

Northern Sea Route offers a promising alternative for cargo transportation between Asia and Europe

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The first-ever container transit from China to Europe via the Northern Sea Route (NSR) has recently arrived at the British port of Felixstowe. The vessel departed from Ningbo, China, on September 23, marking a historic milestone in transforming the NSR into a viable and sustainable logistics corridor between Asia and Europe.

Carrying nearly 25,000 tons of cargo, the vessel entered the Northern Sea Route on October 1. Navigation and information support along the route were provided by a Rosatom enterprise. After unloading in Felixstowe, the ship will continue to other European destinations. The journey through the Russian Arctic took just 20 days—almost half the time required by traditional southern routes.

As the global maritime industry intensifies efforts to decarbonize logistics, shorter routes like the NSR offer a tangible way to reduce

environmental impact. By cutting travel distances, the Northern Sea Route significantly lowers transportation time, costs, and greenhouse gas emissions.

Stretching approximately 5,600 kilometers, the NSR is the shortest sea passage between Western Eurasia and the Asia-Pacific region and serves as a key national transport artery for Russia. In 2024, cargo traffic along the route reached a record 37.9 million tons, surpassing the previous year's volume by over 1.6 million tons.

The comprehensive development of the Russian Arctic zone remains a strategic national priority. Efforts to enhance this logistics corridor include establishing regular freight services, constructing new nuclear-powered icebreakers, and modernizing supporting infrastructure, with Rosatom enterprises playing a pivotal role in this ambitious expansion.

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