

Powering Compliance and Performance at Sea

Can your next workboat meet stricter emissions limits - without sacrificing space, efficiency or uptime?

Swipe to explore →

hugengineering.
We clean emissions



Compliance Is Only Part of the Challenge

Every requirement affects the vessel around it

- **Different regulations** across markets and operating areas
- **Limited engine-room space** for newbuilds and retrofits
- **Higher backpressure** potentially increasing fuel consumption
- **Installation and maintenance** downtime affecting profitability

Meeting the limit is essential.
How you meet it determines the operational cost. →

Established ECAs Newly adopted ECAs Proposed new ECA

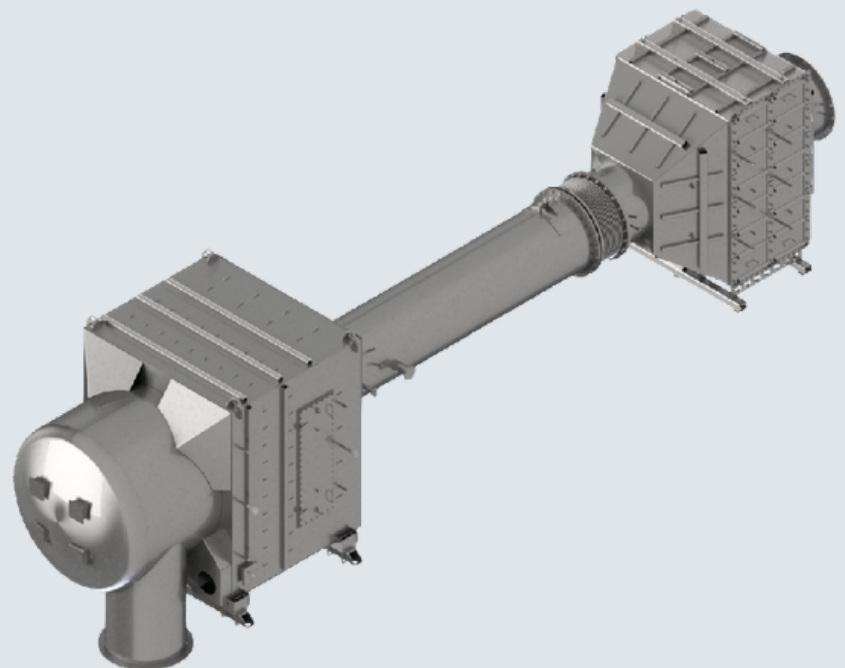
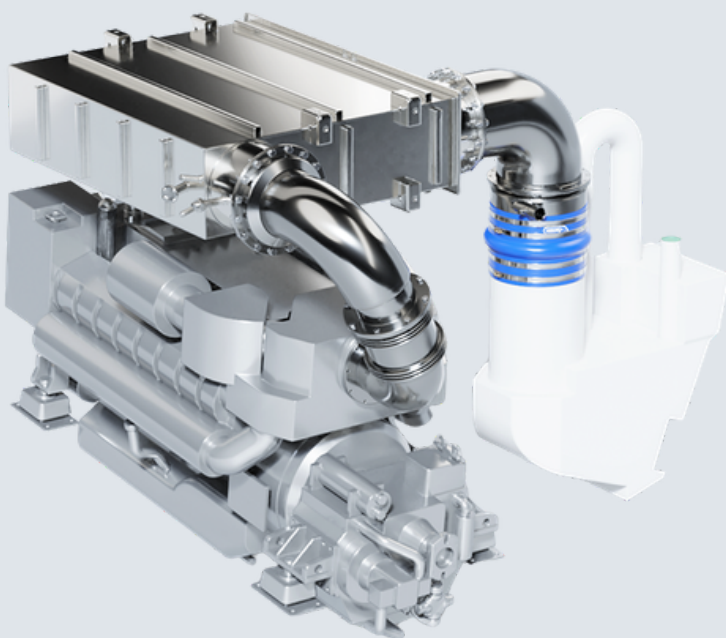


What If the System Worked Around the Vessel?

Turning Compliance Into Operational Advantage

- **Compact and modular** – designed around limited installation space
- **Application-specific** – for *IMO Tier III*, *EPA Tier 4* and *CARB At Berth*
- **Low-backpressure architecture** – reducing the impact on engine efficiency
- **Switchable SCR** – limiting urea consumption outside regulated areas
- **Certified NOx monitoring** – reducing recurring verification requirements

The result:
Compliance designed around the vessel. →



For Shipyards

More Design Freedom. Fewer Integration Constraints.

- **Easy installation** - compact, modular systems fit fast and clean
- **Full flexibility** - keep existing engine-room designs, use engines in stock
- **Cost-efficient** - use *Tier II* engines + Hug system instead of costly *Tier III*
- **Faster integration** - complete technical documentation and support
- **Classification approved** - ABS, DNV, BV, Lloyd's, RINA & more

**The numbers speak for themselves:
1,623 engines equipped across 9 engine manufacturers.**



For Ship Owners

Compliance That Protects Earning Time

- **Proven reliability** - engineered for demanding operating profiles
- **Low lifecycle cost** - long component life requiring limited maintenance
- **Retrofit-ready** - upgrading eligible IMO Tier I and Tier II installations
- **Modular flexibility** - SCR, DPF, silencer and spark arrestor options
- **Certified NOx monitoring** - no annual third-party checks or downtime.

Because a compliant vessel still needs to remain a profitable one. →



Designed to Stay Out of the Way

Up to 20,000 operating hours

Catalyst lifespan under applicable operating conditions

- **Extended service intervals** for dosing & air supply.
- **Accessible layouts** designed for efficient maintenance
- **Hug Connect** for remote monitoring and performance visibility
- **Global service support** when on-site intervention is needed

Fewer interventions. Fewer unexpected stops. More time at sea. →



Built for Today

Ready for Tomorrow's Requirements

- **CARB At Berth solutions** combining major NOx and particulate reductions
- Hug already delivers SCRs for **methanol, LNG, hydrogen - fueled engines**
- Active development for **ammonia-fueled applications**.
- **Trusted by OEMs** adapting to next-generation propulsion.

Because the propulsion strategy may change
long before the vessel reaches the end of its working life. →



Proven Worldwide

Partnerships Built on Trust



- **1,623 engines equipped** across a broad range of marine applications
- **76 R&D specialists** developing application-specific solutions
- **More than four decades of experience** in exhaust-gas aftertreatment
- **Five technical papers** presented at **CIMAC 2025**
- Systems approved by **DNV, Bureau Veritas, ABS, Lloyd's Register, RINA...**

**Technology backed by engineering depth -
and proven in real operating conditions.**



Contact Us



Peter Zijdemans

Head of Business Unit - Workboat & Rail
peter.zijdemans@hug-engineering.com

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