

Heavy Cargo Transport



Meriaura Group in a nutshell

"In the frontline of developing sustainable shipping"

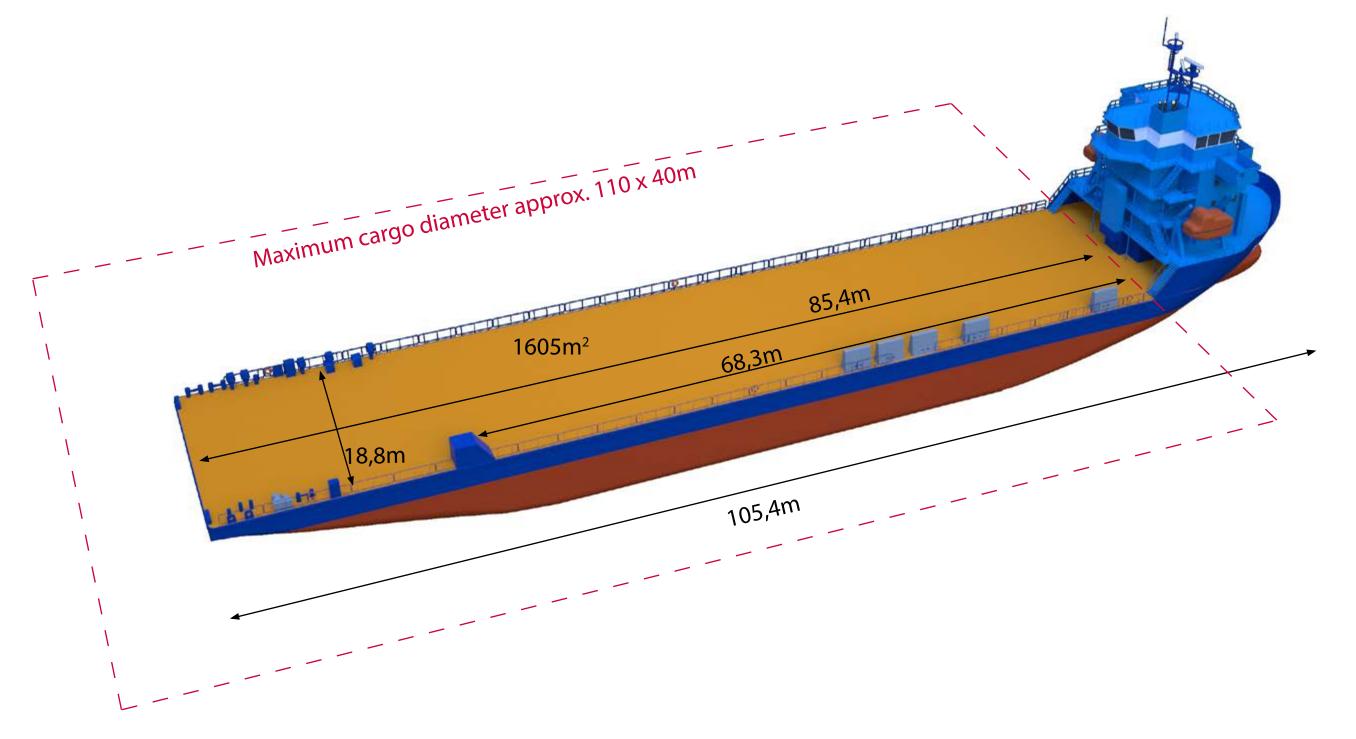
Meriaura is a Finnish family owned shipping company. We transport demanding project cargoes and industrial bulk, recycled and raw materials in Northern Europe. Our vision is to be the leading forerunner in environmentally friendly, innovative and solution-oriented maritime transport and ship management services.

Meriaura was established in 1986 by Jussi Mälkiä with an ambition to make a difference in the field of shipping. The past 20 years the group of companies has been growing steadily, and today we are one of the few prospering Finnish shipping companies and service providers. Our turnover is about 54,9 m€ (2020) with annual cargo volume of abt. 3,0M tons.



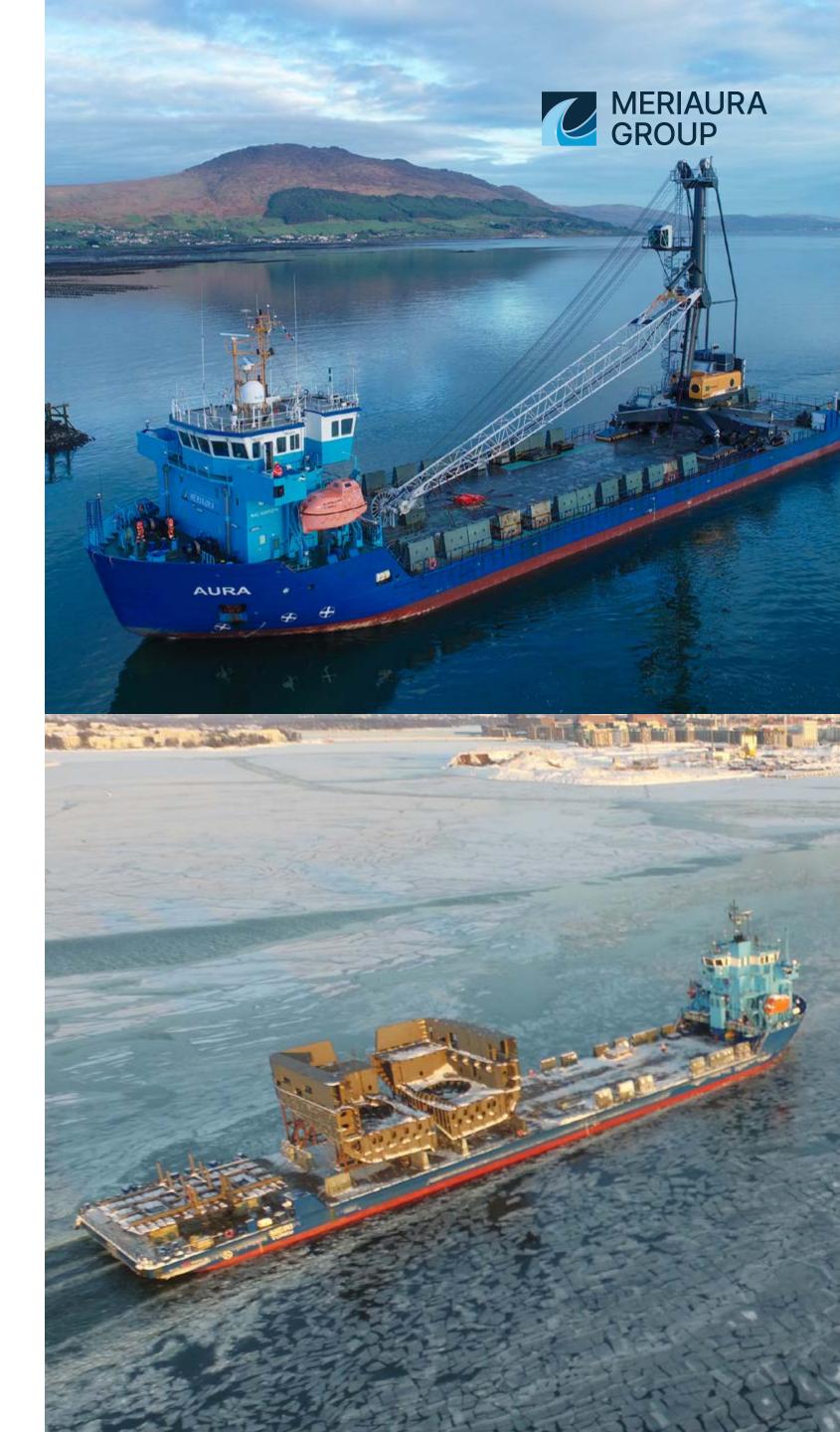
Open deck cargo carriers

Our open deck carriers 'Meri' and 'Aura' are designed for extremely demanding special and heavy cargo transport and offshore operations. Both vessels have ice class 1A, that make them unique in the whole world. Meri is the first vessel in the world that has been desinged to use bio oil as power source. Meri and Aura carry out more than 100 heavy cargo transport and offshore projects annually.





Vessel descriptions	MERI	AURA
Length	105,4 m	101,8 m
Width	18,8 m	18,8 m
Depth moulded	6,55 m	6,55 m
Draft min / max	3,0 - 4,9 m	3,0 - 4,45/4,6 m
Freeboard during loadout min/max	1,5 - 3,5 m	1,8 – 3,5 m
GT / NT	3360 / 1008	3259 / 978
Built	Turku 2012	Poland 2008
Port of registration / flag	Turku / Finland	Turku / Finland
Classification	Lloyds register	Lloyds register
DP possibility	DP1	DP2
Deck diameters	85,4 x 18,8m	82,7 x 18,8 m
Deck space	1605 m2	1554 m2
Deck strength general	8 t / m2	8 t / m2
Deck strong points	25 t/m 50 t/m 120/200t	25 t/m 50 t/m 120/200t
Ballast pump capacity	2 x 350 m3/h	2 x 250 m3/h
Ballast tank capacity	5791 m3	4181 m3
Ice classification	1A - DAS TM	1A





Why Meriaura?







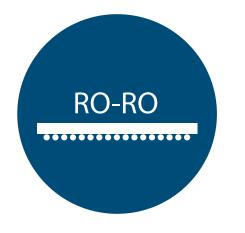




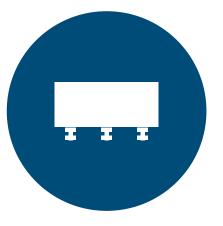




Operations



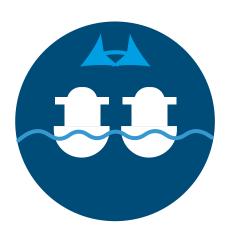
Ro-Ro Operations



Skidding Operations



Heavy Lifting



Ship to Ship

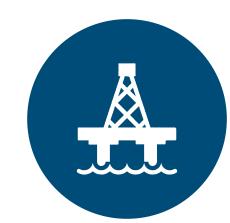
Markets



Wind Power



Ship building



Oil and Gas



Port logistics



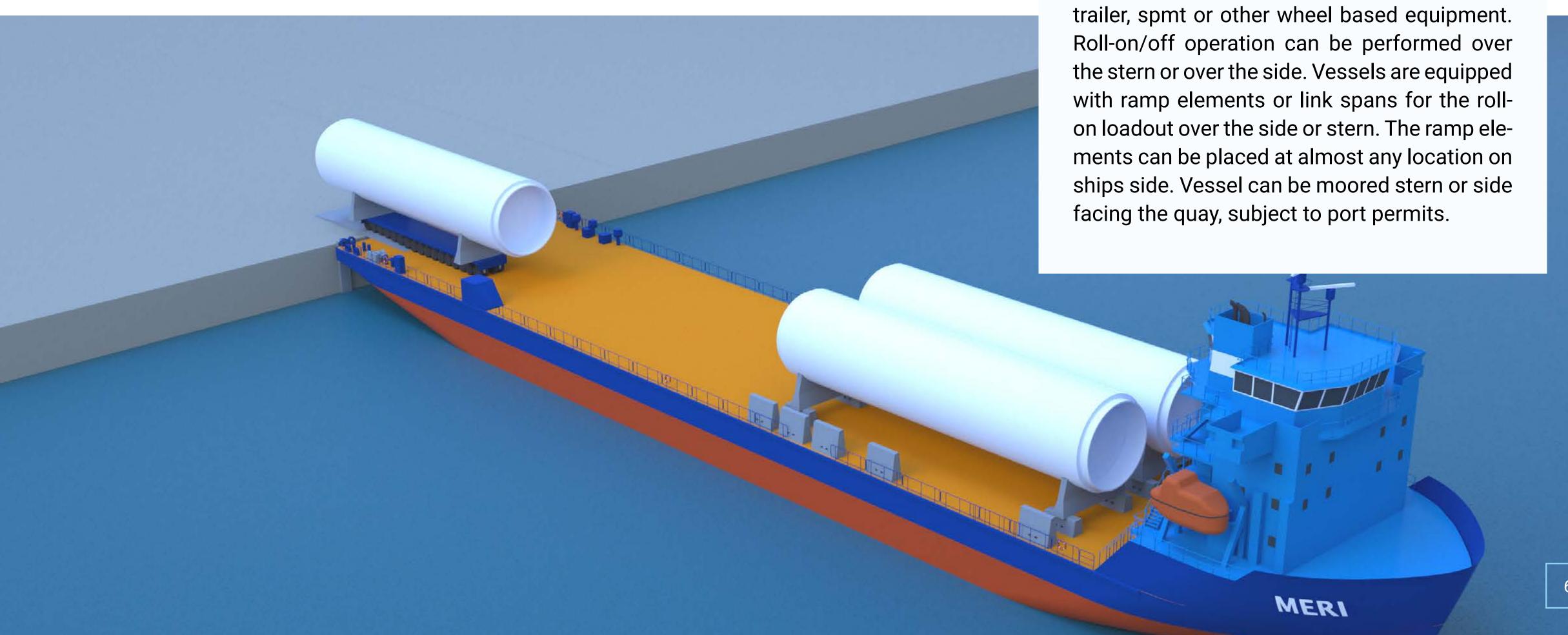
5

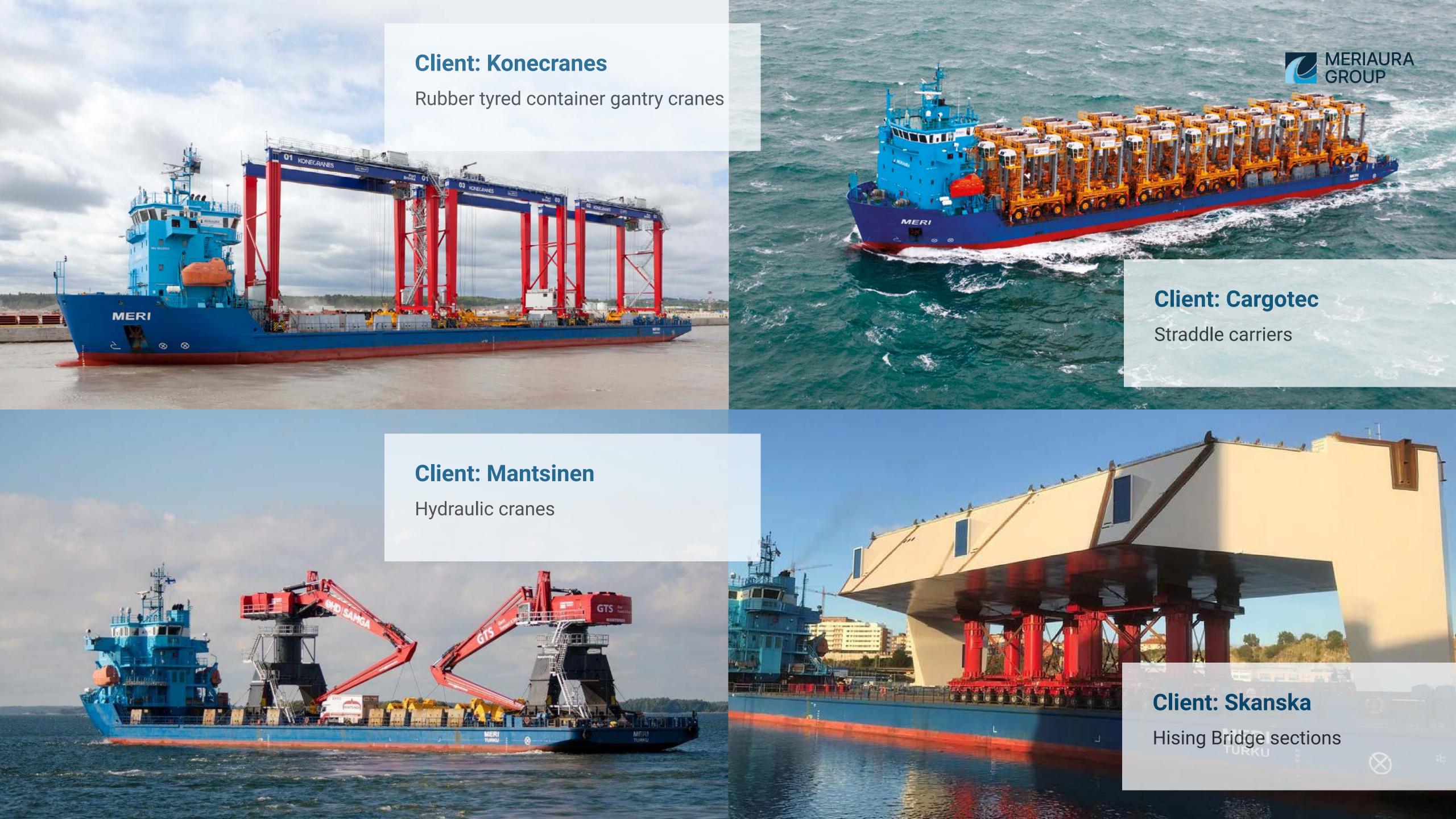


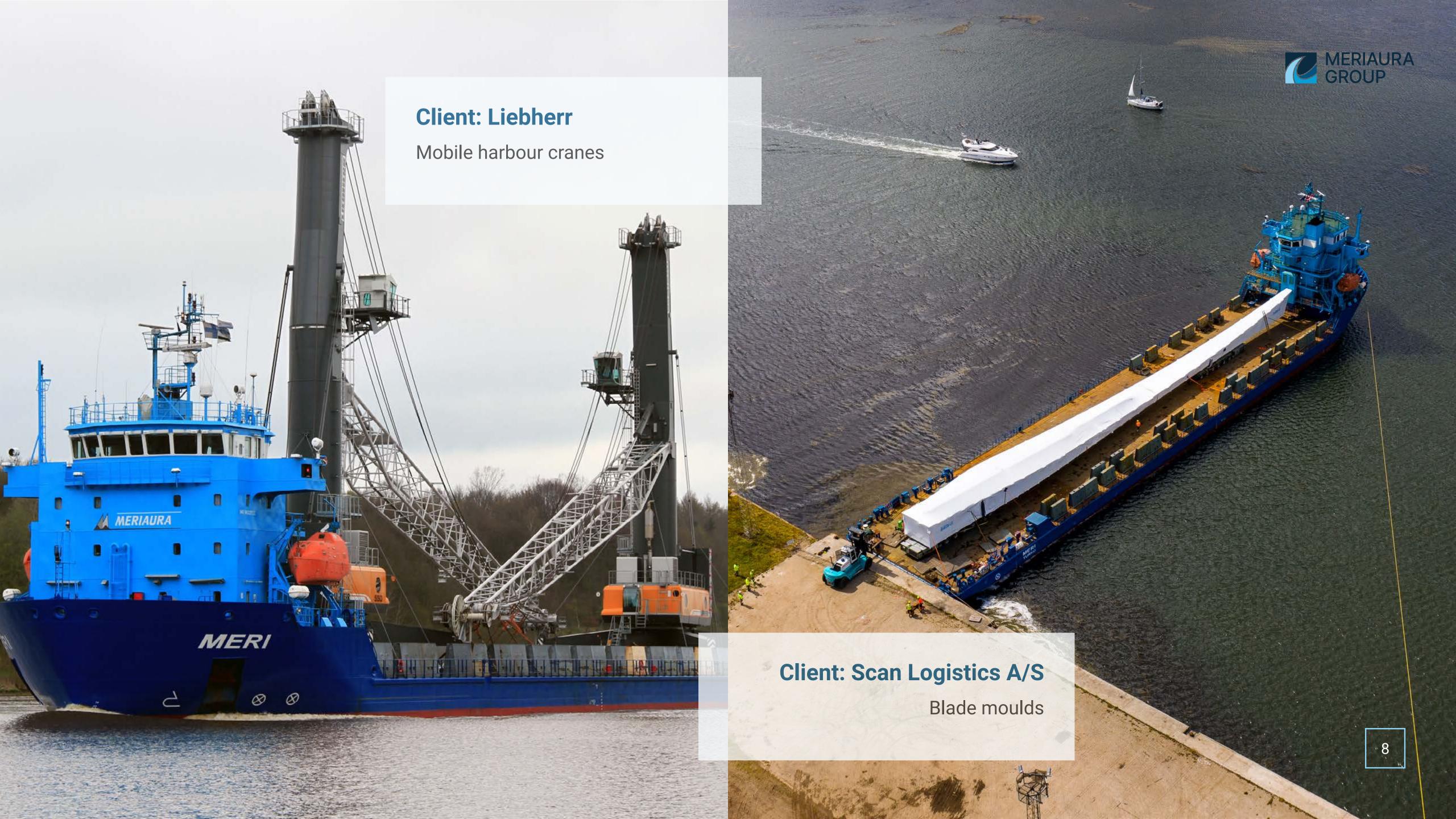
Cargo items can be driven onboard by truck and

Loading and discharging operations

>Roll-on loadout

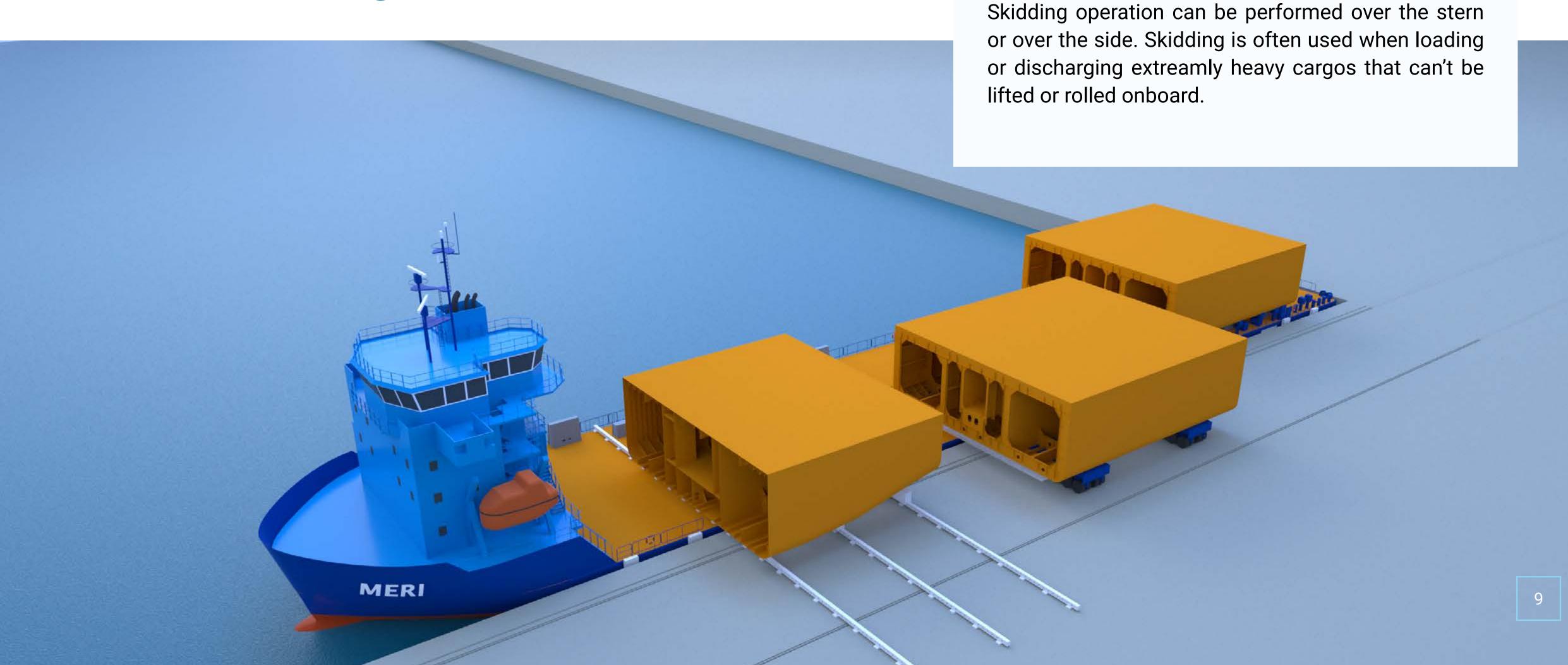


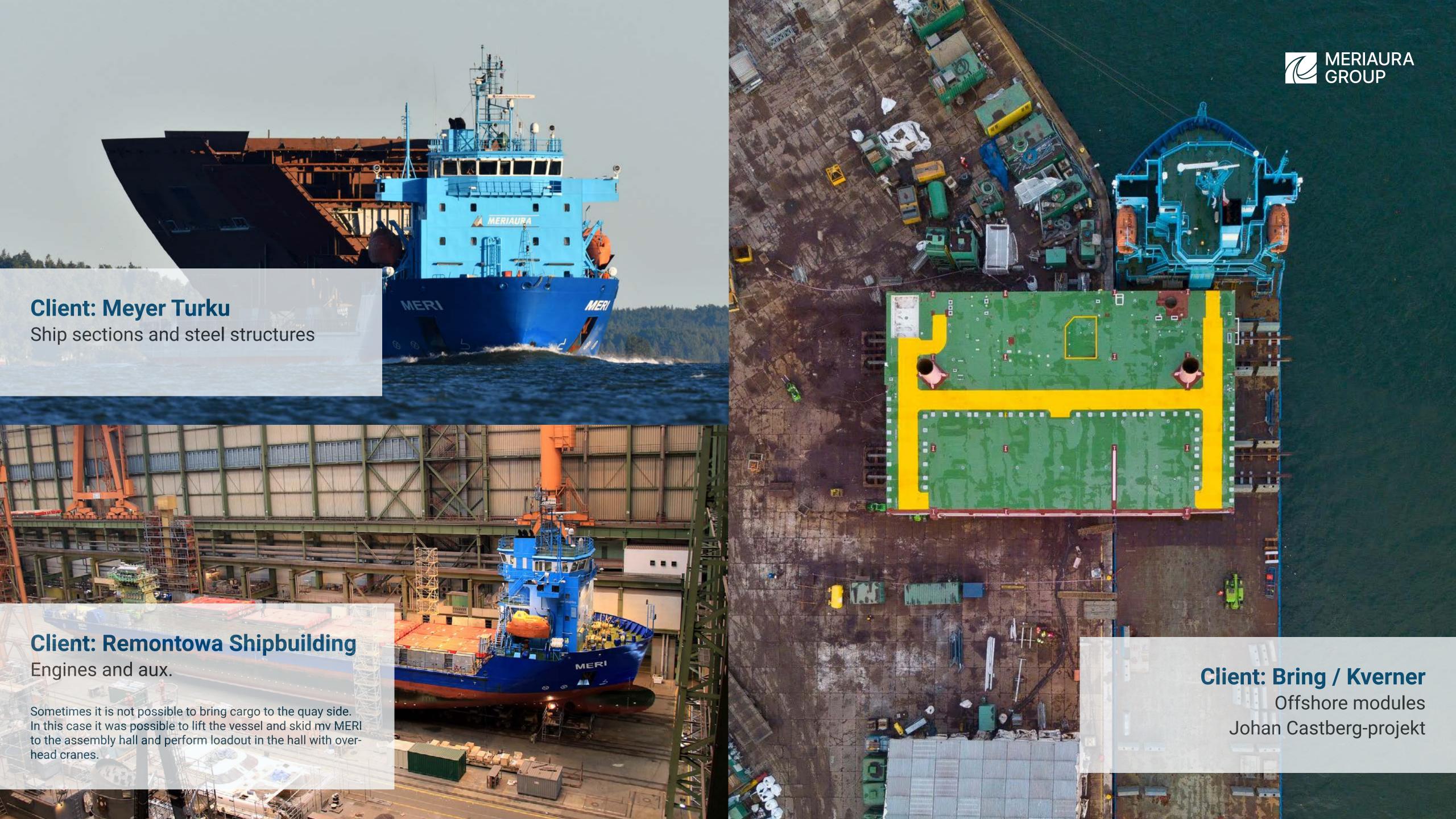






Loading and discharging operations > Skidding loadout





Loading and discharging operations > Lifting loadout

In addition to roll-on and skidding operation, the cargo can be loaded by shore cranes or floating cranes. Also offshore operations with DP can be performed. We have participated in demanding offshore wind installation pro- jects, supplying monopiles and transition pieces for various large offshore wind farm projects.







DP-projects

Our open deck carriers are DP equipped which makes them perfect for small shallow harbours and offshore projects where precision is at the essence. DP is always an advantage even if it s not always a requirement.



Engineering, Site survey, Supercargo and Marine Warranty Surveyor

Our in-house engineering services are available for any project cargo. Our core services include calculating and preparing stowage plans, as well as stability calculations and survey reports. Transport Manuals are provided to all projects according to the project requirements.

Our in-house Supercargos are attending the loadout and discharging activities as required. Supercargoes can also perform as Marine Warranty Surveyor upon request.



Sea fastening & supporting

Our vessels are equipped with large stock of sea fastening equipment: standard lashing chains but also heavy duty turnbuckles and wires for securing large items. Heavy duty materials are certified by Bureau Veritas.

The vessels are equipped with supporting blocks with 100 tons capacity each. Blocks can be secured to the deck by means of locking system or welded. Supporting height can be selected from 0,9/1,1/2,0m. Each support is designed MBL/MSL 600/100 tons loads and certified by Bureau Veritas.



Sea passage

Transportations can be performed all year round, also during winter ice season. Limitations of towage can be neglected as the transportation is performed with a ship, but if your cargo has limitations with allowed motions, these can be controlled by using ships Motion Monitoring System and advanced weather programs. Transit times are shorter and expenses are saved in ports and canals as assisting tug are not obligatory.



Our actions for sustainable development

We operate in a number of renewable energy and energy efficiency-related projects both on land and offshore. We have set tough targets to decrease all waste from ships. We are the first company in the world using biofuel in shipping, and we are constanly looking for new solutions for cutting our emissions. The raw material for our biofuel comes from industry side streams, and therefore is not competing against food production. The waste based bio oil is ethically sustainable and it reduces carbon dioxide emissions up to 96%. VG Marine EcoFuel is produced by VG EcoFuel Ltd that is part of our Group. Our production is audited by DNV GL and has a sustainability system certificate.

Read our Sustainability Report 2020



Contact our project team



Jessica Saari Sales Director +358 2 2111 628 +358 44 068 6860



Hannu Laivoniemi Chartering Manager +358 40 675 2219



Mathias Mattsson
Chartering Coordinator
+358 50 495 69 42



Jaani Snellman Supercargo +358 40 53 65 122



Ville Laurila Supercargo +358 41 543 7672



Pihla Lehto Supercargo On parental leave



