

## PRESS RELEASE

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### Concordia Maritime's IMOIMAX tanker *Stena Image* named in Guangzhou

Concordia Maritime's first chemical and product tanker based on the IMOIMAX concept, the *Stena Image*, was named at the Chinese shipyard GSI (Guangzhou Shipbuilding International) in Guangzhou last Thursday. The vessel is a 50,000 dwt MR tanker and is a further development of a well-established and successful concept offering high cargo flexibility and low fuel consumption.

"The delivery of the *Stena Image* marks the beginning of a new era for Concordia Maritime. We already have a high-quality and well-balanced fleet, but with the addition of the IMOIMAX vessels, which are the next generation of chemical and product tankers, our offer will be even more sophisticated and attractive in tomorrow's exciting product tanker market", says Kim Ullman, CEO of Concordia Maritime, in a comment.

More than a hundred guests had gathered in a rainy Guangzhou on the south coast of China to attend the naming ceremony for the *Stena Image*. The vessel's godmother, Selma Olsson Åkefeldt, MD, PhD, the daughter of Dan Sten Olsson, the Stena group's principal owner, named the vessel and finished with the words: "May God bless and protect all who sail on her". Now the tanker, with Captain Jaroslaw Aniszewski and his crew on board, has left the shipyard in Guangzhou to sail, as planned, on her maiden voyage from the Far East to Europe.



Godmother, Selma Olsson Åkefeldt, MD PhD  
Photo: Kristofer Hultén



Management and representatives from Concordia Maritime, Stena and GSI together with the captain. Photo: Kristofer Hultén

"The IMOIMAX concept is based on what is already a well-established commercial reality where there is now an even greater focus on cargo flexibility and lower energy consumption, two factors that are a guarantee for both commercial and technical success", adds Kim Ullman.

Stena Teknik together with the shipyard GSI have implemented a large number of innovative solutions that have, among other things, enabled fuel consumption, when sailing at service speed, to be reduced 10-20% compared

with other vessels of the same size. Additionally, the vessels have 18 different tanks of 3,000 cbm each so that they can transport full IMO2 cargoes and combine both vegetable oils, chemicals and petroleum products. This results in very logistic flexibility.

Another sister vessel and Concordia Maritime-owned tanker, the *Stena Important*, is expected to be delivered in October 2015. The order for the two IMOIIIMAX tankers was placed in 2012 and represents a total investment of approx. MUSD 78. Both IMOIIIMAX tankers will sail in Stena Weco's global logistics systems, which already employ some 60 vessels. <http://www.stenaweco.com/>



Some of the technical solutions that will result in more efficient energy consumption and greater logistic flexibility:

- **Main engine auto-tuning**
- **More efficient boiler with recovery from multiple heat sources**
- **Recovery of propeller energy loss**
- **Aerodynamic design of the accommodation and bridge**
- **All cargo tanks are designed to accept any type of cargo the vessel can transport**
- **Effective tank-cleaning system**

For more information on the technical solutions listed above, go to

<http://news.cision.com/concordia-maritime/r/concordia-maritime-takes-delivery-of-the-next-generation-of-chemical-and-product-tankers,c9752577>

Technical data for an IMOIIIMAX tanker: Length: 183 metres; beam: 32 metres; deadweight: 50,000 tons
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For additional material, see Concordia Maritime's website: [www.concordiamaritime.com](http://www.concordiamaritime.com)

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**Concordia Maritime** is an international tanker shipping company. We focus on cost-effective and safe transportation of refined petroleum products and vegetable oils. The company was established in 1984 when its Series B share was listed on Nasdaq OMX Stockholm.

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