



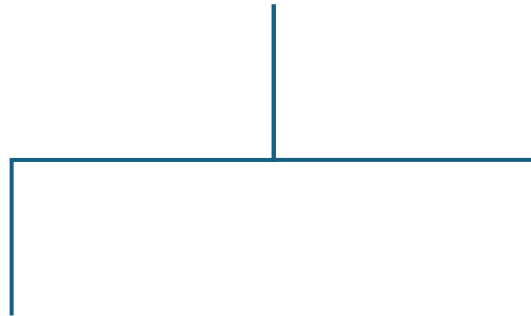
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Kysten skal leve.





NORDIC FERRY INFRASTRUCTURE



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MOLSLINJEN



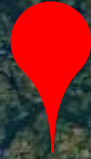
800 mNOK annual fuel cost





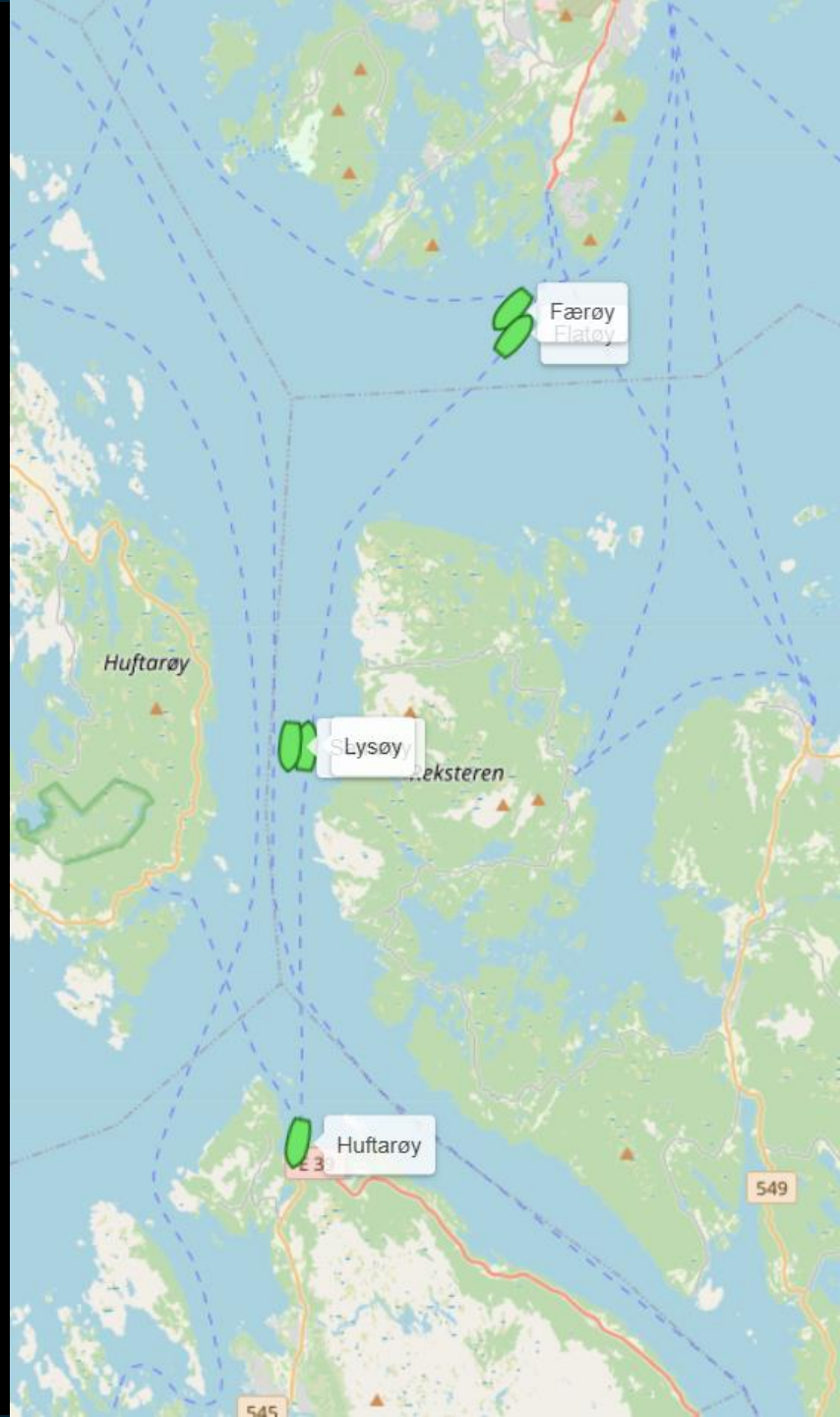
160 000 tCO₂ annual emissions





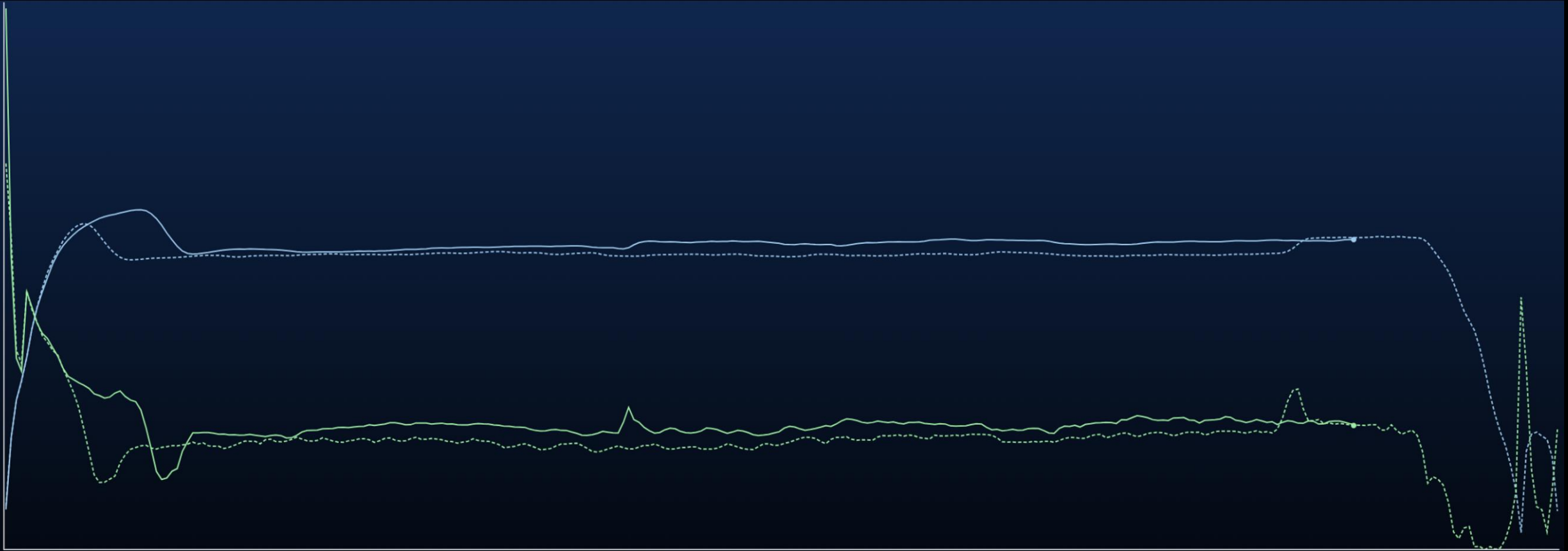
Bjørnafjorden









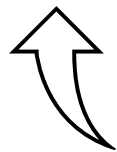
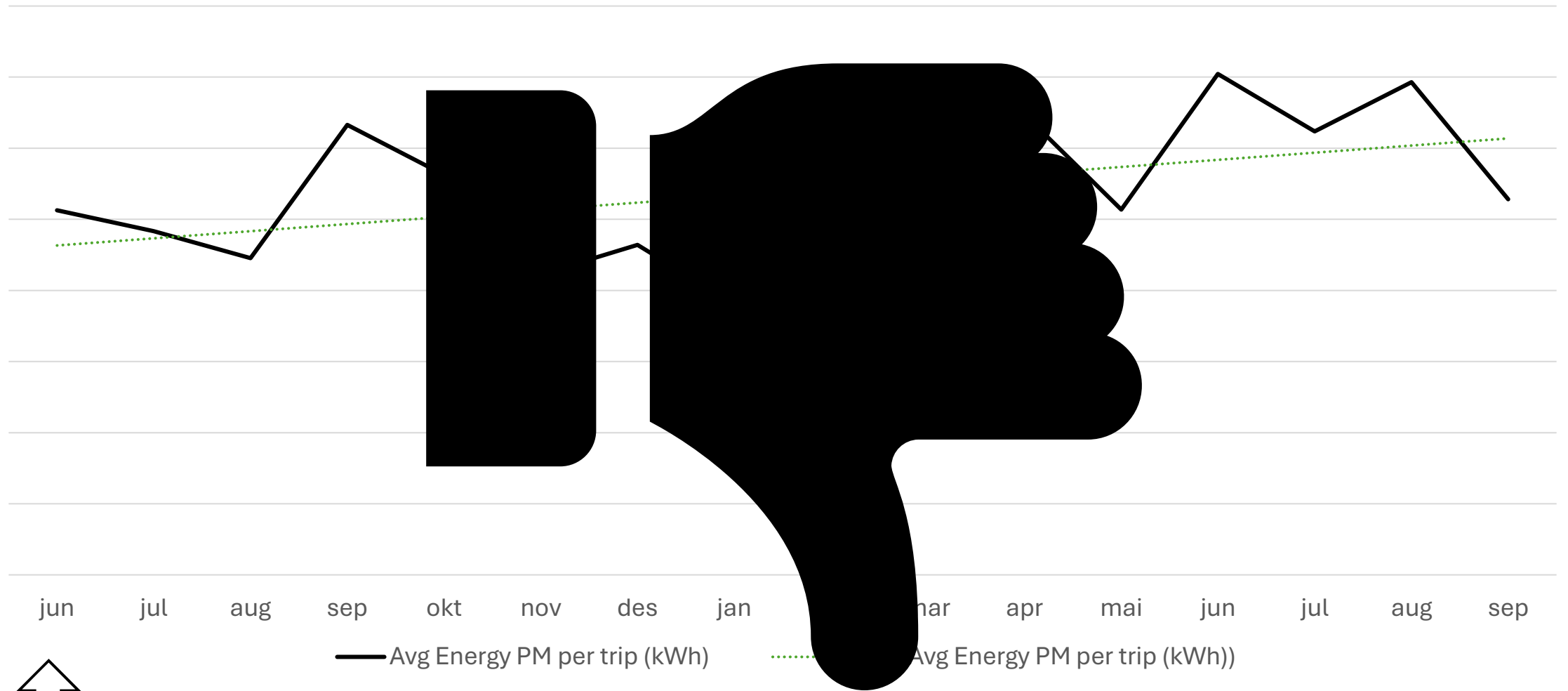


Halhjem - Sandviksvåg

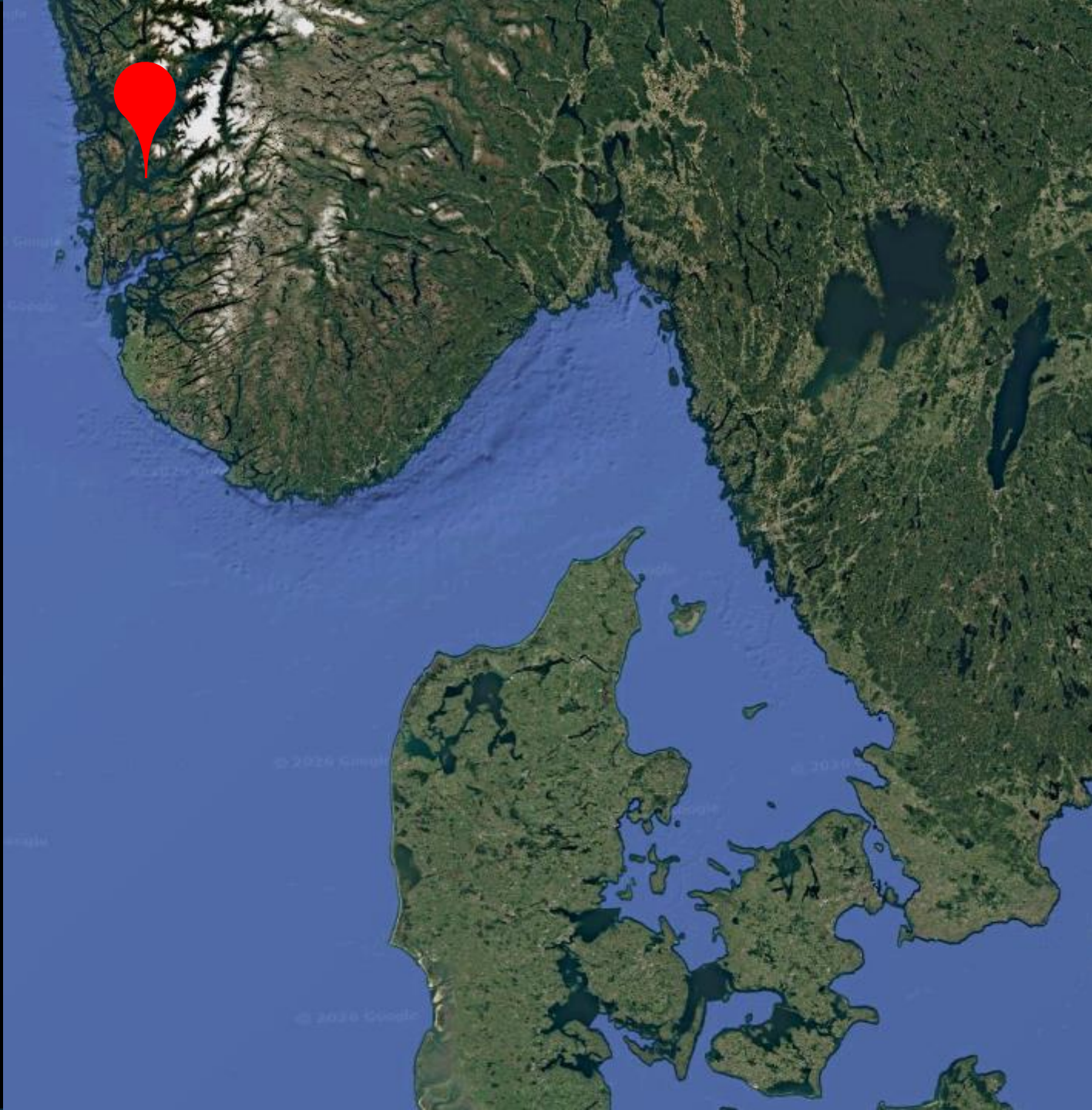
Sandviksvåg - Halhjem

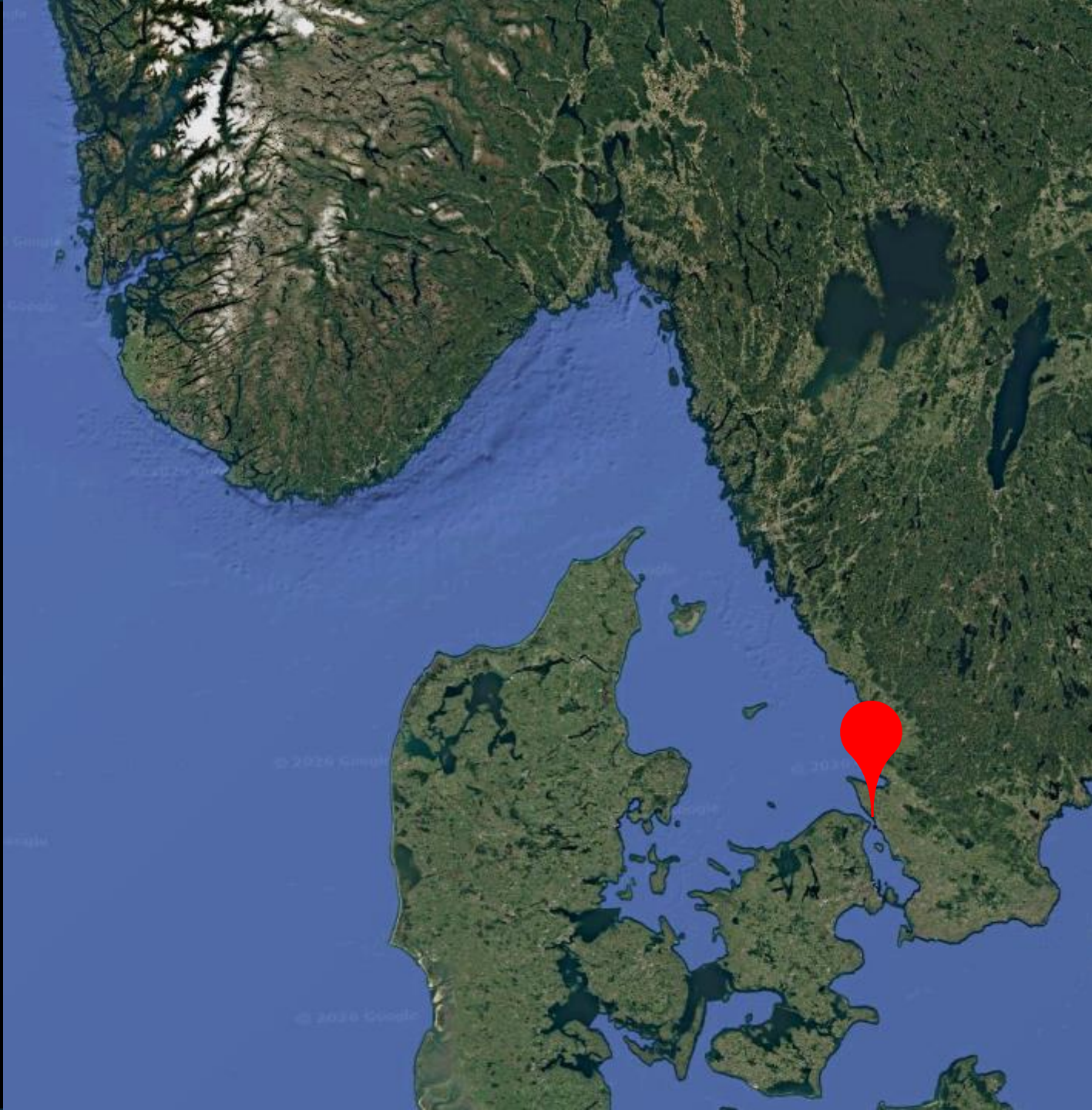
| Start Time | Duration | Dist (nm) | Cons (MWh) |
|------------|----------|-----------|------------|
| 06:45:30 | 00:52:45 | 11.49 | |
| 22:30:32 | 00:47:01 | 11.50 | |
| 20:50:25 | 00:45:29 | 11.50 | |
| 19:10:38 | 00:44:15 | 11.43 | |

Average energy per trip on Bjørnafjorden

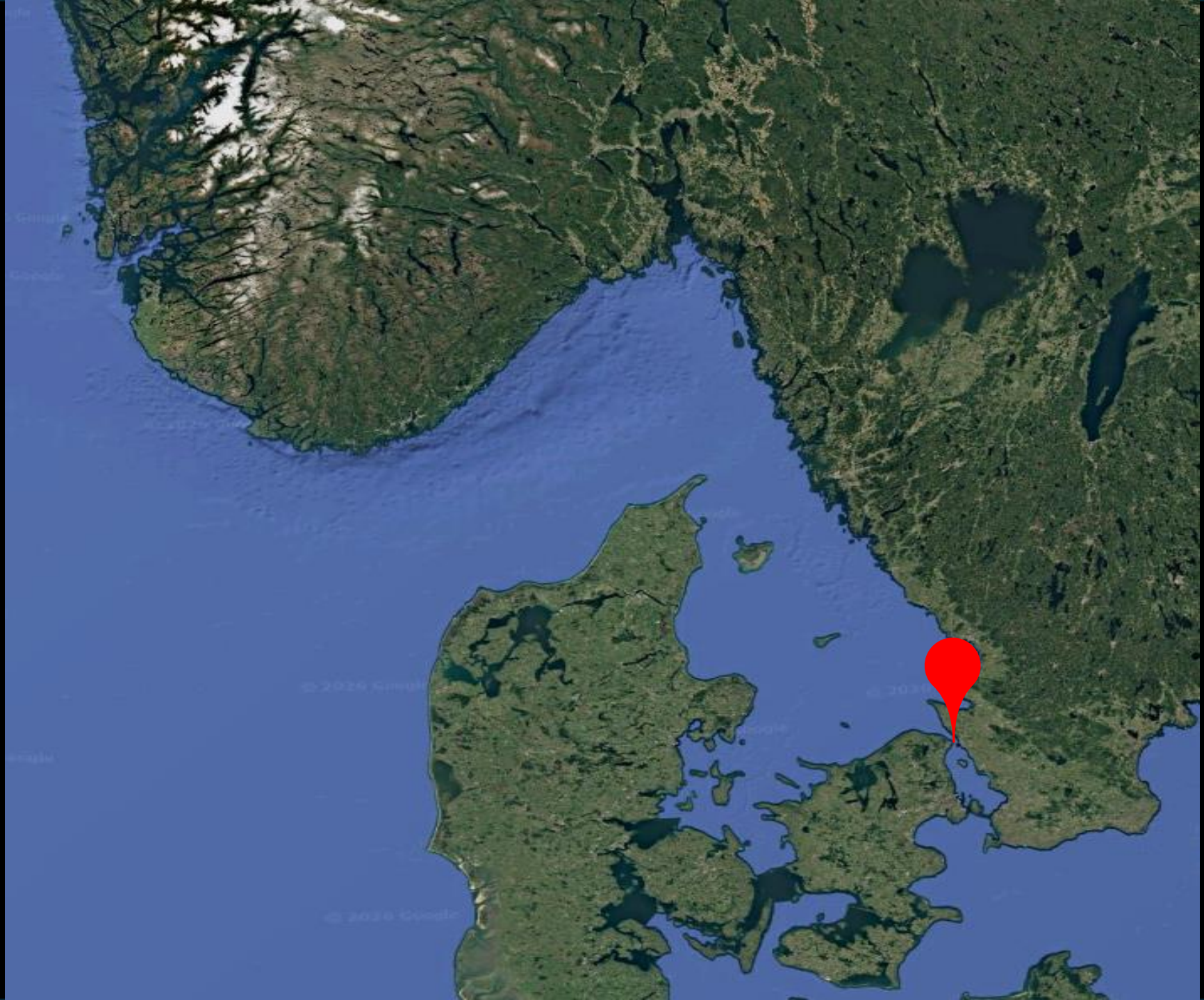


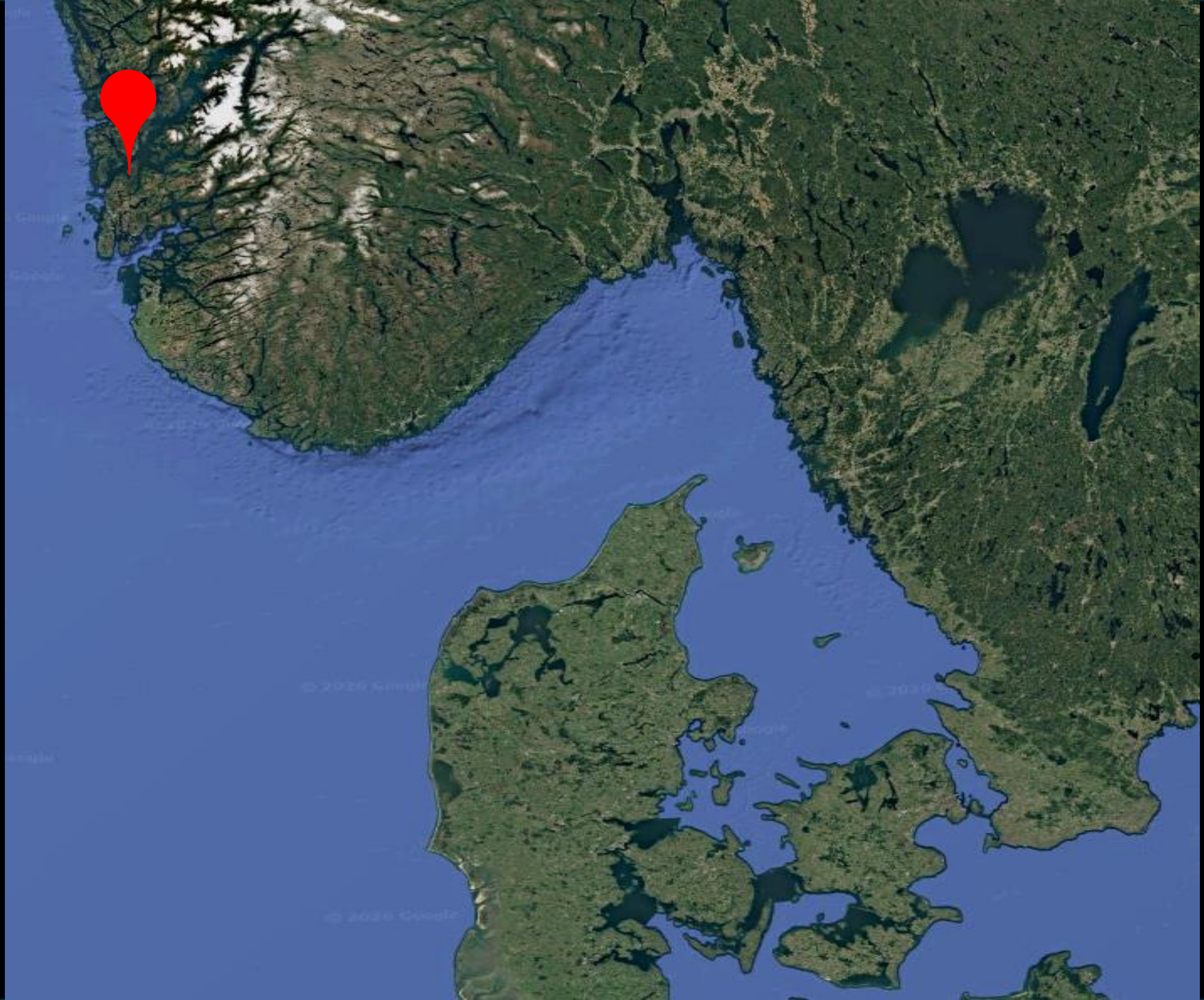
2024: Blueflow installed







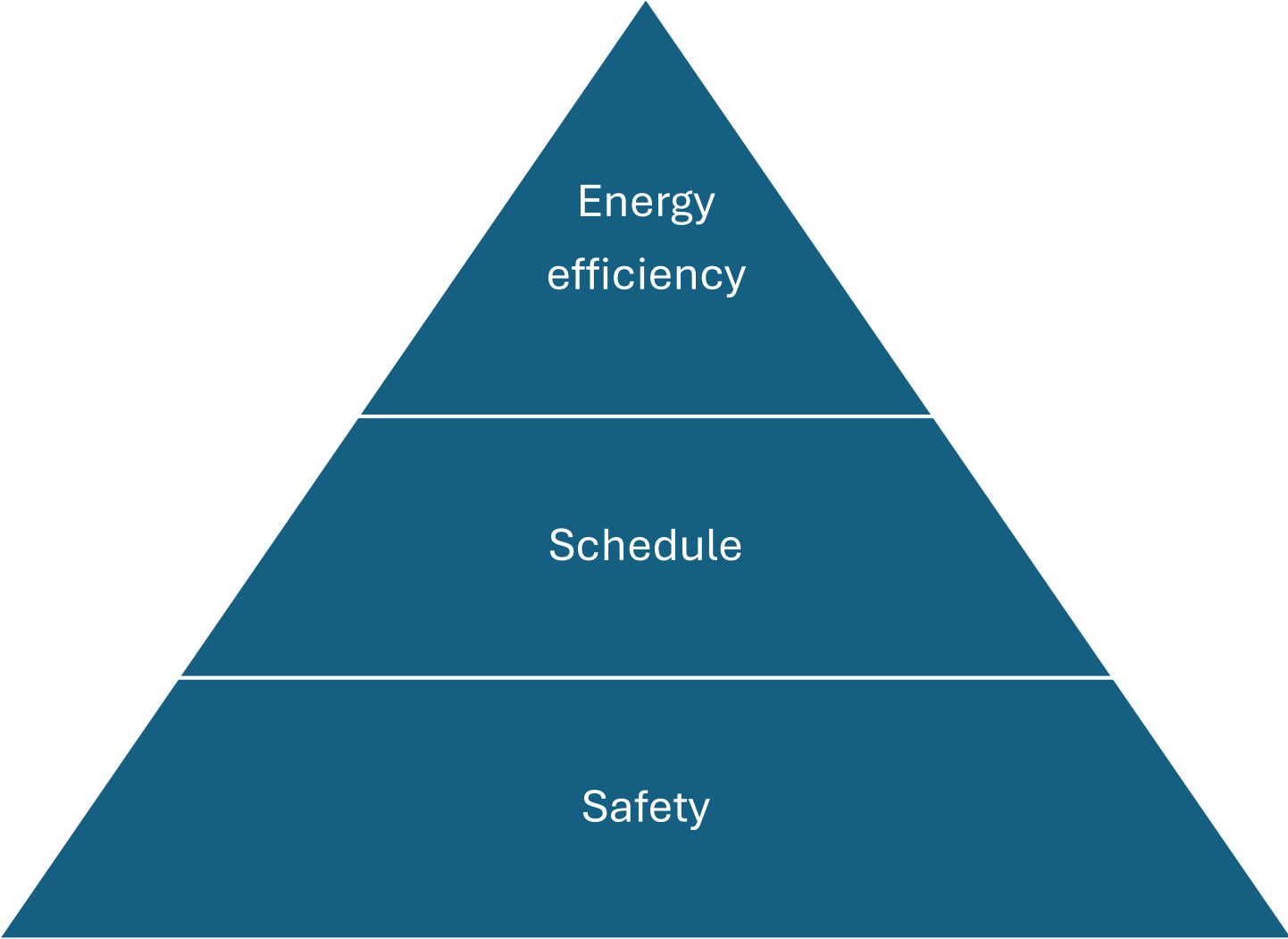






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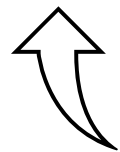
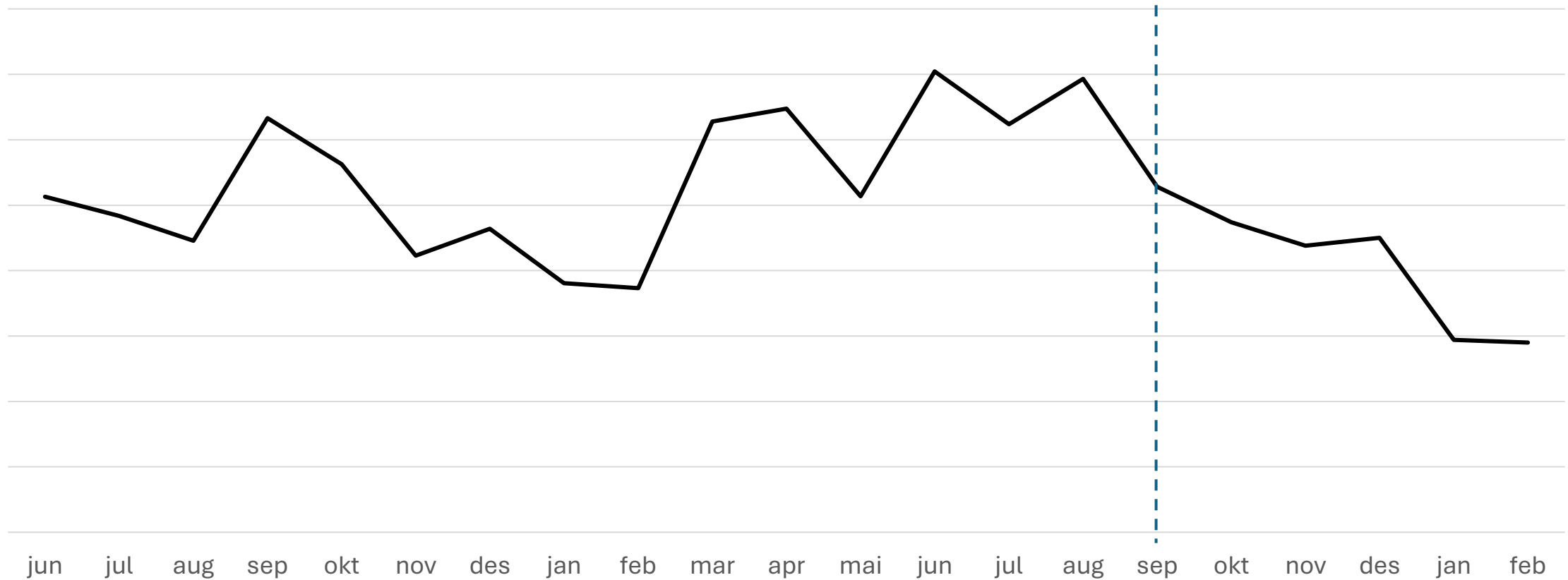


Energy
efficiency

Schedule

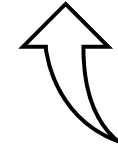
Safety

Average energy per trip on Bjørnafjorden



2024: Blueflow installed

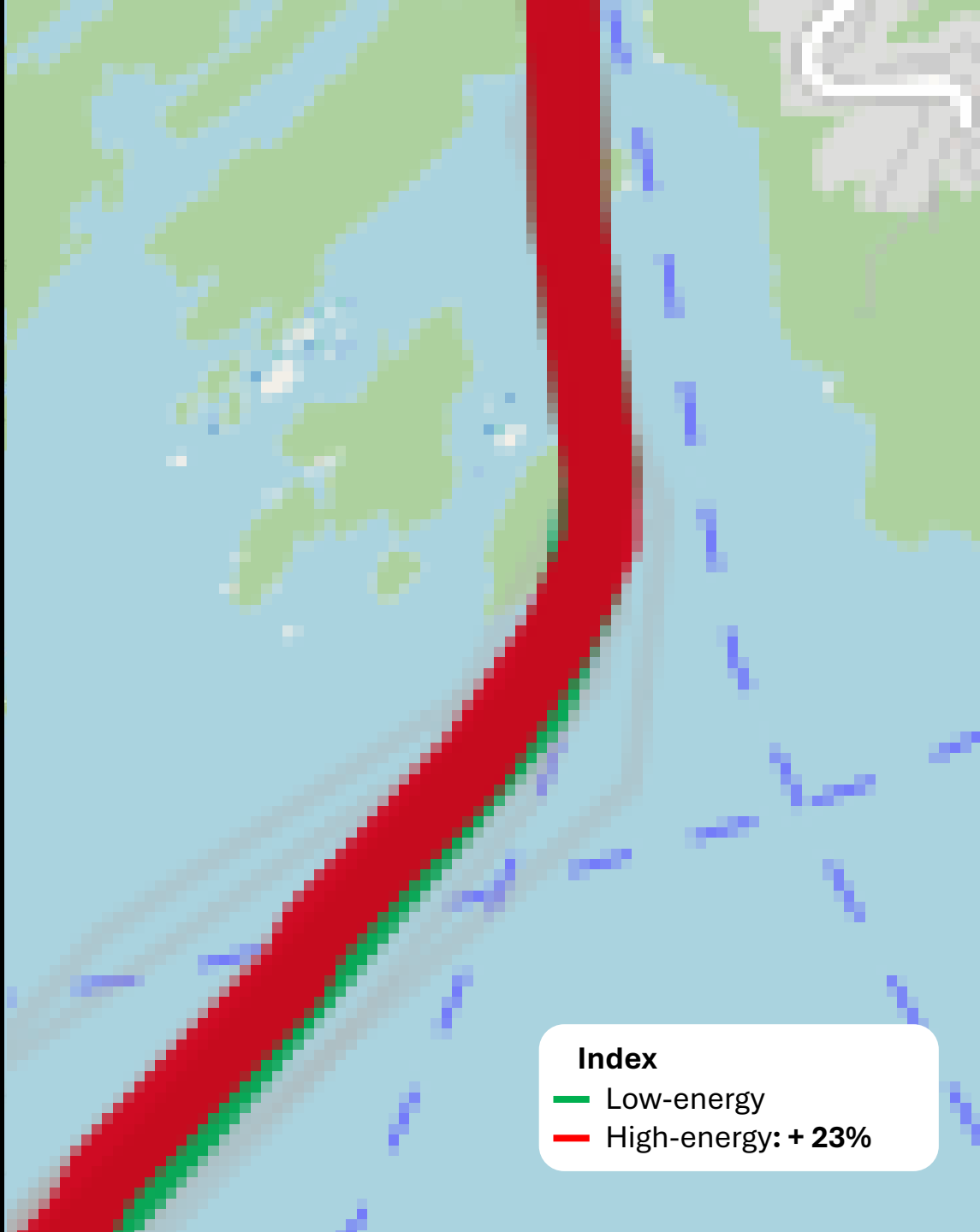
— Avg Energy PM per trip (kWh)



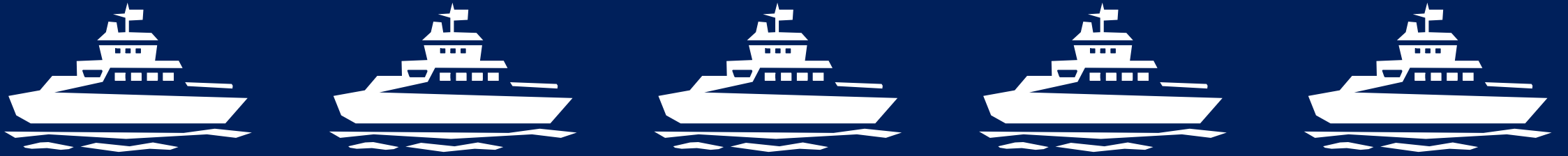
Campaign start

What is the most effective fareway on Bjørnafjorden?



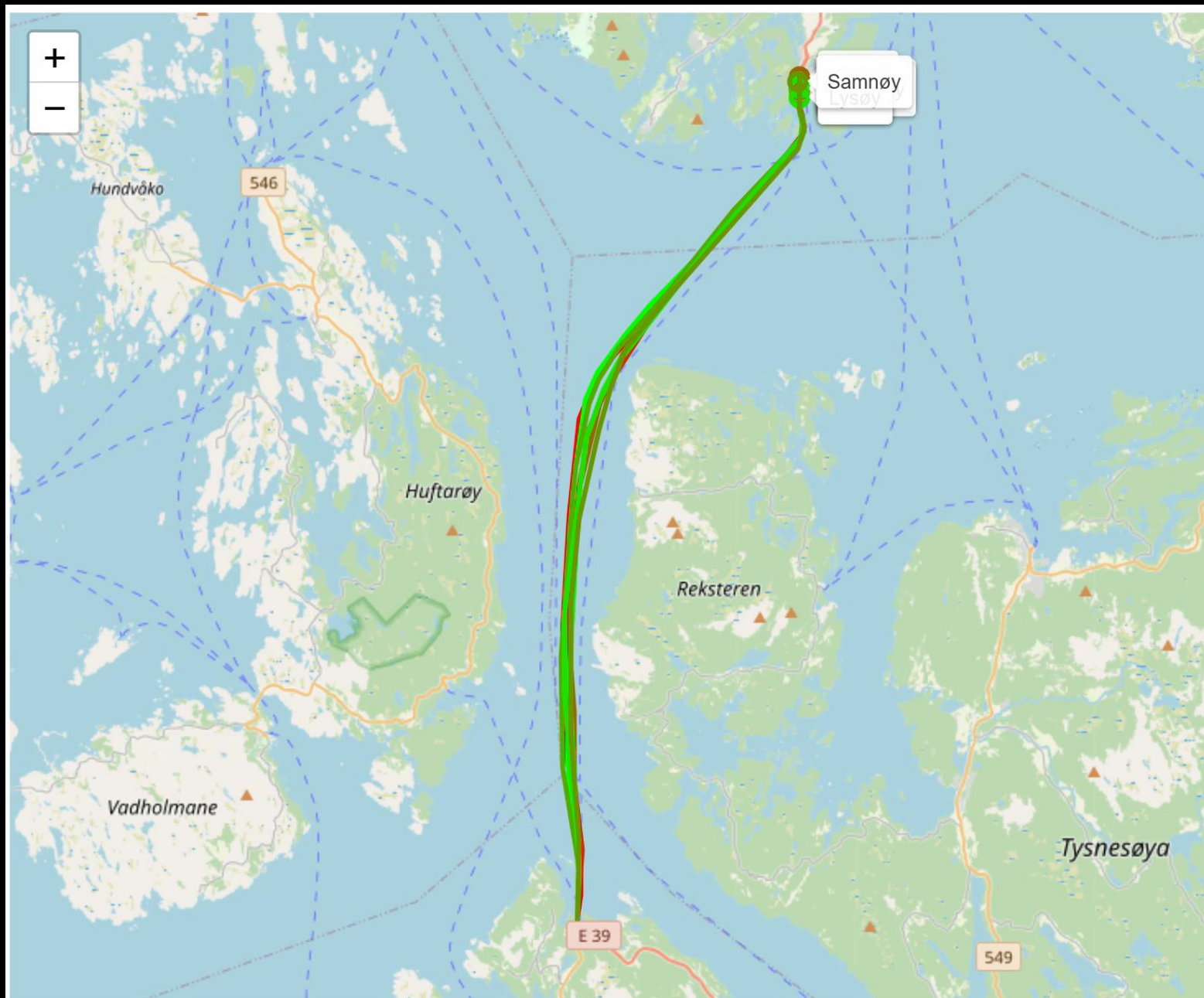


Index
— Low-energy
— High-energy: + 23%



Although the five ferries on Bjørnafjorden are identical, there appears to be a difference in fuel consumption.

Why?



Tidsposisjon: 3%



Instead, to find ferry performance, I need to consider the periods when the captain is not interfering.

I just need to filter a data set...

1. Make weather and traffic less relevant - long period
2. $16 \text{ kt} < \text{speed over ground} < 16,5 \text{ kt}$

Vessel

Flatøy

Færøy

Huftarøy

Lysøy

Samnøy

Vessel performance

2 %

6 %

2 %

0% (Reference)

2 %

1. Culture beats corporate push
2. Think first, then consider AI if beneficial



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