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## PRESS RELEASE

### **Cruise ship ASUKA III before Ems passage**

**Emspassage starts early Sunday morning with passage of the sea lock**

**Papenburg, February 26, 2025** – MEYER WERFT's newest cruise ship, the ASUKAIII, is expected to leave Papenburg early on Sunday morning, 2 March 2025, and be conveyed to the Dutch Port of Eemshaven (Netherlands) on the River Ems. Arrival in Eemshaven is planned for Sunday evening. After the subsequent technical and nautical trials on the North Sea, ASUKAIII will set course for Emden this time, where the final outfitting and handover of the ship to the shipping company will take place.

The following schedule applies for the Emspassage, which may be postponed at short notice depending on weather and tidal conditions:

#### **Saturday, 01 March 2025**

approx. 10:00 pm Ship in waiting position (Papenburg)

#### **Sunday, 02 March 2025**

approx. 05.30 am Passing the sea lock (Papenburg)

approx. 09:00 am Passing the Friesenbrücke bridge (Weener)

approx. 10:40 am Passing the Jann-Berghaus Bridge (Leer)

approx. 11:50 am Arrival at the Emssperrwerk (Gandersum)

approx. 02:30 pm Passing the Emssperrwerk

approx. 04:30 pm Passing Emden

***All information is subject to wind and weather conditions, water levels and therefore without guarantee. Time shifts are also possible at short notice.***

The ASUKA III is the first ship to be built for NYK Cruises in Papenburg. MEYER WERFT is using numerous solutions customised for the Japanese market for the new cruise ship. These include, for example, spa areas with an open-air bath has been specially developed according to Japanese wishes and customs. In addition, ASUKA III is the first passenger ship to be built under the supervision of the Japanese flag state in around 30 years.

Delivery of the 52,200 GT ship is planned for spring 2025. With a length of 230 metres and a width of 29.8 metres, it will offer space for around 744 passengers. The ship features numerous innovations for environmental protection and will be fuelled with the low-emission fuel LNG.

ASUKA III will travel backwards on the Ems towards the North Sea with the support of two tugs. This type of transfer has proven its worth due to its better manoeuvrability.

### **Ems pilots carry out manoeuvres**

The transfer of the ship will once again be carried out by the team from the Emden Pilot Brotherhood. The Ems pilots have been carrying out the manoeuvres for many years. The team uses state-of-the-art technology to prepare for a realistic simulation of the Ems crossing in Wageningen (Netherlands).

The conveyance across the River Ems will take place with the support of the Ems barrier. The duration of the passage will always be kept as short as possible so as not to interfere with shipping on the Ems. Further information on the function and operation of the river barrier can be found at [www.nlwkn.niedersachsen.de](http://www.nlwkn.niedersachsen.de)