**Press release**

**UASC boosts efficiency of new flagships with**

 **Jotun advanced antifouling coatings**

**Sandefjord, Norway, 12 November 2014:** Jotun and United Arab Shipping Company (UASC) have reached agreement on the provision of advanced antifouling coatings for 11 newbuild container vessels. The contract is part of UASC’s ambitious USD 2.3 billion newbuilding programme.

The shipping and maritime industries rely on antifouling hull coatings to limit the growth of organisms on hulls that can affect vessel performance and durability. These advanced coatings deliver hydrodynamic performance gains, fuel cost reductions and Green House Gas savings. This agreement marks the first time Jotun and UASC have worked together on marine antifouling hull coatings.

UASC, a leading global shipping company that has more than 12,000 customers globally, has committed itself to operate one of the world’s youngest container fleets, with a strong focus on optimal efficiency and outstanding environmental standards. The new 14,500 TEU and 18,800 TEU vessels demonstrate this ambition, with cutting edge design and ‘LNG ready’ classification from DNV GL. Choosing Jotun’s antifouling solutions marks a further step on the path to optimum performance standards.

UASC is reviewing and developing its environmentally friendly practices in the areas of saving energy, reducing carbon emissions and protecting the marine environment. “Our aim is to set new industry benchmarks for fuel economy and environmental performance,” comments Mohamed Zaitoun, UASC’s Assistant Vice President New Building Technical Projects. “Antifouling products have a proven ability to keep hull surfaces smooth and clean under the water, which is critical in minimising fuel consumption and reducing emissions. We are focused on building a fleet of the most efficient container vessels in the market, and we believe Jotun’s expertise can help us realise that vision.”

Of the 11 vessels to be coated with Jotun’s premium antifouling range, eight are 14,500 TEU and three are 18,800 TEU capacity vessels. Eight of them will be treated with Jotun’s proprietary *Hull Performance Solutions* (HPS) system, which combines top-of-the-line SeaQuantum X200 paint with advanced measurement technology. This solution will help UASC’s vessels achieve up to a 15% hydrodynamic performance gain as well as fuel cost savings.

“UASC has evaluated the compelling nature of our advanced antifouling coatings in general, and the HPS system specifically, and is keen to trial it on eight of these flagship vessels,” states Morten Sten Johansen, Jotun’s Sales Director HPS. “The combination of silyl methacrylate coating technology and a truly comprehensive measurement system, capturing high frequency performance data, delivers not just clean hulls and added efficiency – but also documented evidence of effectiveness. This helps owners clearly track fuel savings and hull performance, with the aim of providing a tangible return on investment.”

“The market is showing a growing appreciation of the added value and benefits delivered by our antifouling coatings, and in particular HPS,” adds Johansen. “Major industry players like UASC are leading a new wave of environmentally responsible ship-owners. They, like us, are focused on contributing to a more efficient and sustainable industry. Improving hull coatings is a fundamental part of that push.”

UASC’s new vessels are currently under construction at Hyundai Heavy Industries in South Korea, with delivery scheduled to commence from November 2014. The order is anticipated to improve UASC’s competiveness in the marketplace, in particular on the Asia-Europe trading route, where the 18,800 TEU assets will be deployed.

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**More about UASC**

UASC is currently implementing one of the industry’s largest and most technologically advanced newbuilding programs with seventeen new vessels on order; six 18,800 TEU and eleven 14,500 TEU container vessels. These are based on UASC’s cutting edge vessel design with focus on cost efficiency and enhanced environmental friendliness. They will be the first large container vessels in the industry that will be delivered ‘LNG ready’ to enable dual fuel (the use of both traditional heavy fuel oil as well as LNG fuel), which is expected to significantly reduce environmental impact and reduce fuel costs.

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