



PRESS RELEASE

4 OCTOBER 2018

BIO-SEA BWTS SELECTED FOR A RAFT OF NEWBUILD AND RETROFIT PROJECTS

BIO-UV Group has signed an agreement to supply its fully type-approved BIO-SEA ballast water treatment system for retrofit installation to Louis Dreyfus Armateurs' 3500dwt ro-ro vessel *Ciudad de Cadiz*.

BIO-UV Group will supply a BIO-SEA semi-modular system capable of handling flow rates of 300m³/h. The vessel transports large sections and parts for the Airbus A380.

This will be LDA's 6th BIO-SEA installation and follows newbuild installations to the 83m service operation vessels (SOV) *Wind of Change* and *Wind of Servitude*. Turkey's CEMRE Shipyard is scheduled to deliver *Wind of Change* next year with the sistership following in 2021. Each ship will operate a skid-mounted BIO-SEA B01-0150 unit.

"We are delighted that LDA has again selected BIO-SEA UV-based BWTS to treat this *Ciudad de Cadiz*' ballast water. This, our 6th BWTS project with LDA, is a validation of the performance, reliability and efficiency of the BIO-SEA ballast water treatment system," said BIO-UV Group President and CEO Benoît Gillmann.

In separate agreements, BIO-UV Group will also design, build and supply BIO-SEA units for retrofit installation to a Great Lakes tank barge operated by Canadian shipowner McAsphalt and for three newbuild barges under construction by Dutch shipbuilder Damen for delivery to Russian interests.

Following the receipt in June of USCG type approval for BIO-SEA, which confirmed the technology's ability to treat freshwaters without limitation, McAsphalt opted for a modular BIO-SEA BO6-0750 unit for retrofit to the 11,800dwt tank barge *John. J Carrick*.

"BIO-SEA is currently the only ballast water treatment system on the market without any limitations on the time treated freshwater has to be held before discharge overboard. This has a real commercial and operational advantage for vessels operating on the Great Lakes," said Xavier Deval, Business Director, BIO-SEA.

"With competitor systems, Great Lakes' operators would typically have to wait 72h following treatment before they are allowed to discharge the water. And with a large number of ships trading on the Lakes, this can delay schedules and result in loss of earnings. This was a key concern for McAsphalt and one of the reasons BIO-SEA was selected."

For the three barges Damen is building for Rosneft, BIO-UV Group will supply three skid-mounted 250m³/h capacity BIO-SEA B02-0250 units.

BIO-UV Group has partnered with Damen Green since 2014 and supplied a number of ballast water treatment systems to the Dutch shipbuilding group.

“These new orders confirm the strong sales momentum gained by the Group year-to-date and its ambition to ramp up growth in the high-potential ballast water market,” said Mr. Gillmann.

Pictures/Captions



LDA's Ciudad de Cadiz will be retrofitted with the BIO-SEA UV BWTS



A skid-mounted BIO-SEA ballast water treatment system

High resolution photographs can be downloaded from www.seabornecomms.com

About BIO-UV Group



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For almost 20 years, BIO-UV Group has been designing, manufacturing and marketing ultraviolet light (UV-C) water treatment technologies for a multitude of industrial applications. In 2011, it added the treatment of ship ballast water to its range. The company's product range is designed and produced at its own purpose-built facility in Lunel, France, allowing the company to quickly respond to its customers' specific requirements.

The public-listed company since June 2017, has a consolidated turnover of €10.2 million and a workforce of 61 employees. More than 50% of the group's sales are made in export markets.

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