



CHIPOLBROK - MEDIA RELEASE

CHIPOLBROK - Increased presence in Scandinavian and the Baltic region

During 2020 summer season Chipolbrok vessels showing an increased presence in Scandinavia and the ‚Mare Balticum‘. Whilst chartered XL Lady „CHIPOL BAOAN“ called at Esbjerg for a full load of totally 14 complete sets of wind towers almost at same time Chipolbrok’s own vessel „KRASZEWSKI“ discharged cargo at Szczecin, Klaipeda and loaded a full portion of break bulk cargo at St. Petersburg.

The towers to Esbjerg originated from Taicang in P.R. China and being finally destined for the Frøya wind park project. It is on the island of same name off the coast of central Norway in the Northern Sea west of district capital Trondheim.

Still in July charter vessel „CHIPOL TAIAN“ run into Klaipeda as well. Also in July „CHIPOLBROK GALAXY“ called at Gdynia, followed by Uddevalla, Klaipeda and Rönnskär. The next candidate is in early August m/v „QIAN KUN“ bound for Eemshaven, Uddevalla and Riga. And at the end of the month „NOWOWIEJSKI“ will be dropping into Uddevalla, Klaipeda and Riga as well.

But why such concentration of ships in the same region? The explanation is easy. These ships mainly carry wind power components. Especially in Poland various wind farm projects being under development and supplied with on-shore wind mill equipments. Most of those in the northern part of the country but also in the region of Śląska in the southern part.

Apart that the Polish Government decided for more green energy initiatives by attracting investors for more off-shore wind farms in the Baltic Sea incl. machines propelling with a diameter of up to 220m. Chipolbrok is ready for such transports of overlength cargo as their vessel’s have the suitable deck space for long units up to 152m on flush weather decks like the „Pacific“-type of ships. Crane facilities up to 700ts allowing these ships to lift self-sustained wind generators of up to 425ts unit weight.

And not to forget that there are still running projects in the Black Sea region which are being supplied by our vessels „YU CHANG“ and „KOTA BINTANG“ (both chartered) and „LEOPOLD STAFF“ all bound for Constanta.

We are where the cargo needs to go beyond the main stream and individually taylor made.

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