



Sea-Cargo is proud to present a completely new system and concept for seafreight between Western Norway and Europe; The new Sea-Cargo

Sea-Cargo is **TODAY** presenting and initiating major changes to the already well-established liner system in the North Sea. Since 2001, Sea-Cargo have offered seafreight between Western Norway, Denmark, the Netherlands and UK with its roro and general cargo vessels. As of this week, this will be extended to also include Sweden and Poland as part of a **TOTAL** reorganisation with **NEW** transport routes, **DOUBLE** capacity and a completely **NEW FLEET** adapted to a modern and future-oriented transport system - where all cargo will be handled with load carriers (cassettes). The fleet also includes the SC Connector, now one of the world's largest "sailing ships".

New transport route between Poland, Sweden and Norway (starting week 1, 2021)

By starting a new weekly transport route for rolling cargo between Poland, Sweden and Western Norway, Sea-Cargo is increasing its transport network in Northern Europe. The route is connected to the already existing liner system between Norway and Rotterdam, in addition to the destinations Esbjerg in Denmark and Immingham and Aberdeen in UK. New Sea-Cargo offices have already been established in both Poland and Sweden to handle cargo and customers locally. The new ports are Swinoujscie, Gothenburg and Lysekil, with these destinations in Norway: Stavanger, Haugesund, Bergen and Ålesund.

«Being able to include a transport route to East Europe has been an important strategic step for Sea-Cargo. The East European market is large and Norway has close connections to the area. Unfortunately, a lot of the cargo is transported by road today, but we are now participating in turning this negative trend», says Ole Sævild, CEO, Sea-Cargo.

Based on southbound industrial cargo, Sea-Cargo is adding more capacity to other goods as well. With main focus on rolling cargo (roro), the new route is unique and one of a kind between Western Norway, Sweden and Poland. The roro vessel MV Bore Bay is operating the route, with capacity for more than 100 semi-trailers in each direction, every week - as well as capacity for other cargo. In addition to cargo like trailers, buses, excavators, motorhomes etc, we also offer transport of containers/freezer containers and palletised cargo.

From local routes to transport corridors

The new transport route is an addition to a larger fleet and sailing route renewal. Sea-Cargo have already introduced three new large ro-ro vessels, with a capacity of 140 trailers each - representing an increase in capacity of more than 100% between Western Norway, Rotterdam and Immingham.

«We are upgrading from routes with smaller vessels with limited capacity and frequency, to establishing larger transport corridors. We are extremely proud of this development and are pleased to offer this to the market within an already well established liner system. Since starting up in 2001, the growth has been big, but this new setup will become a milestone in our fantastic history», says Ole Sævild.

Norway's largest sailing vessel

The ro-ro vessel SC Connector will this week return from a larger retrofit project. With two large rotor sails fitted on weather deck, the vessel will be able to sail between ports.

«In good wind conditions, the sailing vessel will maintain regular service speed by sail alone. We are utilising available renewable energy and using it for direct propulsion. With this hybrid version, together with main engine, we expect to reduce the fuel consumption and CO2 emissions by 25% during the year», says Ole Sævild proudly.

This project has been possible to realise with support from Enova. The rotor sails are 35 metres tall and 5 metres wide cylinders and can be lowered when needed. The technology has been proven in the market for a while, but the size is unique for our project. The sails are far more efficient than conventional sails of same size.

«The vessel will be easy to spot at sea and will create a lot of publicity nationwide, as well as internationally. We will now gather experience through this full scale project, and proceed to develop it further for other vessels in our fleet» says Ole Sævild.

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