

# NEWS RELEASE

## SeaRoad Invests In Bass Strait

We are extremely pleased to announce that SeaRoad has secured agreement for a new vessel to augment our fleet.

Management has reached agreement with the pre-eminent German shipyard, Flensburger Schiffbau-Gesellschaft (FSG), for the construction of one LNG fuelled roll on – roll off vessel. The delivery of the 180 metre long vessel is planned for late 2016/early 2017.

FSG has made a name for itself over the past 15 years as the world leader in the building of RoRo and RoPax ships.



SeaRoad vessel design depicted at the harbour entrance of Devonport, Tasmania

The new vessel, which will be purpose-built to service Bass Strait, will:

- Embrace clean air fuel technology
- Support energy efficiency
- Increase our capacity by 50%
- Allow for faster transit times, and
- Permit longer time in ports

SeaRoad's Chairman, Chas Kelly, said that the agreement with FSG "secures our commitment to Bass Strait and keeping Tasmania connected. It is testament to the commitment of SeaRoad's shareholders, management and employees to the Tasmanian economy and will provide increased dedicated freight capacity to the Bass Strait trade."

SeaRoad's decision to expand its current fleet capacity will provide greater certainty for Tasmanian businesses and supports future economic growth in the state.



Mobile LNG tank solution from FSG

Since taking the helm in 2007, SeaRoad has grown the business to a level that demands it replace and upgrade its fleet. The new vessel will continue in service with MV Searoad Tamar pending the arrival of a second new ship at a later date.

SeaRoad will be exploring any options with the government that will allow its King Island service to be maintained beyond the arrival of the new ship.

Further details will be announced over the coming months.

Michael Easy  
Managing Director  
26 May 2014



**FLENSBURGER**  
SCHIFFBAU-GESELLSCHAFT

Vessel Type	Pure Ro-Ro Cargo
Flag	Australian
Builder	Flensburger Schiffbau-Gesellschaft FSG
Hull No.	768
Length	181.52 m
Beam	26.6 m
Draft	6.3 m
Deadweight	7980 t
Gross Tonnage	25,500 GT
Main Engines	2 x Dual Fuel MAK 8 M 46 DF engines
Auxiliary Engines	2 x Dual Fuel MAK 6 M 34 DF gensets
Bow Thruster	2 x 1,000kW
Primary Fuel	Liquefied Natural Gas [LNG]
Secondary Fuel	Marine Diesel Oil
Cargo	450 TEU carried as Containers on Cassettes, Skeletal Trailers and Semi-Trailers in enclosed decks, Mobiles, Cars and other Wheeled Cargo

The decision to opt for LNG as fuel reflects environmental responsibility and acknowledgment of the ecological sensitivities of the region, despite the significantly higher capital cost of machinery and fuel tanks and fuel management systems. Exhaust gas emissions are significantly reduced compared to equivalent machinery burning heavy fuel oil.

*Greenhouse gas emission reductions are as follows:*

CO <sub>2</sub>	30%
NOx	95%
Particulate matter	95%
SOx	is eliminated

Australia has significant reserves of natural gas and the need to re-tonnage presented the ideal opportunity to invest in the most advanced environmentally responsible technologies suitable for this type of vessel.