

**Dynamic.
Dependable.
Direct.**

PULLING OUT ALL THE STOPS



Atlantic Ro-Ro Carriers (ARRC) is the only direct all-water service between the U.S. and Russia and it uses its unique position to foster diplomacy between the two countries.

In 2005 ARRC performed an extraordinary feat by transporting the colossal sculpture "Tear of Grief" by Russian artist Zurab Tsereteli to New Jersey. The 150-metric-ton piece was created to honor the victims of the 9/11 tragedy in New York's World Trade Center.

"Since ARRC provides the only non-stop service between the U.S. and Russia, and has a reputation of successfully handling challenging cargoes, we were selected as the carrier of choice for this difficult and delicate piece of art. It was a proud moment for ARRC as it represented

reaching out to the U.S. during a difficult period in our history," says ARRC President Rick Shannon.

The "Tear of Grief" was delivered to St. Petersburg, Russia, by heavy haul trailers and routed to avoid crossing any city bridges. Its safety required minimal dismantling so special handling technology was designated for loading and lashing the oversized pieces of the sculpture on ARRC's *M/V Valga*.

The *Valga* sailed to New York where the structure was erected on site and dedicated on Sept. 11, 2006 at the Military Ocean Terminal in Bayonne, NJ. Russian President Vladimir Putin and former U.S. President Bill Clinton attended the dedication.

In another high-profile international project, ARRC was approved and certified as the sole carrier for the HEU-LEU intergovernmental program between Russia and the U.S. The HEU-LEU project, or Megatons to Megawatts, is a Russian-U.S. nuclear disarmament program which recycles nuclear warheads into fuel for U.S. nuclear power plants. Since 1994 the program has significantly enhanced world security by reducing stockpiles of nuclear bomb grade materials while creating clean uranium for use in nuclear fuel. ARRC carries the low-enriched uranium (LEU) material from St. Petersburg to approved ports for discharge two to three times a month.

By the end of this year when the program is complete, 500 metric tons of Russian highly enriched uranium (HEU), the equivalent of 20,000 warheads, will have been recycled into low-enriched uranium. In recognition of the program, ARRC hosted a presentation on their vessel *M/V Atlantic Navigator* in St. Petersburg in November followed by a reception at the American Consul General's Residence. The event was attended by more than 60 top U.S. and Russian diplomats as well as nuclear experts from both countries.

"We are happy to be a part of the goodwill ambassadors on both sides of the Atlantic and pleased that our dependable service and integrity is recognized by being entrusted with these important shipments," Shannon says.

Atlantic Ro-Ro Carriers was established in 1995 as the only direct all-water project liner service operating between the Port of St. Petersburg



cargo arrives with no stops, no transshipment and no re-handling, providing shippers with the advantage of guaranteed delivery times, regular sailings, security and the shortest routings.

Two decades after its initial sailing, ARRC remains the only direct Trans-Atlantic service between North America and St. Petersburg. Approximately 130 employees book millions of tons of cargo each year in the North America to Russia trade route. Regular ports of call include New York, Baltimore, Houston, New Orleans and Tampa.

ARRC's fleet of multi-purpose Astrakhan vessels include Mark I and Mark III Ice Class L-2 for year-round operations through extreme ice conditions. "Our vessels allow us to match a very different east-bound and west-bound cargo composition and reduce port turn-around times, reducing the cost of operations to benefit customers," Shannon says.

Westbound, ARRC carries some of the base commodities from Russia such as aluminum, lumber, plywood and containers. Eastbound traffic consists of a wide variety of rolling stock including agriculture machinery, trucks and passenger cars, project cargo and oversized and overweight equipment for the oilfield, mining and construction

project cargo from the U.S., some requiring direct port-to-port service such as oversized airport bridges for Pulkovo Airport and special tunnel boring machines for the Moscow metro expansion.

Although ARRC has an enviable position as the only liner service in its unique trade lane, this alone is not enough to make the company successful. The quality of the service and the people who book the sailings and see them through really make the difference, according to Shannon.

"Our company has one of the most highly educated marine staff in the world," he explains. "We have former ship captains and mates onboard our vessels and in our offices, and most of the key personnel are graduates of maritime academies." Most are bilingual in Russian-English, and all employees are continually trained in handling Class 7 and Class 1 hazardous cargo, one of ARRC's specialties. Compliancy with all government requirements is also part of ongoing training as Russia joined the World Trade Organization as the 156th member last August.

"As a company we are quite fortunate that most of our employees are with us for many years giving ARRC continuity in the operation and for clients," Shannon says. "We still believe that peo-

ARRC delivers direct from East Coast to Far East



Rick Shannon