

THE NAVIGATOR



News for our partners

September 2016



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long-term and stable ownership

OVATION OF THE SEAS DELIVERED

Third ship of the Quantum class sets
new eco-standards

MEIN SCHIFF 5 DELIVERED TO TUI CRUISES

Designed with newest and most
environment saving technologies

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OWNERSHIP STRUCTURE

MEYER FAMILY FOUNDATIONS SECURE LONG-TERM AND STABLE OWNERSHIP

The MEYER family has been building ships for 221 years. Ever since, the family company's success has relied on a long-term approach that aimed to develop the technology, advance the skill-set of employees, and reinvest profits. The basis for this success is a stable ownership structure.

To ensure this stability also for the future, the family has decided to donate its shares into family foundations. The legal form of a German family foundation is a proven framework to ensure a long-term stable ownership in a single hand supporting the sustainable development of the shipyards in Turku, Papenburg and Warnemünde.

The MEYER family business has developed from a small local shipyard in Papenburg / Germany to a global market leader in its sophisticated niche market of cruise ships, ferries and special ships with three shipyards in two countries. The MEYER family business has survived and thrived over 221 years in the difficult and highly competitive global shipbuilding market. During all these years the demand for ships has been very volatile and the pace of technological change has accelerated.

A STABLE OWNERSHIP FOR FUTURE GENERATIONS

To survive in such a market the MEYER family has employed a long-term approach to develop the technology, advance the skills of the shipyard employees and to reinvest profits. The basis for this all is a stable ownership – also for future generations.

Now the next family generation is entering the business: Dr. Jan Meyer (39) has been in the family business since 2008 and the CEO of MEYER TURKU Oy, since 2014. On 1 June, 2016, Tim Meyer (34) entered the family business as one of the managing directors at MEYER WERFT in Papenburg. Furthermore Dr. Paul Meyer (33) is taking over the responsibility for the IT of all shipyards as CIO.



Tim Meyer, Bernard Meyer and Paul Meyer (from left to right)

To reflect the new constellation, the MEYER family has decided to donate its shares into two family foundations. Hence in the future one family foundation will be the long-term owner of MEYER TURKU Oy and another family foundation will own the shares in the German MEYER family companies. The operative management will not be affected by the introduction of the foundations.

"Family foundations are for us the ideal framework to maintain a single and stable owner for the shipyards in Turku, Papenburg and Warnemünde – also for future generations. By this step we want to secure the core success factors of our long-term success and maintain the character of a family company", highlights Bernard Meyer.

Dr. Jan Meyer
MEYER TURKU



MEYER ORDER BOOK AN INCREDIBLE OPPORTUNITY

Never before has the shipyard had such an order book.
The orders currently in hand go right up to 2023.

Now MEYER can no longer think from one ship to the next, but must act in the long term and with multiple ships and shipyards in mind. Naturally, our partners of many years also benefit from this. With several partners, it has already been possible to conclude basic agreements covering several ships.

Following the introduction of a delivery cycle in Papenburg, Warnemünde and Turku, we will bring calm to our processes on the one hand, while on the other offering the necessary continuity and stability to ensure secure planning for our suppliers. For our customers, we also continue to remain a reliable partner and will deliver all ships by the scheduled due date.

The development of the first platform ship for AIDA/COSTA is going very well. The collaboration between colleagues from Papenburg, Turku, Warnemünde, our suppliers and our customer is on schedule. In order to achieve synergies for our customer, our suppliers and for ourselves, and to implement the platform concept, the engine room was developed just once for both ship types. NEPTUN WERFT will construct the engine rooms for both the AIDA and the COSTA ships.

We not only have a full order book, but are also privileged to work with different customers. We are very happy that we can continue our successful collaboration with our customer DISNEY CRUISES. A contract has been signed to build two cruise ships in 2021 and 2023.

Due to the cooperation with different customers, we also offer our suppliers the opportunity of building fantastic ships on schedule and to the usual quality standard. Together with our partners, we can now take long-term action, with multiple ships and shipyards in mind.

**TOGETHER WITH OUR
PARTNERS, WE CAN
TAKE LONG-TERM
ACTION, WITH
MULTIPLE SHIPS AND
SHIPYARDS IN MIND.**

Klaus Lübbers
Director Materials Management and Purchasing MEYER WERFT

MEYER SHIPYARDS

NEW HARMONIZED STANDARD STRUCTURE

MEYER WERFT, NEPTUN WERFT and MEYER TURKU are consolidating their stock materials and standards. The idea is to implement the new Corporate Standard structure in all future projects starting from the ongoing platform projects for AIDA and COSTA brands.

The driving force behind this merger of standards is the aim to enable manufacturing "mobility": designed in one place, manufactured in other place or places. For shipyards, ship owners, subcontractors, material suppliers and other stakeholders Corporate Standard ensures integrity – a common MEYER language with homogenous presentations and referencing schemes. The concentration of resources into one common standard structure is believed to improve end product quality and to increase the level of development by optimal reuse of common procedures, templates and ways of working.

MEYER shipyards will also benefit from unambiguous common interpretation of external standards and the connectivity and information exchange enabling common portal for standards. The new standard collection also fosters internal endorsement of "best practices".

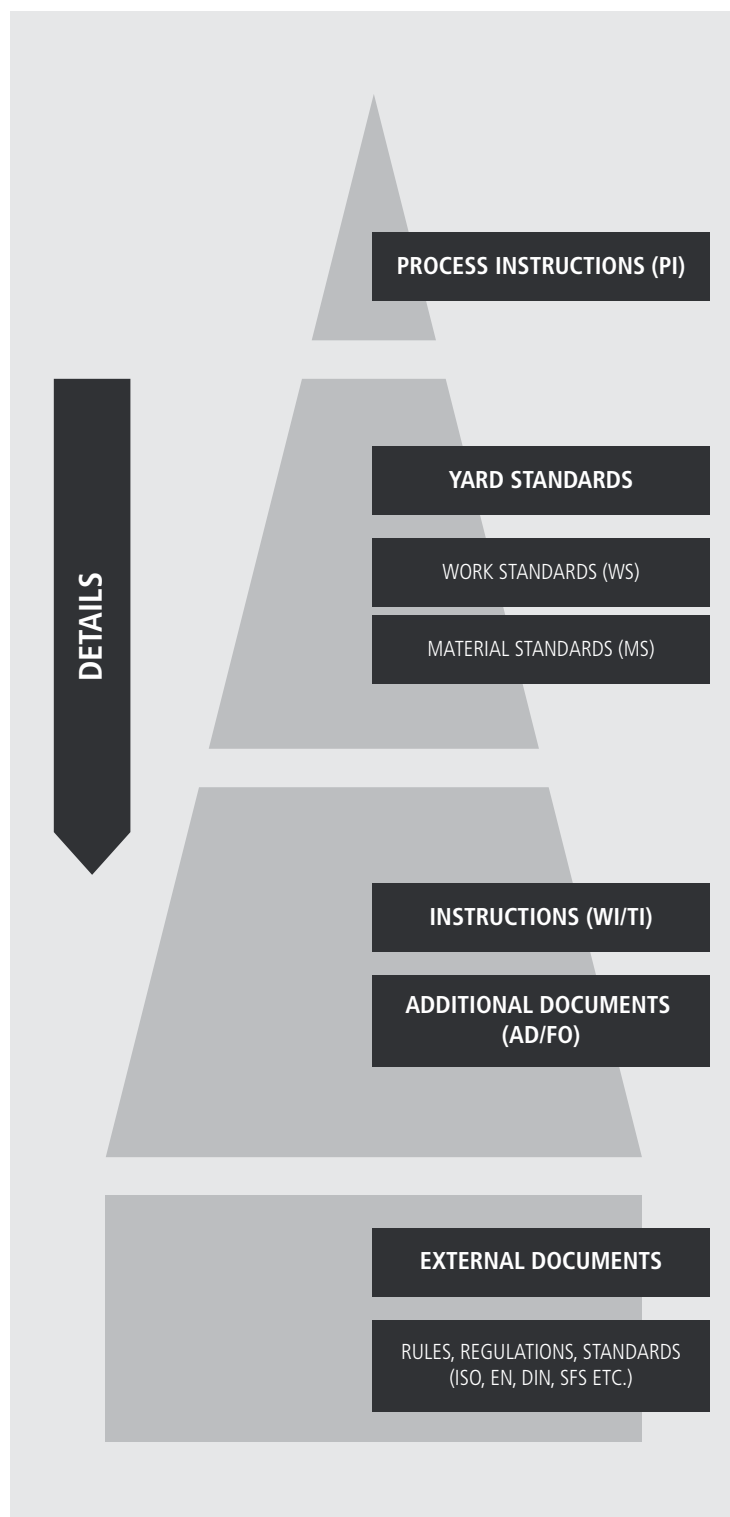
A WHOLE NEW STRUCTURE FOR CORPORATE STANDARDS

The harmonization work started on November last year and has been involving dozens of technical and procurement specialists from MEYER WERFT and MEYER TURKU. 240 work packages were formed in order to divide the huge task into manageable subtasks. 1000 existing MEYER WERFT and MEYER TURKU Work and Material Standards were gone through and 360 Work Instructions were evaluated. MEYER WERFT's Quality Management created a whole new structure for Corporate Standards and the bilateral teams have produced hundreds of new documents.

A cruise ship contains millions of stock materials and that is why also material management system databases and CAD libraries have to be updated. Transfer tool development and data mapping is under way and shall be completed by November this year. The latest documentation is scheduled to be finished also by November so this is going to be a one year project overall.

It is safe to say that this project has had and will have an effect to all disciplines within the shipyards as well as to ship owners and stakeholders. Although the schedule has been challenging and work load enormous the common spirit and enthusiasm is paving the way to the full readiness of our new Corporate Standard by November this year.

Mika Mäkinen/Samuli Kahala
Procurement MEYER TURKU





DELIVERED OVATION OF THE SEAS

On 8 April 2016 MEYER WERFT delivered the 168,660 gt cruise ship Ovation of the Seas to the US cruise operator Royal Caribbean Cruises Ltd. (Miami).

The third ship of the Quantum class sets new standards in terms of eco-friendliness. It features highly energy-efficient systems, optimised hydrodynamics, heat recovery, an effective underwater paint coating, a state-of-the-art exhaust gas treatment plant (hybrid scrubber) as well as energy-saving LED lighting systems.

As far as entertainment, engineering and safety are concerned, the Ovation of the Seas is of an equal standard as its sister vessel, the Anthem of the Seas and the Quantum of the Seas: Royal Caribbean International also incorporates virtual balconies into the inside cabins of the third quantum-class ship, along with an unforgettable view from the ninety-metre-high 'North Star' observation capsule, plus high-action entertainment such as bumper cars available in the SeaPlex multifunctional room along with simulated parachute jumping courtesy of the 'RipCord by iFly'. Guests of the Ovation of the Seas can also enjoy the company's traditional attractions, such as the 'FlowRider' surfing simulator.

MAIN CHARACTERISTICS

Tonnage	168,660 GT
Overall Length	348 m
Width	41.4 m
Decks	18
Engine Output	67,200 kW
Speed	22 kts
Number of Passenger Cabins	2,094
Passengers	4,188

Beate Schmitz
Purchasing MEYER WERFT



DISNEY IS BACK IN PAPENBURG

On 3 March 2016, the Walt Disney Company announced its plans to build two further cruise ships at the MEYER WERFT shipyard.

The two ships are scheduled for completion in 2021 and 2023. With approx. 135,000 gt each, the new ships are slightly larger than Disney Dream and Disney Fantasy, which were also built by MEYER WERFT. The new ships will have space for around 1,250 cabins. Disney Cruise Line offers families a comprehensive cruise experience, which combines Disney magic with the excitement of visiting different parts of the world.

Disney Cruise Line introduced various new features with the Disney Dream and Disney Fantasy in 2011 and 2012. They include a new-style water slide ("AquaDuck") and virtual portholes ("Magic Portholes") in the inside cabins, through which the viewer can look out on the sea in real time, as well as on animated Disney characters.

Helmut Kruse
Purchasing MEYER WERFT



TALLINK'S NEW LNG FERRY MEGASTAR CHRISTENED

The new LNG fast ferry Tallink Megastar was christened at MEYER TURKU Shipyard on Friday, 1 July 2016. Mrs. Tarja Halonen, former President of the Republic of Finland, is the Godmother of the vessel.

Megastar was created with sustainable development in mind, and represents a new wave of ecological thinking" said Godmother in her blessing speech before breaking a Champaign bottle to the hull of the vessel. In their speeches both Mr. Janek Stalmeister (CEO of AS Tallink Grupp) and Mr. Jan Meyer (CEO of MEYER TURKU) highlighted the innovative and environmentally friendly design of the new vessel, which has been tailor-designed for the Tallink–Helsinki route.

President Halonen is the Chairman of the Board of the Finnish WWF. In spring 2016 WWF Finland and AS Tallink Grupp launched a large-scale donation campaign for supporting the Baltic-ringed seal. Everyone who donates will have the opportunity to digitally write their name on board of the new environmentally-friendly Megastar. The ship's name, published earlier this year, was selected by an open contest arranged by AS Tallink Grupp.

The steel cutting for Megastar (NB-1391) started on 4 August 2015, the keel was laid on 9 February and the float-out and sea trials are planned for July and the last months of 2016 respectively. The delivery of the vessel is planned to take place

in the beginning of 2017. Megastar is 212 meters long and will accommodate altogether 2800 passengers, having the same length and capacity as the largest cruise ferry of AS Tallink Grupp, Baltic Queen. She will be a 49 000 gt ship with a service speed of 27 knots. The ship will combine the comfortable fast ferry service, social eating experience of open-layout dining areas, versatile choice of lounges and well thought through shopping solutions.

SMART SERVICES FOR THE PASSENGERS

The passenger comfort is upgraded with two-level loading, enabling the passenger vehicles and large cargo units to enter and exit from different deck levels, also making the car-deck logistics easier. Additionally there will be a separate garage for passenger cars with access to the cars also during the voyage. This garage will have direct access to the shopping area, which is a convenient possibility to carry bought goods directly to the car. The upgrade continues with the easy and wide access to passenger areas with different venues, including a quiet sitting lounge and a number of smart services. There are 47 cabins for passengers and drivers and 105 cabins for the crew on board.

Megastar has diesel-electric propulsion and she will use natural gas as fuel, but will also be able to run on marine diesel oil. The ship's LNG (liquefied natural gas) system consists of bunker stations, two vacuum insulated stainless steel LNG storage tanks under main deck and gas supplying piping for the dual fuel propulsion engines and steam boilers.

With LNG, her environmental performance will improve much by creating no sulphur or soot particles and decreasing the nitrogen and CO₂ emissions Megastar will comply with the current and future emission regulations for the ECAs (Emission Control Area), including the Baltic Sea.

AS Tallink Grupp is an Estonian shipping company currently operating in the Baltic sea. They also own Silja Line and a part of SeaRail. The Tallinn–Helsinki route is the largest one for AS Tallink Grupp, being operated at least by three vessels, which transport over 4.5 million persons annually.

Matti Jaakkola
Purchasing MEYER TURKU

MORE INFORMATION ON MEGASTAR:
<http://megastar.tallink.com>



DELIVERED MEIN SCHIFF 5

On Tuesday 21 June 2016, MEYER TURKU handed over the Mein Schiff 5 to TUI Cruises.

Mein Schiff 5 was the third Mein Schiff cruise ship built in Turku. The delivery of Mein Schiff 5 was ten days earlier than agreed in the contract. The Turku shipyard earlier delivered Mein Schiff 3 (spring 2014) and Mein Schiff 4 (spring 2015, which was the first delivery of MEYER TURKU). Mein Schiff cruise ships are advanced and extremely innovative. They are designed to the German cruise market and newest and most environment saving technologies are being used in the construction of the ships.

The production of Mein Schiff 5 started on 18 November 2014. The length of the ship is 295 m and the width 36 m. There are 15 decks in this 99,800 gt cruise ship. The amount of cabins is 1,267 and more than 80% of the cabins have their own balconies. There is space for 2,794 passengers and 1,026 crew members. In public areas there are for example 13 different restaurants & bistros and 13 different bars & lounges as well.

MEYER TURKU will deliver three more Mein Schiff cruise ships to TUI Cruises. The sister ship of Mein Schiff 5 is now under construction. The production of Mein Schiff 6 started on 23 June 2015 and the ship will be handed over in spring 2017. After that there will be Mein Schiff 1 and 2 to be delivered in 2018. The production of Mein Schiff 1 starts on 16 August 2016.

Riitta Hairisto
Purchasing MEYER TURKU

NEPTUN WERFT



NEW GAS TANKER FOR ANTHONY VEDER

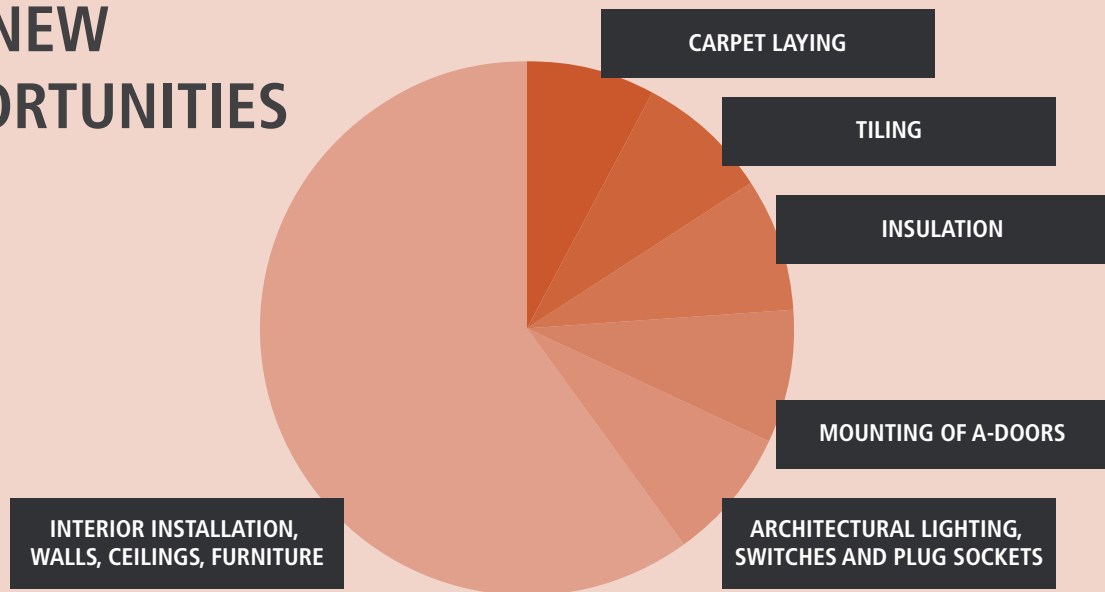
As announced in the previous issue of the NAVIGATOR, NEPTUN WERFT is currently building a new innovative LNG gas tanker for the Anthony Veder shipping line (Rotterdam/NL). The start of completion is planned for August 2016.

The ship is approx. 164 meters long, 24.5 meters wide and has a LNG load capacity of 18,000 m³, which can be transported at temperatures up to minus 164 °C. It will reach a service speed of 15.5 knots. Thanks to the "dual fuel main engine" and "LNG auxiliary diesel", the ship will mainly run on so-called "boil-off gas" (evaporated LNG) which is produced when the tank heats up during the journey. However, as an alternative, it can also be run on marine diesel.

It is the first in a new generation of gas tankers to be equipped with a particularly environmentally friendly dual fuel engine and pure gas-driven engines as auxiliary diesel. Thanks to the use of natural gas, extremely low exhaust gas levels are achieved which make this ship one of the most environmentally-friendly of its kind. Delivery of the new S. 575 is scheduled for the end of 2017.

Gunnar Pallutz
Head of Purchasing NEPTUN WERFT

THE NEW OPPORTUNITIES



MEYER WERFT'S NEW TURNKEY SUBCONTRACTING MODEL

In the coming weeks, invitations to tender will open for public areas (interior installation) for the AIDA platform ships.

Installation companies are being sought for around 30,000 m² of public space (restaurants, lounges, theatres, shops, etc.). As a result of our experience in recent years and collaboration with our colleagues in Turku, we have been able to develop the potential for improvements.

The new strategy for interior installation services in Papenburg envisages even closer and more effective collaboration with our suppliers in the areas of materials ordering, installation and assembly.

Savings will be achieved in terms of time and money if the following can be implemented:

- Reducing disruptions in planning/iterations
- Reducing delays in construction on board by self-controlled detailed planning
- Reacting flexibly to design changes, or changes in the building process
- Reducing interfaces with and dependencies on preceding and subsequent activities; avoiding disturbances
- Combining different installation steps
- Shortening set-up times and times for preparing building sites
- Improving cleanness and tidiness on board

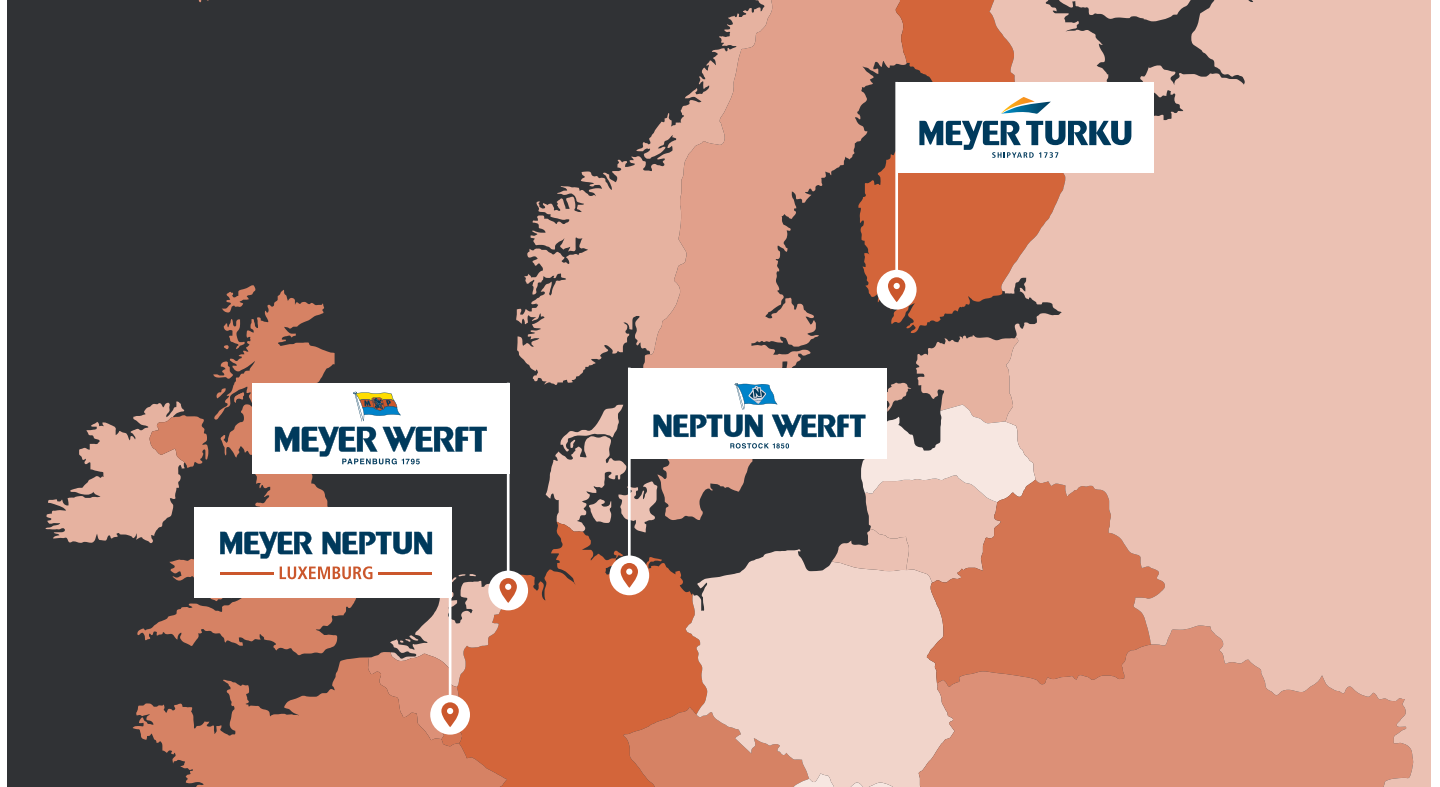
In the first step the planning scope and scope of installation work for interior installation contracts will be extended by the following activities:

- Electro-technical installation, sound & light
- Installation of deck coverings
- Installation of insulation and fire protection
- Installation of doors and other structural components
- Monitoring and site supervision of the complete area, starting in the block assembly stage

THE NEW OPPORTUNITIES

- Carpet laying
- Tiling
- Insulation
- Mounting of A-doors
- Architectural lighting, switches and plug sockets

Andreas Werbs
Head of Purchasing Hotel, Subcontractions, External Production
MEYER WERFT



CORPORATE PURCHASING AT MEYER NEPTUN CONJOINT MANAGEMENT OF CURRENT AND FUTURE CHALLENGES

As reported in previous issues, Luxembourg is the place where e.g. corporate purchasing functions such as the conclusion of basic agreements and strategic tasks. Establishing a material group management for multiple locations is presently in hand.

Currently, the focus is on procuring warehouse materials which will be processed during the course of the project to cross-harmonise standards between the three shipyards. The technical departments are initially developing a technical solution which will become the standard for all companies. At the same time, it is the task of the Corporate Purchasing Department to record the operative processes at the shipyards, determine quantities needed, on this basis produce request documents, and after a review of all those involved dispatch the request. Under the responsibility of the Corporate Purchasing Department, negotiations are then conducted and contracts are signed. Current examples of this are e.g. cables, insulating wool and steel plates and profiles.

In light of the current volume of orders in hand within the group, the aim is to determine the direction that needs to be taken over the coming years and enter into long-term and sustainable partnerships. A further aim of the standardisation project is to select the best product and most competitive supplier based on the total cost principle. In connection with this, the purpose is to consolidate the wide range of variety on the one hand and the supplier base on the other.

This involves a number of different challenges for our partners to overcome. To be able to meet these, we expect a broad, high-quality product portfolio, stability and competitiveness, innovative strength and the willingness to work beyond national and conceptual boundaries. A partnership covering

several locations presents challenges to all those involved, while at the same time offering huge potential for development.

The first successful agreement conclusions and the current negotiations being conducted clearly indicate that there is a willingness among our partners to pursue this path with us. Due to the long-term orders currently in hand and the need to plan requirements that this entails, we also offer our partners the opportunity of participating in them and to work with us to overcome the commercial challenges we face on the highly competitive cruise market.

Dominik Sandmann
Managing Director MEYER NEPTUN Luxembourg



IMPROVED COOPERATION THROUGH GENERAL AGREEMENTS FOR MULTIPLE LOCATIONS

In January of this year, we opened our Corporate Purchasing Department in Luxembourg in order to bundle the need for selected materials across multiple locations, and in so doing enable us to achieve synergy and quantity effects.

These selected material groups include the stainless steel products used in our drainage system, for example. Thanks to the excellent performance, one supplier has already succeeded in the past in establishing themselves as a supplier of these products, not only in Papenburg and Rostock, but also in Turku.

In recent months, we have been involved in intensive negotiations with this supplier, Blücher Metal A/S from Denmark. The result is reflected in a multiple location general agreement for the supply of all our shipyards and associated companies for the next five years. It is clearly evident that this is

not only the right path in order to secure supplies of our products and thus provide an adequate response to our excellent order volume, but also that we can fully exploit savings potential and enjoy collective growth by continuously improving our processes.

"At BLÜCHER we are pleased that MEYER has decided once again to extend our close cooperation valid for the next five years. In particular, both companies have emphasized the importance in finding solutions how to remove unnecessary costs. So our negotiations with Meyer have been more than only price discussions. Of course, we need to

be competitive but at the same time, we believe that the easiest way to remove costs are through optimization and rationalization. We work closely together on these projects with MEYER, bringing benefits to both parties. We believe that a good partnership is building on many aspects and not only on price discussions. Once again, it should be mentioned that we are proud and honoured to continue our cooperation with MEYER and all its affiliated companies." Per Thanning Johansen – CEO – Managing Director Blücher Metal A/S

Erik Streng
MEYER NEPTUN Luxembourg



MAC HAMBURG GMBH NEW HVAC COMPETENCE CENTRE RIGHT ON COURSE

On 1 October 2015, MAC Hamburg GmbH was founded as a member of our group of companies for strategic reasons. The reason for establishing this competence center was to have a turnkey, all-round supplier of air conditioning systems for all new cruise ships at the Papenburg, Turku and Rostock shipyard sites.

The newest addition to the group is responsible for the entire engineering operations connected to air conditioning systems, materials management including all purchasing activities, the supply of all components and installation and commissioning on the ships at the respective shipyard sites.

The essential advantages of the establishment of in-house HVAC competence as part of the MEYER family, alongside independence from a market that offers few supplier options, are the establishment and further development of core competencies for an important, sensitive system on any cruise ship. Additionally, all work processes and interchanges with all departments of the shipyards involved in the construction process will become considerably more streamlined and efficient than they have been in the past, creating a clear advantage on a highly competitive market. As well as the engineering works, all purchasing

decisions and activities for all shipyard sites for the HVAC system will be made and processed in Hamburg - in close cooperation with the Corporate Purchasing Department.

MAC Hamburg was launched with a small team of technical staff in October 2015. In the interim, aside from engineering, materials management as well as works preparation and purchasing is now almost fully complete in Hamburg. At the Papenburg and Turku shipyard sites, capacities will continue to grow, and the relevant resources will be put in place in the area of assembly and commissioning.

In light of currently the largest number of orders in hand for the group and the challenges that this entails, it is essential that we can build on support from reliable partners. This applies both to supplies of components and materials as well as to the way in which the engineering, assembly and

commissioning of the overall system is handled. For this reason, starting with Norwegian Bliss (new ship S.707, due for delivery in the spring of 2018), MAC Hamburg GmbH will equip all further new ships in Papenburg with the air conditioning system as a turnkey supplier, starting in Turku with Costa I (new ship S.1394, due for delivery in the autumn of 2019).

The launch of MAC Hamburg GmbH is therefore not only an important step towards the future from a corporate perspective. The opportunity of entering into a long-term, strategically oriented cooperation for the construction of cruise ships at all MEYER shipyard sites for future partners, with MAC as the interface, is very appealing and offers good prospects for the future.

Torben Sander
Head of Group Procurement MAC Hamburg GmbH

NEPTUN WERFT EXTENSION OF THE ADMINISTRATION OFFICE BUILDING

NEPTUN WERFT is investing in extension and reconstruction works on its existing administration office building in order to be able to meet today's modern workspace requirements and standards.

The 4-storey extension will be added to the north side of the existing building, and will relieve the pressure on space for the individual departments. Alongside additional (urgently needed) meeting rooms, more space will also be provided for staff working in Purchasing, Construction and Personnel. The reception area on the ground floor will be refurbished to a much higher standard. Larger groups of visitors (e.g. for ship launching ceremonies) can be hosted in a modern training room adjoining the reception area.

Overall, the extension will blend in architecturally with the existing building and will provide a brighter and more friendly working space with its larger windows. At the same time, the existing administration office building will be refurbished and modernised with the targeted use of glass elements to improve transparency and communication. Working areas which have been separated until now will be brought together. The project is scheduled for completion at the end of 2016.

Gunnar Pallutz
Head of Purchasing NEPTUN WERFT



The prize winners of our supplier award
PARTNER DES JAHRES ("PARTNER OF THE YEAR")

The special prize, which is presented for special services not included in the supplier rating, went to Jochen Deerberg.

From now on, the "Partner des Jahres" award will no longer exist in the form in which it has become known over the last 10 years. The close cooperation between MEYER WERFT, NEPTUN WERFT and the MEYER TURKU shipyard is also reflected in the way in which suppliers are rated and in the resulting award presentations.

SUPPLIER AWARD A LOOK BACK AND A LOOK FORWARD

CONGRATULATIONS TO THE
WINNERS OF OUR SUPPLIER
AWARD PARTNER DES JAHRES
("PARTNER OF THE YEAR")

On 18 February 2016, the MEYER WERFT suppliers who had made an outstanding contribution during 2015 to the construction of our cruise ships, S. 698 Anthem of the Seas and S. 693 Norwegian Breakaway, were presented with an award at a ceremony in the Papenburg town hall.

After evaluating the supplier ratings, the award went to the following partner companies:

Hatecke GmbH, Drochtersen - Equipment
Stahlservice Jansen GmbH, Rhauderfehn - Shipbuilding
Witt & Sohn AG, Pinneberg - Machine Construction
Dampa Aps, Tommerup, Denmark - Furnishings

Currently, the supplier rating systems of the three shipyards are being harmonised, so that evaluations can be made on a comparable basis, taking into account the specific standards that a supplier must meet at each one of the shipyards.

Detailed plans regarding both the evaluation and awarding of future prizewinners and the event itself are currently being developed. However, one thing is clear: guests at the "Partner des Jahres 2016" event will be greeted with the words "Welcome to Turku".

Beate Schmitz
Purchasing MEYER WERFT



Dominik Sandmann and Ralf Sempf

NEW MANAGING DIRECTOR AT MEYER NEPTUN LUXEMBURG

With effect from 1 July 2016, Dominik Sandmann was appointed the next managing director at MEYER NEPTUN GmbH in Luxembourg.

Before moving to Luxembourg at the beginning of this year, Mr. Sandmann worked from 1 September 2011 as a strategic purchaser at MEYER WERFT. As well as electrical engineering, for which he was mainly responsible, he also worked as a purchaser in technical accommodations and mechanical engineering.

Since November 2014, Mr. Sandmann has been leading the coordination across multiple sites between the purchasing departments of the shipyards in Papenburg, Warnemünde and Turku, and in this role has already provided active support in the establishment of a Corporate Purchasing Department for the group of shipyards, as well as the other associated companies.

In January of this year, he moved to MEYER NEPTUN in Luxembourg and took over the group management of the Corporate Purchasing Department. Together with his team, he has already achieved major successes in this role when concluding basic agreements for the group companies. As a consequence, he has now been appointed managing director by the MEYER family, the company owners.

Mr Sandmann replaces Mr. Ralf Sempf, who will retire on 1 October this year after serving for many years as a member of the management at MEYER WERFT and as managing director of MEYER NEPTUN GmbH in Luxembourg since October 2015.

Ralf Sempf
Managing Director MEYER NEPTUN Luxembourg

CERTIFICATION IN ACCORDANCE WITH ISO 50001

Since August 2015, MEYER WERFT and its sister company NEPTUN WERFT, the subsidiary companies MEYER WERFT Laserzentrum and MEYER WERFT Rohrzentrum and the partner company ND Coatings have been certified in accordance with ISO 50001:2011 "Energy management systems".

With the successful certification, the companies are acknowledging their responsibility towards the environment in our region and to future generations.

MEYER WERFT RELIES ON THE SUPPORT OF ITS SUPPLIERS AND PARTNERS

In order to successfully implement the goal of constantly improving the energy efficiency of the systems to be purchased, MEYER WERFT relies on the support of its suppliers and partners.

According to the standards arising from ISO 50001, all energy and environmental legislation aspects and laws must be observed when designing new machines. Furthermore, attention should be paid when planning the systems that they should be designed in as energy efficient a way as possible. If available, other opportunities for energy saving or more energy-efficient alternatives should also be taken into account.

Johann Thieke
Purchasing MEYER WERFT



TOGETHER, WE ARE BUILDING THE SHIPS OF THE FUTURE

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