

A large, dark-hulled icebreaker ship with red cranes is sailing through a field of icebergs in the Arctic. The ship is moving from the foreground towards the background, leaving a trail of open water behind it. The icebergs are large and jagged, with some showing blue tints. The sky is overcast and grey.

PROJECT 6004: THE POLAR BRIDGE

Arctic Multipurpose Offshore Support
& Polar Logistics Platform

Confidential Investor Teaser | Strategic Asset Acquisition & Joint Venture Proposition

Opening Sovereign Access to the World's Extremes

Project 6004 is a strategic maritime infrastructure asset. It acts as a mobile port designed for destinational logistics in unequipped environments, overcoming the limitations of traditional port-dependent shipping.



Asset Level: 10,225 DWT Ice-Capable Platform (Arc7 / ULA [1] A2).



Capability: Autonomous Last-Mile Discharge (Ramp, Cranes, Aviation).



Navigation: Unrestricted navigation with -50°C endurance.

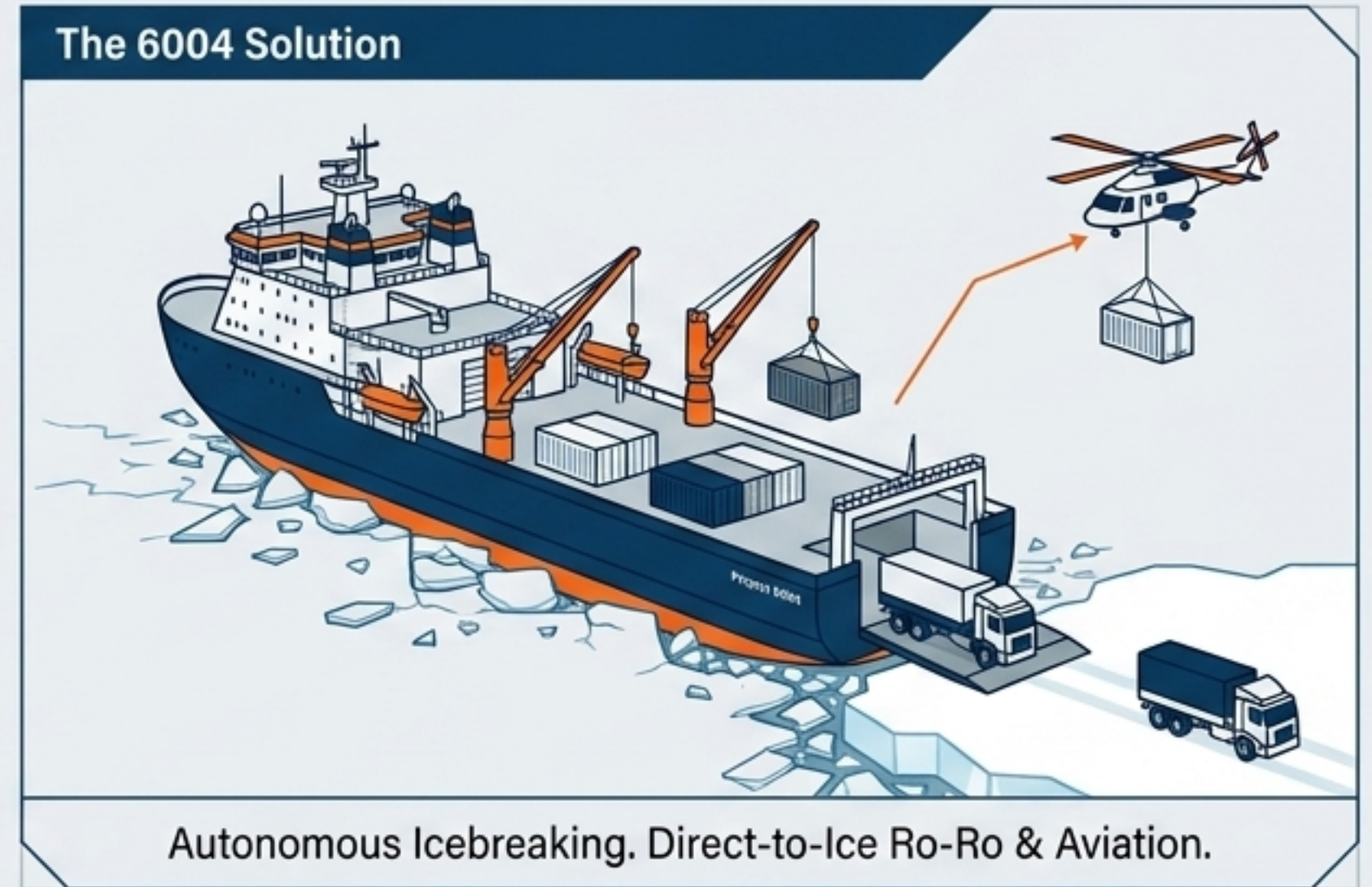
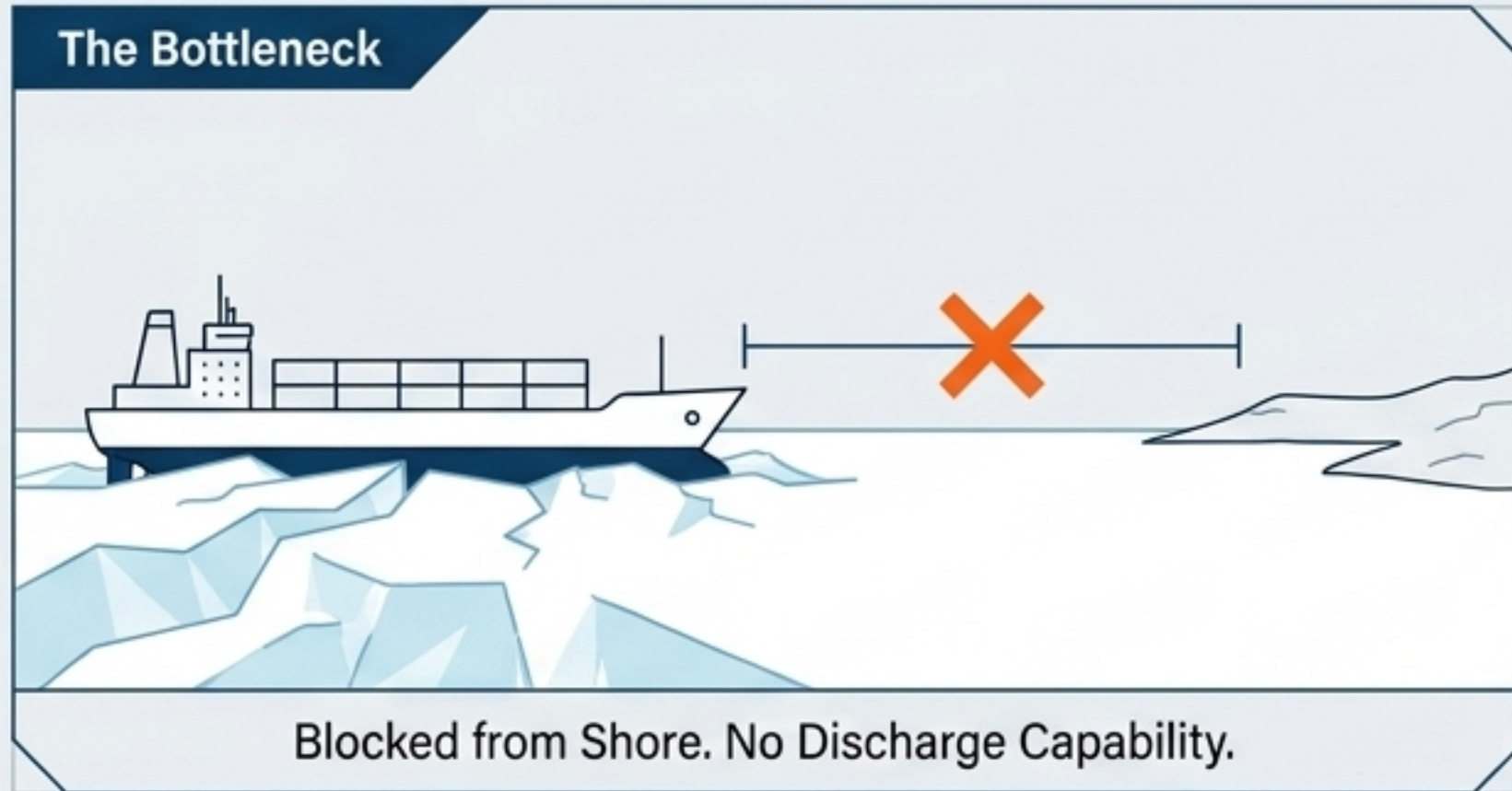


Opportunity: A near-ready asset offering an immediate market shortcut compared to 3-5 year newbuild lead times.



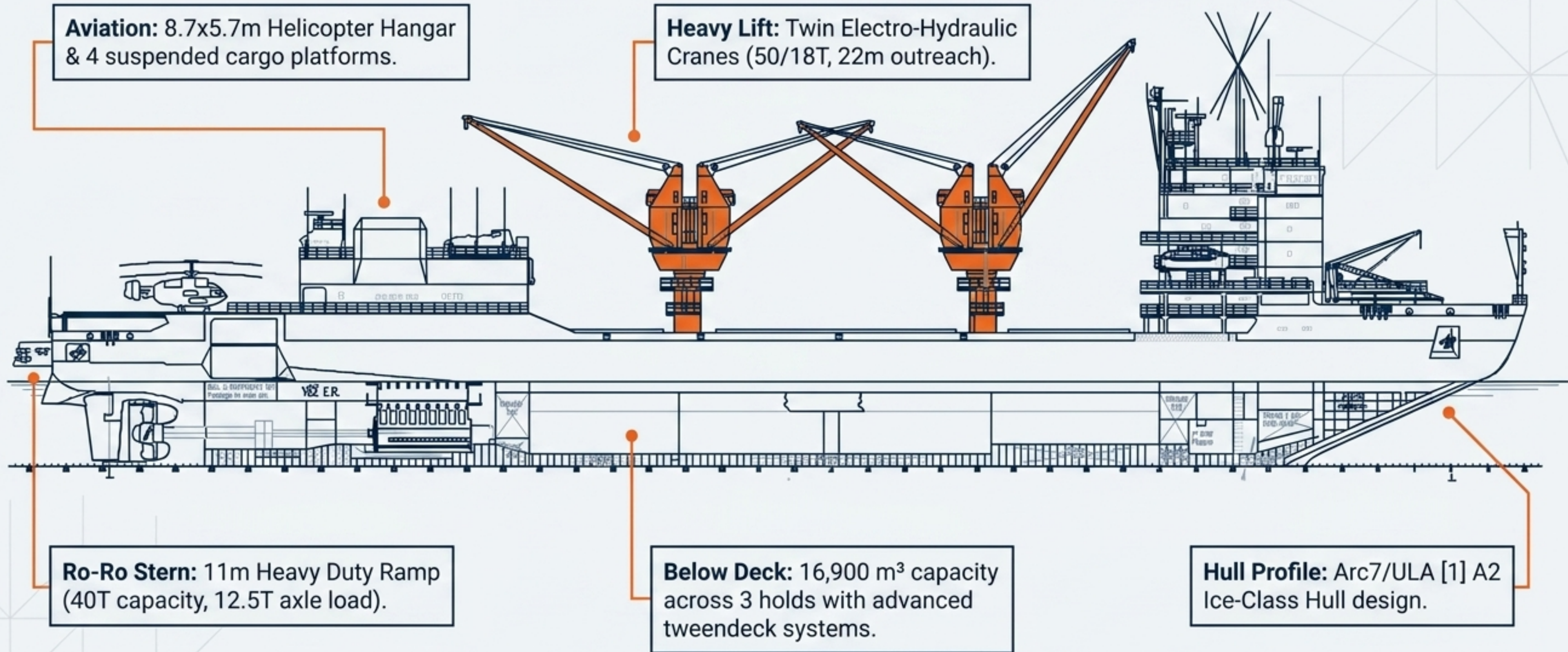
The Bottleneck in Extreme Destinal Logistics

The Arctic and Antarctic structurally lack traditional port infrastructure. Conventional ships require costly icebreaker escorts and are fundamentally incapable of unloading without established port cranes.



Project 6004 provides the capability of an entire convoy within a single hull.

Platform Anatomy & Technical Architecture



Performance, Capacity & Extreme Endurance

Dimensions

167.0m
LOA

22.6m
Beam

8.0m
Design Draft

Tonnage

10,225 DWT

14,400 GT

Power & Range

13,200 kW Main Engine (M.A.N.-B&W)

17.5 Knots

8,000 Nautical Mile Range

Extreme Endurance

Engineered for **-50°C Hull/Insulation** parameters and **-40°C Deck Machinery** operational tolerance.

Uncompromising Ice Transit & Direct-to-Ice Discharge

Ice Transit Capabilities



Ice Transit Capabilities: Capable of 1.0m continuous ice transit (with 20cm snow) at 0.5 knots, and up to 2.0m utilizing ramming operations without dedicated icebreaker escort.

The Ro-Ro Advantage



The Ro-Ro Advantage: The 11m x 3.9m stern ramp is engineered for a 40T maximum strength and 12.5T axle load. Enables immediate, autonomous deployment of tracked vehicles, construction equipment, and modular base components directly onto unequipped shores or fast ice.

Mixed Payload Advantage & Cargo Versatility



Containers

Up to 341 TEU capacity (245 inside holds, 96 on deck).

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LOWER DECK



Heavy & Project Cargo

Designed to accommodate up to 80T single lifts with a massive 7x24m footprint.

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LOWER DECK



Bulk & Resources

Holds engineered for heavy bulk, including fine ore concentrates (feinstein), coal, and grain.

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LOWER DECK



Specialized Payloads

Features two distinct 200m³ refrigerated holds (+2°C to -15°C), a dedicated 25m³ valuables compartment, and 240m³ aviation fuel tanks.

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LOWER DECK

The Optimal Balance for Polar Logistics

Capabilities	Dedicated Icebreaker	Standard Ice-Class MPP	Ice-Class Ro-Ro	Project 6004
Continuous Ice Transit	●	◐	◐	●
Port Independence (Direct Discharge)	◐	○	●	●
Mixed Cargo Capability	○	●	◐	●
Heavy Lift (Cranes)	○	●	○	●
Aviation/Helo Support	●	○	○	●

Synthesis Insight: Traditional solutions require a multi-vessel convoy. Project 6004 unifies ice transit, heavy lift, vehicle roll-off, and aviation into a single, high-efficiency hull.

Target Commercial Sectors & Applications



Government & Scientific (National Antarctic Programs)

Serves as a floating research base, autonomous resupply vessel, and personnel accommodation (up to 125 pax in expedition format).



Energy & Offshore (ADNOC, Equinor)

Enables delivery of subsea equipment, modular rig construction, and emergency supply without relying on established ports.



Mining Operations (Baffinland, Nornickel)

Maximizes short seasonal supply windows for heavy equipment import and ore concentrate (feinstein) export.

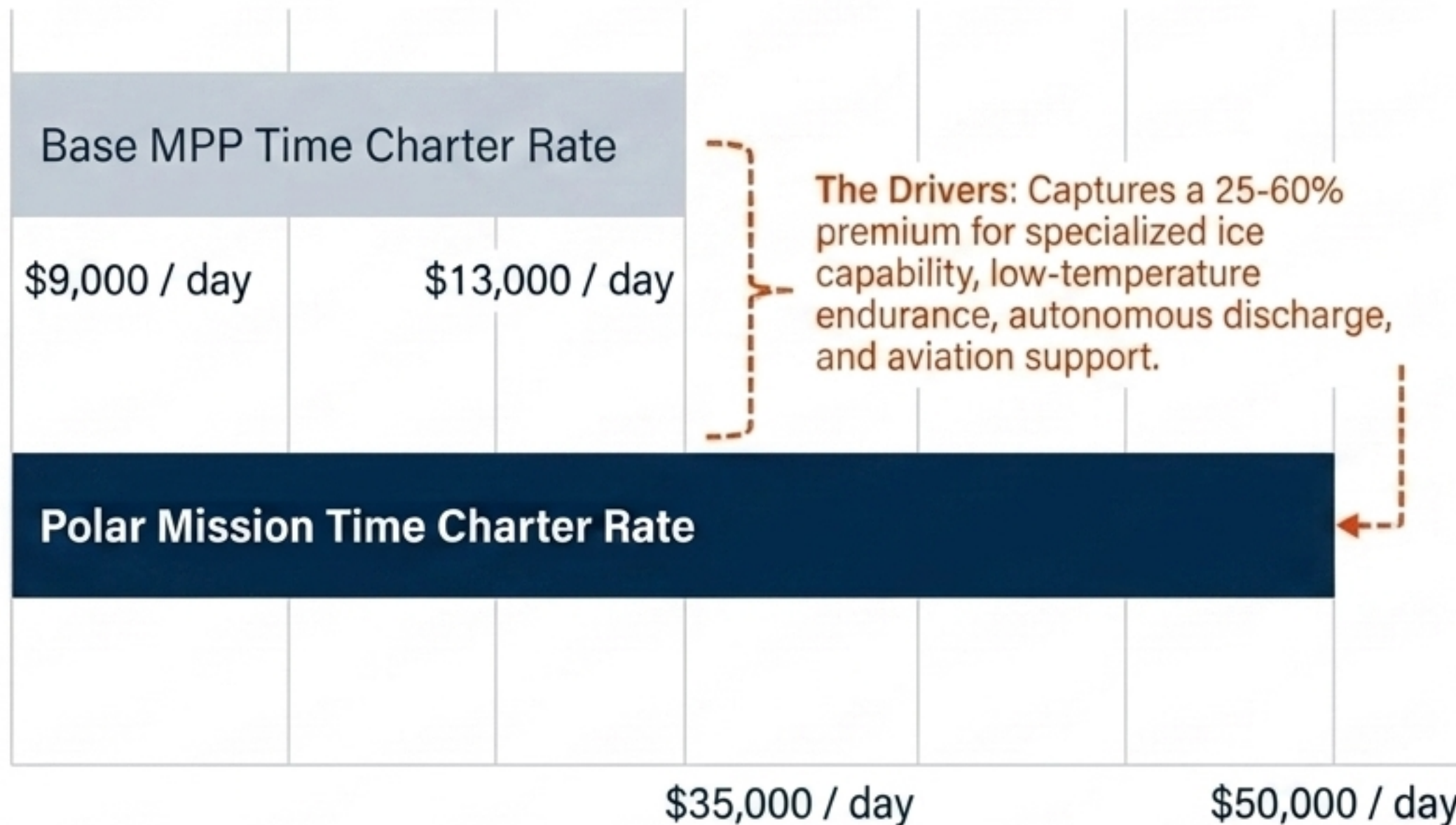


Strategic Logistics (DP World, NSR)

Acts as the critical last-mile feeder asset for Eurasian logistics corridors where mainline container ships cannot operate.

High-Yield Charter Economics & Asset Value

Charter Rate Comparison

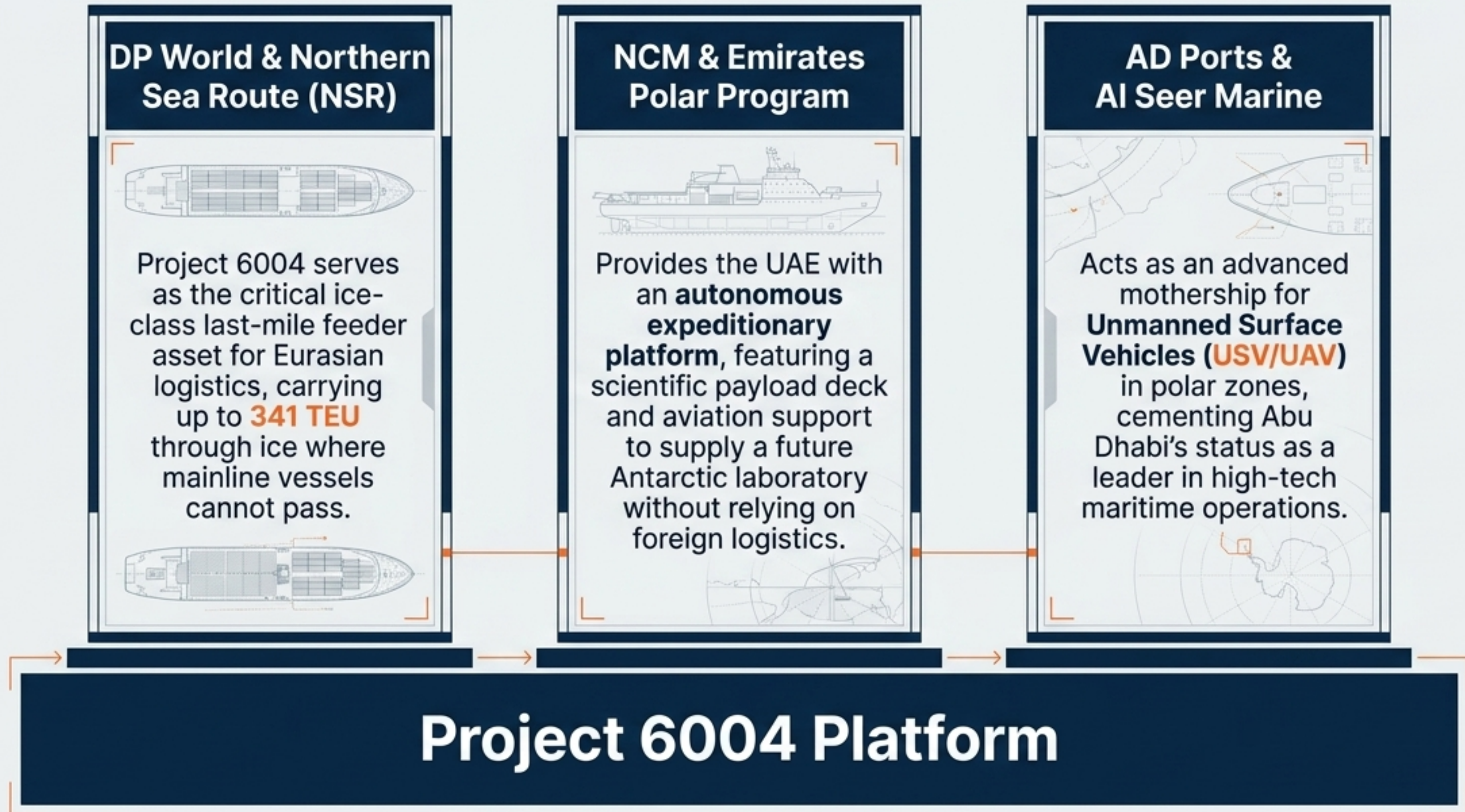


The Asset Value Logic

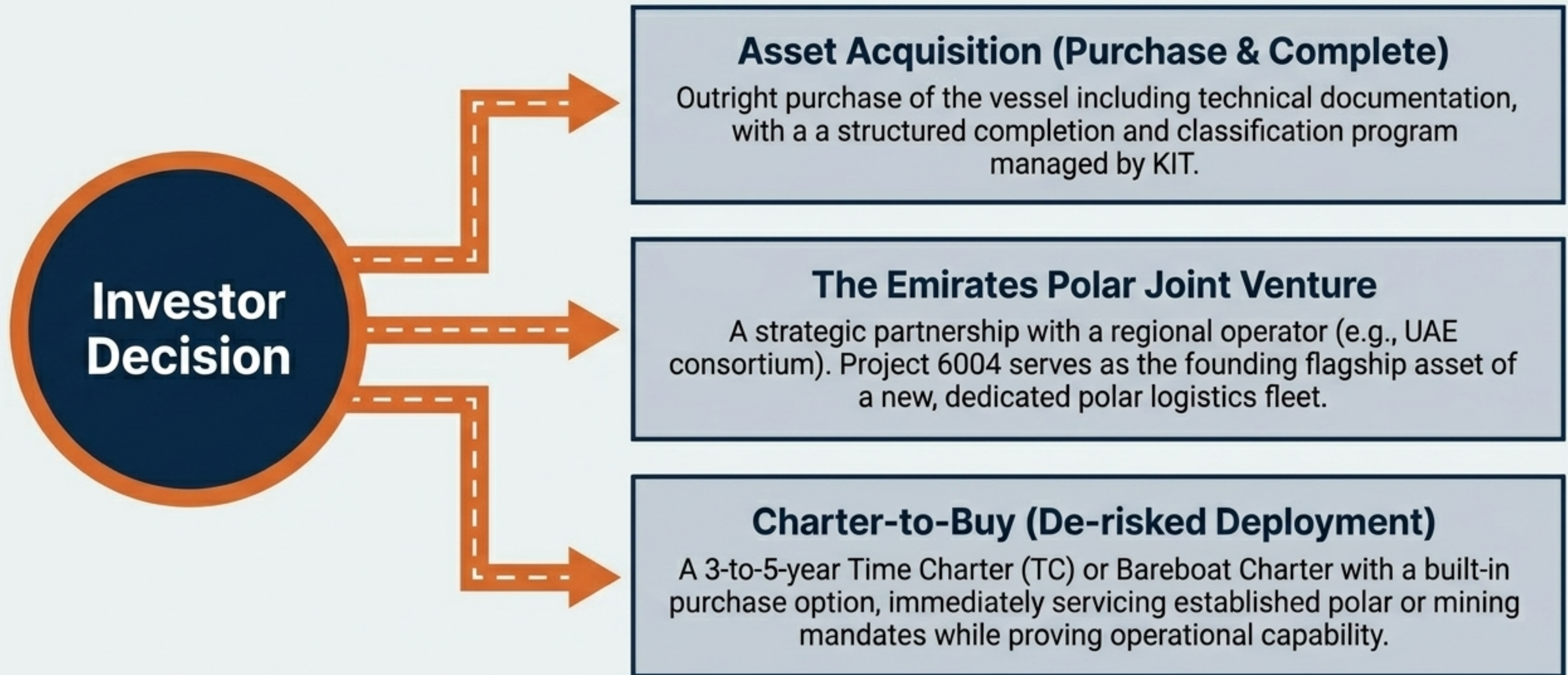
Analogous Arc7/Polar logistics newbuilds command CAPEX upwards of \$80M-\$130M (historically up to \$80M+) with severe 3-to-5-year shipyard delays.

Project 6004 offers an immediate strategic shortcut and custom completion.

The Emirates Polar Bridge: Strategic Alignment

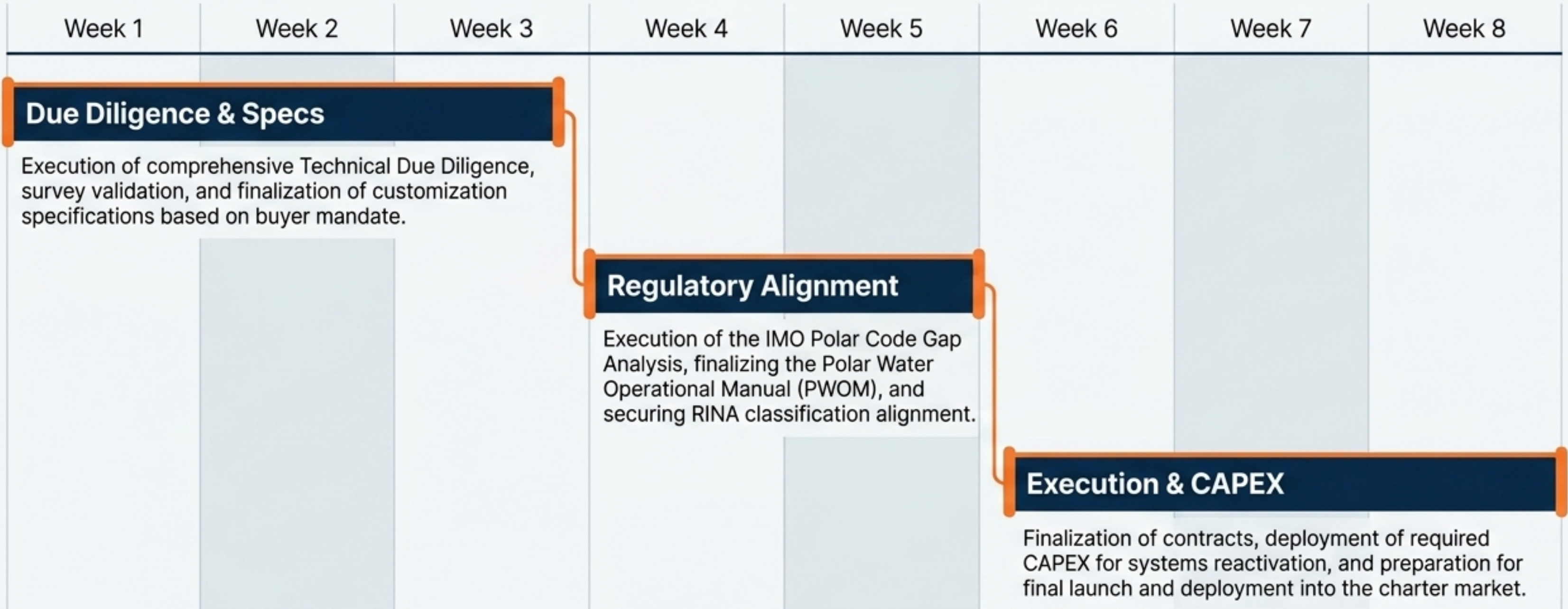


Flexible Transaction Structures & Engagement Models



Accelerated Strategic Completion Roadmap

Active, customizable offshore conversion project managed over an 8-week structured timeline.



Initiate Formal Due Diligence

Request access to the Comprehensive Technical Data Room to review:

- General Arrangement (GA) Drawings
- Survey Reports & RINA Classification Materials
- Completion CAPEX Matrix & ROI Modeling
- Polar Code Compliance Pathway

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