

Construction of Scandlines' zero direct emissions ferry has entered the final phase

Two weeks in the floating dock of the yard, transformed Scandlines' new emission-free Fehmarn ferry E/V Futura into a swan. The bridge and the upper part of the ship are painted white with the characteristic green stripe.

The construction of the E/V Futura at the Cemre shipyard is entering its final phase. 29 July 2024, the ship entered the floating dock to have the bottom cleaned and painted, among other things, and 10 August she headed out to sea again.

In addition to the painting work, the forward thruster was also fitted during the docking, while the aft thruster, which has been in the water since the launching in November 2023, was cleaned and painted. The thrusters propel the ship through the water.

The bottom and thrusters are painted with silicone paint so that the ship can glide energy-efficiently through the water.

During the dock stay, the bitts for the automatic mooring, which must fit exactly in the ferry berths, and the connection to the charging towers in the ports of Rødby, Denmark, and Puttgarden, Germany, were measured. As of September 2025, the large battery system of the ferry will be able to charge in just 12 minutes in both ports.

"These measurements must be very precise, as there is very little tolerance. That's why we make them in the dock and not while the ship is moving at the quay," says Rasmus Nielsen, Naval Architect at Scandlines.

All systems must be tested before heading to Denmark

E/V Futura is now back at the fitting-out quay, where she must be completely finished. All auxiliary systems must be tested, and then she will go on a sea trial, where the so-called SAT (Sea Acceptance Tests) can begin. Here, all systems of the ship are tested at full load under the supervision of the Danish Maritime Authority and Lloyd's Register.

"The SAT tests last one to two weeks, during which the ship is out sailing, with the possibility of changing crew morning and evening. This way, we can always have the craftsmen and technicians on board who are needed to make corrections and adjustments, instead of everyone being on board all the time," explains Rasmus Nielsen.

Once the SAT tests have been successfully completed and the ship has been delivered to Scandlines, E/V Futura can begin the long journey home to Rødbyhavn in Denmark, where part of the future crew is at the helm.

"We are very much looking forward to putting our first emission-free ferry into operation on the Puttgarden-Rødby route. Futura is an investment in the future – for us as a ferry operator in general and, not least, as an important part of meeting our goal of zero emissions operation of the Puttgarden-Route route by 2030," says Scandlines COO Michael Goldmann Petersen.



The ferry will be officially named at a ceremony in connection with its deployment on the Fehmarn Belt later in 2024.

Data for zero direct emission Scandlines freight ferry for the Puttgarden-Rødby route:

Length: 147.4 m
Breadth: 25.4 m
Design draft: 5.30 m
Freight capacity: 66 freight units (abt. 1,200 lane meters)
Max. number of passengers: 140
Service speed: 16/10 knots
Crossing time: 45 minutes (as of 2025)
Battery system: 10 MWh
Charging time in port: 12 minutes (as of 2025)
Direct emissions during the crossing: 0
Investment: 80 MEUR

About Scandlines

Scandlines is a modern and innovative ferry operator with a green vision for the future. We have a proud culture based on strong German-Danish cooperation and maritime history dating back to 1872.

Scandlines operates two ferry routes with high capacity and frequency. Six of our ferries are hybrid ferries, and two are furthermore fitted with an innovative rotor sail – and that contributes to making our ferries greener.

Our core business is to provide an efficient and reliable transport service for both passengers and freight customers. The focus for all our activities – on board the ferries as well as in our BorderShops – is to give our customers a great experience.

With 39,000 departures on seven ferries, Scandlines in 2023 transported close to 6.4 million passengers, over 1.6 million cars and over 700,000 freight units on the routes Puttgarden-Rødby and Rostock-Gedser.

Read more about Scandlines at www.scandlines.com.

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