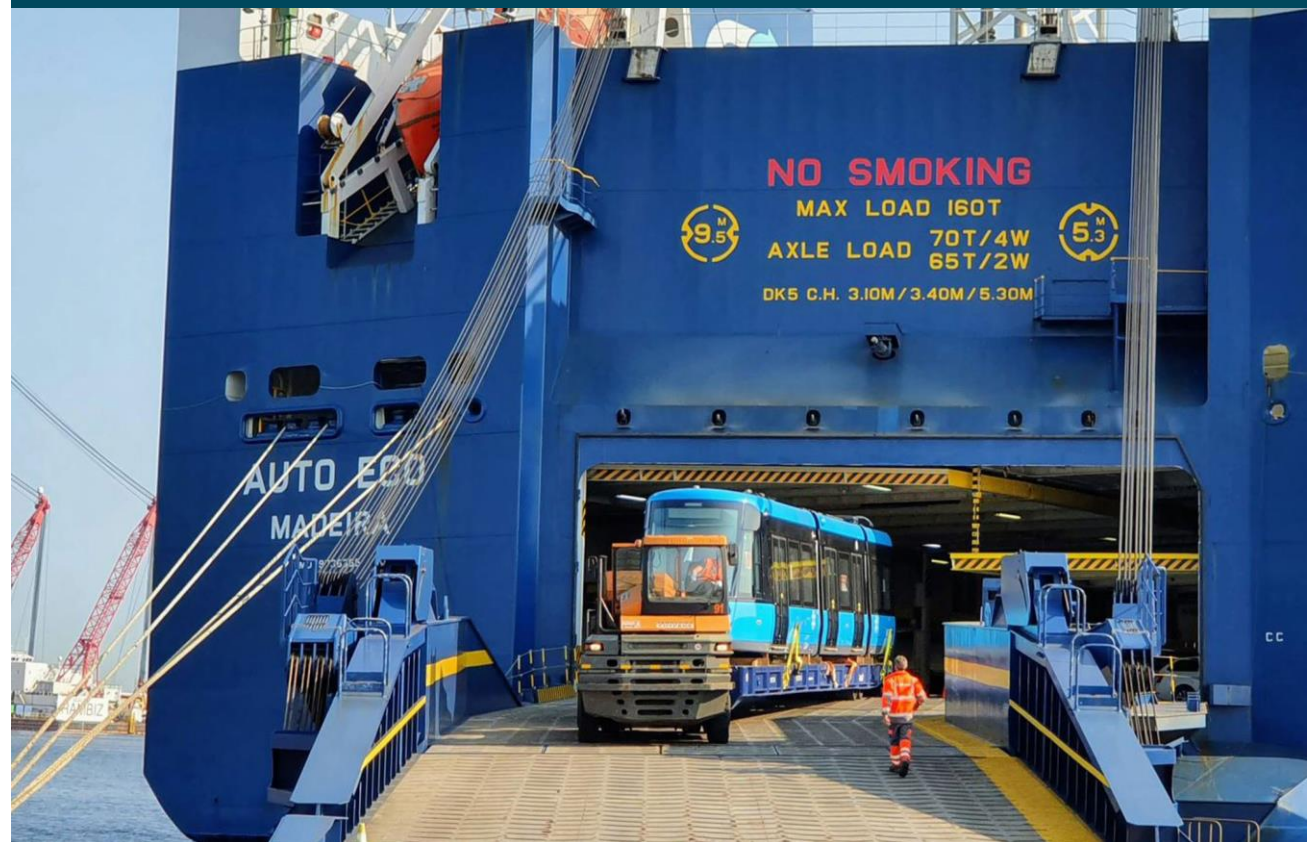


-  **Viking Amber: 9 days rotation**
Vigo – Le Havre – Zeebrugge – Sheerness – Portbury
-  **Auto Advance & Prometheus Leader: Weekly service**
Vigo – Zeebrugge – Bremerhaven – Malmo – Drammen



We carry your cargo regardless of size and weight

Our sophisticated fleet can efficiently accommodate everything from large fleet of cars, to loads of up to 5.2 meters in height and 160 tonnes in weight.





BREAKBULK

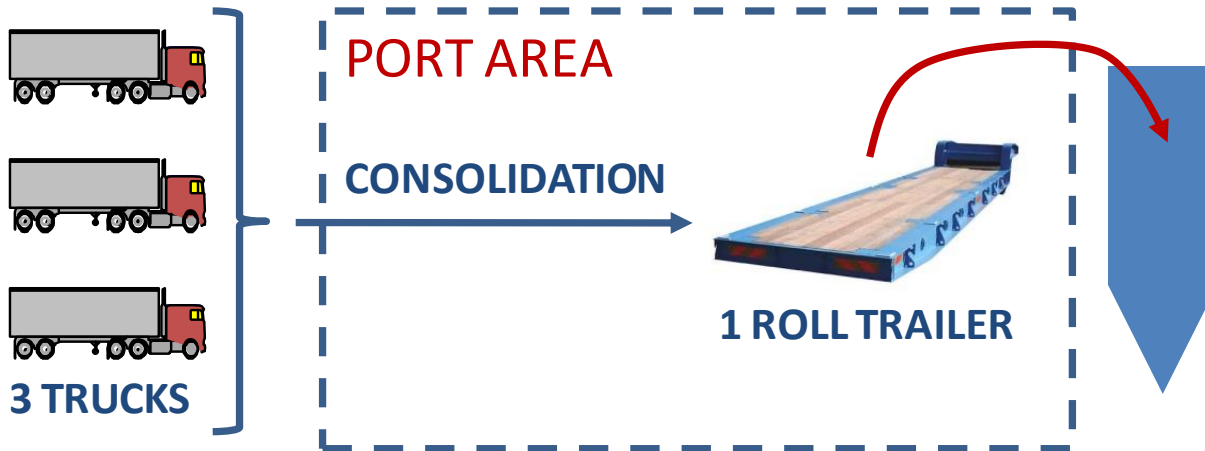
450 000 TONNES ANNUALLY

Our terminal facilities and our fleet is designed to provide door-to-door solutions for non-containerized and palletized high density cargo such as steel, bricks, slate, paper and timber. We can also accomodate everything from railway carriages to wind turbines

This cargo is managed by our specialized Breakbulk Cargo teams, which are strategically located in the terminals where the loading/unloading operations this type of cargo on/off trailers and roll-trailers takes place.

Business Model

- The IC model is based on the transportation of High Density Cargo on Roll Trailers which can be consolidated up to 3 FTL per mafi with a maximum height of 3 mts included the mafi height, so car panels can still be used.



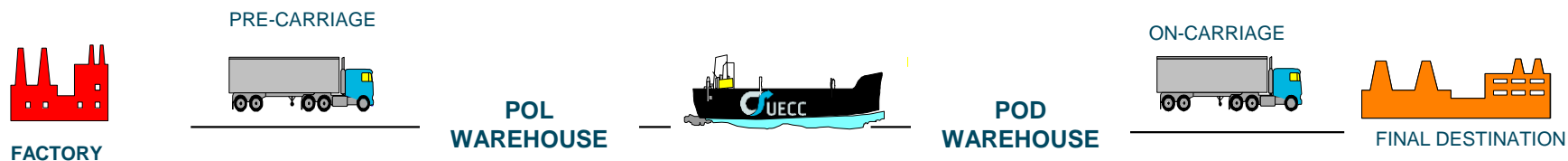
- When used for empty legs, with no space restrictions, the RT can be used also for Industrial cargo (Timber Russia/France) over the 3 mts.

Business Model

- The service is developed based on FTL (Full Trailer Loads), so this is the minimum commitment, and the price will vary depending on the cargo consolidation factor.
- Based on same operational scenario, we can offer the following services:
 - D2D
 - D2P
 - P2P
 - P2D
- Additional services
 - Advanced warehouse
 - Picking
 - IT connections to customer SAP's
- All our Port Terminals have equipment with capacities up to 30 tons



D2D Operational Scenario



TRANSIT

D2D OPERATIONAL SCENARIO

DAY 1	DAY 1 / 2	DAY 2	DAY 2/6	DAY 5/7	DAY 5/8	DAY 5/8
COLLECTION	ROAD HAULAGE	CONSOLIDATION ON MAFIS	SHIPMENT	LOAD ON TRAILERS	ROAD HAULAGE	DELIVERY
1	2	3	4	5	6	7

STAGES

Roofing Slates



It's a high density commodity, which represents 40% of our cargo, very stable, it is consolidated up to 3 loads per mafi and can be used as a base cargo to be consolidated with other commodities, bricks, ceramic tiles, wood, steel coils,and any palletized cargoes. See next slide pictures.

Roofing slates combined with other commodities (1)



Roofing slates combined with other commodities (2)



Steel products is 35% of our cargo on it's different forms

Profiles, round bars, strips and angles, wire rods, pipes



Wire rods on roll and ETTS (Eye To The Sky)



Steel coils Tin Plate (ETTS), Coils on roll / palletized



Steel billets,blooms,square bars and plates



Chipboard, shawm timber (hard) 10% of cargo



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