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This Special is part of ITJ issue 19-20/2013

A European premiere

Geodis Projets hauled transformers to the Pyrenees by rail and road in a smooth job carried out for Inelfe, a Franco-Spanish energy consortium.

«Consolidation needed»

In a recent interview Hansa Heavy Lift managing director Thomas Dyrbye explained why his firm has occupied a «niche within a niche», and why he believes that a market consolidation is what the heavylift segment needs.

Heavy Ruslan flights

The trusted Antonov AN-124 workhorse recently carried a 101 t oil platform component to South Korea, as well as three 92 t winches to Turkmenistan. The plane can even shift its centre of gravity if the cargo so requires.

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Booth the GSA Efis Air as well as Saudia Cargo transported rockets parts recently, the former hauling the «Ariane» for the European space programme and the latter a space capsule that has twice been in outer space.

Loco through Las Vegas 23

It is not often that a 190 t locomotive cruises down Las Vegas boulevard. The unit sighted far from its home track recently was being hauled by a 14-axle heavylift trailer.

Record in the Philippines 47

The largest heavylift transport task ever to be carried out in the Philippines will be completed at the end of 2013. Royal Cargo organised the job for the Petron Corporation.

A helicopter on a plane 67

An Antonov AN-124 flew a multipurpose helicopter from Leipzig/Halle airport to Afghanistan, where it will be deployed by the German army.
Dear readers,

The description above aptly encapsulates two aspects of this special supplement to the ITJ. Record-breaking consignments are – contradictory as it may sound – almost becoming the order of the day in the heavylift and project cargo industry. The trend towards transporting ever heavier as well as ever larger consignments is clear. This is one of the developments that makes the sector one of the most interesting segments in the global transport industry. No project compares to another and every new undertaking brings the best ideas out of the industry’s professionals and experts. One of these shipments may even be recognised as a Guinness World Record (see page 26).

The sea change currently affecting the maritime transportation of project and heavylift cargo is described in detail on pages 17–19. Over and above this you’ll find reports on heavy consignments from the airfreight and road haulage sectors – as always, as well as news about intermodal project cargo operations.

Which brings us to the second record addressed above – the one concerning the number of articles on offer. The many fascinating projects we’ve read and heard about recently made it easy for us to select an especially broad range of brilliant heavylift solutions for you this time.

Reading about the creative ways the industry’s experts solved their seemingly unsolvable problems may regenerate your own creativity!

Enjoy your read!

Antje Veregge
Head of shipping and ports
Overhauling its modular range

Lighter heavy trailers

In the project and heavy goods business the demands on trailers for transportation services are constantly rising. While the weight and length of goods increase, this is not necessarily the case for the low-loaders. Faymonville has developed a lighter but compatible twin version for an existing heavy module.

The route from a forge in Rocherath to producing a trailer today was a long one. The chassis of the Faymonville Modulmax range are subject to a continuous development process, in line with the requirements of the market. For example Faymonville’s heavy G-ST modular range, which recently underwent an optimisation process. The Belgian family firm Faymonville, a manufacturer of special trailers, pays great attention to detail, and even the smaller components are constantly tested and improved.

The most recent modular systems from Faymonville are the ST and MT versions. The G-ST is a chassis in the heavier modular range intended for the European market (36 t per line). Faymonville developed the G module MT to provide users with a lighter model which is still completely compatible with the G-ST system, however. In comparison with the G-ST, the G-MT is around 700 kg lighter per line, and it can carry loads of up to 25 t per line. As per the company standard, the steel structure of the G-MT was calculated entirely using the finite-element method, in order to guarantee that customers receive the highest possible performance for the lowest possible weight.

All the usual accessories available

The results are reflected in the market. Customers are increasingly opting for the weight-optimised design of the Modulmax range, which is designed for heavy goods. This is not only the case in Europe, as was expected, but also in countries where previously only the heavy design of the modular axles was employed.

The G-MT is aimed at customers who already own a heavy load type G-ST module and are looking for a lighter module with the same rugged chassis. As usual, accessories such as goosenecks, drawbar systems, low-bed units and turntables are available. The G module is also suitable for parallel use in sequences of three or four.

www.faymonville.com

New operating centre

Intermarine, a New Orleans-based US managing agent of several vessel-operating companies that specialise in heavylift activities, opened a new 4,000 sqm logistics centre in Houston early in April. It is located on the 95 ha compound of Industrial Terminals, an Intermarine subsidiary which is set to increase its staff from 200 to 220 as a result of the measure. Intermarine, which is currently benefiting greatly from an increase in energy sector activities between Houston, South America and West Africa, according to CFO Mike Dumas, will transfer about 45 people to the new facility.

www.intermarineusa.com

Intermax completes transport to Dongfan Cangnan

Intermax Logistics Solution has transported 15 sets of heavy equipment for the new power plant in Dongfan Cangnan, through its southwestern branch. The units were shipped from Chongqing to Dayang and then delivered to Nantong. The maximum dimensions of the individual items was 18.3 by 2.5 by 3.1 m, with a greatest individual weight of 71 t, whilst the smallest unit measured 8.3 by 4 by 2 m and weighed 23.3 t. The specially-constructed wooden frames were covered with waterproof material. The goods were transported on low-loaders from the manufacturing plant in Deyang to the port of Chongqing Naxi Gou. The first equipment was shipped out on the Intermax ship Xinglong 908 on 28 March, and arrived in Dayang on schedule.

www.inter-max.net
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Large transformers transported by rail for a Franco-Spanish cooperation project

A first for Europe

Energy for the future, says Inelfe’s slogan, projecting the ambitions of the Franco-Spanish electricity link. It is currently constructing two sub-stations, one in Spain and one in Baixas, near Perpignan (France). Geodis Projets, having thoroughly evaluated all the options on behalf of its customer Siemens, then settled on the solution of transporting Inelfe’s transformers by rail. The project is a first for Europe.

The last 70 km from the port to the destination posed a nigh-on insurmountable problem for the transport planners from the outset. Originally, Geodis Projets had expected the last leg of the transport to be undertaken by road. They had carried out a detailed study, together with their partner, the Swiss firm Friderici. The results were sobering. The estimated investment required to strengthen bridges and roads, or alternatively to overcome numerous wide dry ditches, would have amounted to more than EUR 1 million. As a result the partners decided to look into a railway solution as an alternative to road transport.

Wagons for heavy goods transport

The technical answer was provided by a Geodis subsidiary, the Société de Transports Spéciaux Industriels (STSI). Its railway wagons for heavy loads have a total of 28 axles (see photo), and these were adapted and prepared to be in a position to safely carry the transformers. Thus a decision was made in favour of transporting the load by rail – an innovative form of transport for a load like this, and an approach that had never been tried before in Europe.

In February 2013 the seven transformers were transported from Port-la-Nouvelle to the train station, using an 18-by-2 trailer. On 16 March the main leg of the transport by goods wagon began. One transformer a week for seven consecutive weeks was moved by special STSI wagon from Port-la-Nouvelle to Espira de l’Agly, the nearest train station to Baixas.

The transport was carried out on the SNCF mainline, and there was a time window for each trip every Sunday from midnight. «For the first convoy we took nearly seven hours to cover the 70 km stretch,» François Ruetsch of Geodis Projets said. «By the last trip we had gained the requisite experience and mastered the route, and so were able to cover the distance in less than half that time.» The
The last transformer left Port-la-Nouvelle on 28 April and headed for its destination on one of the special railway wagons.

**The home stretch**

The rail section was thus managed relatively uneventfully. The last 6 km from the railway station at Espira de l’Agly to the Inelfe site at Baixas represented the icing on the cake of this heavylift transport task.

French rules regarding the transport of oversized heavy cargo measuring more than 18.5 m in length, 2.55 m in width and weighing more than 50 t require the transporters to provide the authorities with a precise map of the route, and the transport has to have a security escort too. It was the constructive cooperation with officials, with the authorities in the mayor’s office in Baixas, with the general council of the department Pyrénées-Orientales, as well as with the prefect’s office in Perpignan that made the last leg possible.

The team had to ensure the reinforcement of certain roads in several places, as well as of other infrastructure, but finally it was possible to complete the transport on the tortuous roads through vineyards and villages, and unload the transformers at their destination.

**Successful cooperation**

In addition to successful coordination with the authorities it was the supportive collaboration of Réseau Ferré de France (RFF), the infrastructure department of the French railways, as well as the analogous department of the French state railway SNCF and the latter’s cargo unit Fret SNCF, that contributed in no small measure to the success of the project. «On 3 May the last transformer was unloaded in Baixas,» François Ruetsch said, with pleasure. «In the end the team that had planned and executed this project over several years delivered its promises with just one week’s delay. We should all be proud of this first in Europe.»

Geodis STSI had also secured the support of the Mâcon-based transport and handling company Couturier for this task. The equipment it deployed over a two-month period was impressive. It included trailers with a total of 34 hydraulic axles, a railway wagon with 28 axles, five tractors, a mobile gantry crane with a 500 t lifting capacity, and teams for hydraulic lifting operations and the adaptation of roads. There was a total of 20 people, divided up into three teams, working locally on accompanying the transport.

Christian Doepgen

www.geodiswilson.com
www.fret.sncf.com
www.inelfe.eu; www.rte-france.com

The 6 km of roads on the last leg to Baixas presented quite a challenge for man and machine.

![Photo: www.jeanjoel-remy.com](https://example.com/photo.png)
Volga-Dnepr turns on the lights in Sochi

Volga-Dnepr is pulling out all the stops and providing key heavylift air cargo operations to ensure the success of next year’s Winter Olympic Games.

The countdown for the next Winter Olympic Games, which are due to be held in Sochi (Russia) from 7 to 23 February 2014, has started. AirBridgeCargo set the wheels in motion recently with a number of logistics supply flights (see ITJ Daily of 12 February 2013). Now Volga-Dnepr Airlines, another member of the Volga-Dnepr Group, has followed suit. On 26 March it transported a turbine for a thermal power plant from Stockholm (Sweden) to Sochi on board an Ilyushin IL-76TD-90VD. The delivery of the 23 t turbine produced by Siemens was organised by the Russian logistics service provider Major Cargo Service.

More equipment from Scandinavia

As part of another time-critical project for the energy industry, Volga-Dnepr used the same type of aircraft to transport heavylift cargo from Scandinavia in March. This time it involved two 33 t oil and gas pumps, which were transported from Bergen (Norway) to St John’s (Canada) in 48 hours.
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The GSA Efis Air, which is a member of the ECS Group, recently carried out the delivery of the fourth and last stage of Europe’s Ariane rocket, which is scheduled to lift-off on its next mission on 5 June. Another transportation job related to the past as well as the future of space exploration was carried out by Saudia Cargo, which transported the space capsule “Almaz.”

The historical capsule Excalibur Almaz undertook its first flight as part of the Cosmos 929 spacecraft, which flew in orbit from 17 July to 18 August 1977. After that it flew again on 30 March 1978. This important flight – designated Cosmos 998 – demonstrated the space capsule’s reusability. Only the space shuttle systems of the USA and the Soviet Union / Russia have made more journeys into space.

Strive to go where no carrier has gone
Saudia Cargo took charge of the consignment and flew it from East Midlands airport to Jeddah on 28 March, from where it was on-forwarded to Riyadh. Meticulous planning was necessary to ensure the safe passage of the capsule to its final destination. The Excalibur Almaz RRV will be exhibited at a science fair in Riyadh and will also be taken to schools for space education sessions.

The Excalibur Almaz, a so-called re-usable return vehicle and the only space capsule to have been in space twice, made its first journey to the Kingdom of Saudia Arabia recently. The capsule was shipped and trucked to East Midlands airport from the place where its journey started, on the Isle of Man. Not many people realise that the self-governing British crown dependency in the Irish Sea is one of the largest investors in space travel, after the USA, Russia and China.

The Excalibur Almaz RRV under took its first flight as part of the Cosmos 929 spacecraft, which flew in orbit from 17 July to 18 August 1977. After that it flew again on 30 March 1978. This important flight – designated Cosmos 998 – demonstrated the space capsule’s reusability. Only the space shuttle systems of the USA and the Soviet Union / Russia have made more journeys into space.

A space programme with a future
Excalibur Almaz is a private aviation and space travel firm based in Douglas, the capital of the Isle of Man, a self-governing British crown dependency in the Irish Sea. It also has branch offices in Houston (USA) and Moscow (Russia). Its aim is to carry out space missions that go beyond orbiting the earth. Its first project is headed for the moon, and later endeavours have their sights on objects further afield. It will deploy space ships that are based on the re-usable return vehicles deployed in the Soviet-era Russian Mercury programme. The first flight of one of the six modernised space ships that it owns is expected to be carried out in about 2015.
space. Hayman Burhan, of the communications department of the Saudi Arabian flag carrier’s airfreight unit Saudia Cargo, said that the firm was «honoured to move this wonderful piece of engineering. We always strive to go where no other carrier has gone before.»

**Lucrative business for sensitive goods**

Efis Air in turn, which is a member of the ECS Group, has been in active this lucrative segment for a long time. The GSA recently arranged for the delivery of the fourth and last stage of the Ariane rocket from Europe to French Guiana, on the northern coast of South America. The sensitive cargo, which weighed approximately 10 t, had to be maintained at a constant temperature of between 25°C and 27°C throughout the entire transportation process. Efis Air was able to successfully achieve this – despite the fact that the temperature at Vatry airport, near Paris, where the flight departed, was −1°C, and the outside temperature awaiting the shipment when it arrived in the Guianese capital city of Cayenne stood at 26°C.

Efis Air chartered an Ilyushin IL-76 freighter for the flight. The company’s operations manager, Irina Boutry, accompanied the section on the journey. Efis has previously arranged for the movement of space rocket stages to Cape Canaveral in the USA. It is currently also working on another project, due to be carried out later in 2013, to transport a similar shipment for the space industry, this time to the Baikonur space station (Kazakhstan).

Alain Boussard, the managing director of Efis Air, said that his company is «very happy to be involved in such an important project for Europe’s Ariane space project. This is a business field in which we continue to demonstrate a high level of expertise. We’re confident of further expanding our activities for the aerospace industry in 2013, as well as in the longer term.»

**A list of successful missions**

The next Ariane 5 mission is scheduled for 5 June. The last time the strongest European satellite-launching rocket took off was 7 February, when it was launched from Kourou (French Guiana). It carried a satellite on board then that was launched into space. The European space programme has been operational since 1996 and has successfully completed 64 out of 68 jobs. Scientific, technical, financial and political entities from ten European countries are shareholders in Paris-based Arianespace, a commercial satellite-launching company. The stakes are held in France (60.12%), Germany (18.62%), Italy (9.36%), Belgium (3.15%), Switzerland (2.51%), Sweden (2.3%), Spain (2.01%), Netherlands (1.82%), Norway (0.1%) and Denmark (0.01%).
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Developments in the maritime transportation of heavylift and project cargo

«Where are we going?»

The transportation of heavylift and project cargo is a relatively small niche, when compared with other areas of commercial shipping, such as the container business or the bulk freight sector. Nevertheless, tough market conditions are making life difficult for the segment. The big question at the forefront of everybody’s mind in the industry is – have we hit the bottom yet?

The global economic and financial crisis has had direct effects on the business of transporting heavylift and project cargo. Many companies have adapted to dwindling demand in a broad range of segments in many regions of the globe by shelving expansion plans for the foreseeable future.

In addition, the willingness of banks to finance large-scale projects has dropped off drastically as a consequence of plunging demand. Today, the heavylift industry continues to struggle with the fallout. (See also the interview with Tomas Dyrbye, CEO of Hansa Heavy Lift, on pages 38-41 of this issue). Although the global fleet of heavylift vessels is relatively small, competition for available cargo amongst players in the business is cutthroat.

It is common knowledge that the container and bulk freight segments are by no means better off than the heavylift business. The result is that shipowners active in the former segments are increasingly putting their efforts into getting project cargo onto their own vessels. In comparison, these shipments are often considered more lucrative than container and bulk freight consignments.

A glimpse of the future

Susan Oatway, the author of a regular report on multipurpose shipping for the British analyst Drewry, illustrates the current situation. «Competition from the container segment is becoming more aggressive on account of the fact that we are still in a very weak market. The container and bulk sectors are competing strongly for project cargo.»

The heavylift sector experienced a high between 2007 and 2008. As a result, many carriers ordered new multipurpose heavylift vessels, which shipyards have been delivering over recent years. According to Drewry, there were 3,189 ships in the global multipurpose fleet in January, with a total capacity of 28.6 million dwt. Of that fleet, Drewry says that only 852 of the freighters are specialised in the transportation of heavylift and project cargo. A ship must have its own on-board crane with a lift capacity of at least 100 t in order to fall under Drewry’s definition of a multipurpose heavylift freighter.

Ships equipped with cranes capable of lifting more than 250 t are classified as premium multipurpose heavylift freighters by the analyst. Both of these categories combined comprise a fleet that encompasses approximately 11 million dwt. According to Oatway «the fleet of multipurpose breakbulk freighters is only increasing moderately in comparison with other types of ships. My latest report shows it growing at an average annual rate of 0.8% to 2016.» Drewry estimates that the total number of multipurpose vessels will increase by 4% per year, however.

If the bargain basement prices for new vessels were to prompt shipping lines to go on a shopping spree, then this could well throw Drewry’s calculations off target. «Demand in the heavylift segment can be satisfied with the current level of tonnage. Nevertheless, a number of shippers have ordered new vessels, due to the relatively reasonable prices for new ships, particularly in Chinese shipyards,» explains Guenther Bielfeld, the chief commercial officer for the Asia-Pacific region at F.H. Bertling.

Past no yardstick for the future

This has given rise to the concern amongst industry insiders that what happened with the liquid natural gas shipping segment, for instance, could be in store for this market as well. Following a promising beginning in LNG shipping, the ratio between supply and demand was turned on its head by the high volume of newbuildings.

Another issue that the industry is particularly concerned with right now – apart from the volume of orders for new vessels – is the design of ships. In other segments of shipping, the specifications of the cargo are usually known, at least

continued on page 18
generally, before a ship is built. This is not the case in the project cargo business.

Furthermore, in most cases load weights can also vary dramatically from consignment to consignment. Close coordination with freight forwarders and others in the supply chain is particularly important when designing a new ship. An analysis of shipments carried out in previous years also plays a critical role. There is a tendency to look at the extreme weights shipped in the past in order to draw conclusions about the requirements of the future.

Bigger and heavier
Henrik Pedersen, the vice-president of the shipping company Clipper in Singapore, says that the majority of the multipurpose heavylift ships plying the world’s oceans have capacities of either 5,000 to 20,000 t or 20,000 to 30,000 t. According to him, the lifting capacity of the on-board cranes is generally between 100 and 500 t on the smaller craft, whilst on the larger ships two cranes used in tandem might be capable of moving loads as heavy as 2,000 t. The latter will be in high demand in the future, as players in the heavylift business have noted a clear trend towards larger and heavier units.

This is due to a change in global supply chains. Consolidation of production facilities can be increasingly beneficial for companies that are streamlining their operations. Rather than fabricating parts at different locations around the world and assembling them at yet another location, more and more companies are now carrying out the assembly process at a single location.

A shift in production regions
From there, a more complete unit is transported to the project site. «The project business is constantly changing,» Biefeldt explains. «The boom in the wind power industry in the 1990s, for instance, gave rise to a completely new market for heavylift cargo as a part of project cargo activities.» As a consequence, many shipping lines adapted the space on the decks of their new ships to accommodate the length of windmill blades.

The cargo itself is not the only thing that is in a state of flux. The regions that play an important role in the business are also undergoing change. Northern and Southeast Asia, continental Europe, the USA and the Mediterranean Sea region have traditionally been key markets for the export of heavylift cargo.

On the import side, the Persian Gulf countries, India, Southeast Asia, West and East Africa, Australia, the east coast of South America and the USA are all important markets. A profound change may now be on the horizon for the latter. «The
current shale-gas boom in the United States of America could result in the country becoming a bigger importer of heavylift cargo in the future. Up to now the USA has mainly been an exporter of various products in that sector, according to Bielfeld.

Another big change is taking place in the Arctic Sea. The opening up of the Northeast Passage in northern Russia has made it possible for ice class 3 ships to serve LNG projects in Siberia. Political changes have had a profound effect on the sector too. Whilst Iraq has seen a veritable project cargo boom following the fall of Saddam Hussein, many shipping lines and freight forwarders are reluctant to serve project sites in neighbouring Iran. Some do not even want to send goods through the country in transit, either out of concern for their relationships with their US customers or due to international sanctions.

At the moment regions such as the Middle East, Australia, Southeast Asia, Africa and Latin America are particularly interesting in terms of their growth potential, according to Bielfeld. Amongst these, Brazil and Mozambique are especially attractive. «On top of this we also need to keep a close watch on how the political situation develops in Venezuela,» the heavylift expert adds.

New challenges
In view of all this, the overall developments in the heavylift sector remain very interesting. At the same time, the requirements transport companies have to fulfil are changing and becoming ever more stringent. «In particular, more and more oil and gas companies have started demanding a greater number of qualifications from us before they finalise their orders,» Bielfeld says. The project cargo specialist adds that the management of health, safety, security and environment standards (HSSE), as well as of compliance, quality and human resources requirements, is developing into an increasingly important aspect of the business for specialised heavylift transport service providers.

Many shipping lines and other companies involved in transporting heavylift cargo are very hard pressed when it comes to personnel. Adequately qualified experts capable of handling highly-complex project cargo jobs are not easy to come by in most regions, a problem which is compounded by the increasingly common practice amongst shipping lines of opening offices even in remote areas.

A look into the crystal ball
The prevailing market conditions are already scarcely bearable for many shipping lines. Very often rates are so low that companies cannot even cover their own operating costs. The situation is unlikely to improve by the end of this year, however. In fact, things could take a turn for the worse.

«In view of the strong competition for cargo from the container and bulk freight shipping lines, I expect the situation in the heavylift and project cargo business to become even more critical in the coming months. However, once the container and bulk markets stabilise, the project cargo market could improve in the medium term,» Oatway predicts.

Naturally, the development of the global economy plays a central role in any such recovery. The first indications of positive developments are beginning to emerge, particularly in the USA. One thing seems eminently clear, however. It is the carriers themselves who will ultimately decide whether to resist the temptation of the relatively low current prices for new vessels and to thus prevent the market from being flooded by excess tonnage.

Antje Veregge
www.drewry.co.uk
www.bertling.com
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Contact: projects@bws.dk
The Swiss company Emil Egger

Construction modules for schools

The heavylift department of the Swiss transport and logistics service provider Emil Egger landed a rather unusual contract recently – namely to load, transport and re-locate 120 temporary wooden school room units to new sites in the greater Zurich region.

The main reason the firm Emil Egger won the contract to transport the provisional school rooms was that this St Gallen-based enterprise owns all the equipment needed to implement a logistics operation of this type. The equipment and plant in its possession ranges from the terminal where the customer assembles and equips the modular structures, to the machinery for manufacturing them, as well as an indoor crane for loading the finished units, trailers for transfers to the sites and cranes for positioning the schools at site.

“The entire logistics chain can thus be executed by a single operator, which helps us to finish the job smoothly and allows us to provide a top-quality service,” explained Michael Egger. He was in charge of the operation, both as a board member and as the head of the firm’s heavylift department.

Significant logistical challenge

Though it may appear otherwise at first glance, it should be noted that the six-month project that ends in July definitely falls in the heavylift category. The 10 m long, up to 3.2 m wide and 3.6 m high modules are not only too big to be loaded onto normal trucks, but they also weigh a not inconsiderable 8 t each. The company delivers the rooms to various destinations every fortnight, each two-storey building being made up of ten modular units.

The transit routes are generally relatively short, but a transport is rarely without problems. Sometimes road diversions or temporary traffic blocks have to be arranged, and at other times obstacles have to be moved out of the way. In addition up to six lorries and a crane are in use simultaneously. “The logistical challenge may look modest, but it is actually significant,” the 35-year-old Egger said.

The timing of the delivery of each module is determined by the customer, that is to say the module manufacturer. Before the transport begins a team of professionals from both companies inspects the site where the modules are to be erected and the members discuss the details of the operation. One of the advantages of the process flow devised by Egger is that the units can be largely prefabricated in Egger’s terminal, where the modules are protected from the weather. This reduces the equipment needed at site to a minimum.

Egger’s terminal, where the temporary school buildings are constructed, is a brand new 100 m long, 60 m wide building erected at a cost of EUR 25 million. It was commissioned a year ago. Since then one third of its surface area has replaced Egger’s old 14,300 sqm workshop, with the other two thirds of the building used for storage. 5,000 sqm thereof is reserved for the temporary storage of heavy consignments. The modern hall with all the latest equipment has raised the company’s total storage area at its headquarters in St Gallen to more than 30,000 sqm.

Wilf Seifert
www.ete.ch

Ultra-Brag: a generator for a nuclear power plant

The heavylift specialists of the logistics company Ultra-Brag, which is headquartered in Basel (Switzerland), recently loaded and transported a generator stator weighing no less than 460 t. This heavy piece of plant equipment was manufactured by Siemens in the German city of Mülheim an der Ruhr, and then loaded onto Ultra-Brag’s barge, the Aargau, in Duisburg (Germany).

The transport was carried out according to plan along the Rhine up to the Swiss Rhine ports, where Ultra-Brag then discharged the stator at the Auhafen terminal in Muttenz, near Basel. For the last leg of the journey – via Olten to Gösgen – the heavy piece of equipment was transported by rail on a special railway waggon provided by Felbermayr. Together with a new 100 t rotor, as well as numerous other components, the new stator was erected and commissioned in the machine room of the Swiss nuclear power station Gösgen, as part of its annual inspection and overhaul.

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Goldhofer and Precision Heavy Haul transport a locomotive

Through Las Vegas with an iron monster

The German firm Goldhofer and the US heavylift specialist Precision Heavy Haul recently moved a 190 t diesel-electric locomotive along legendary Las Vegas boulevard, deploying a modular heavy-duty transport system to this end. The loco was destined for the Las Vegas convention centre, where the engine was exhibited at a mining trade fair.

Joe and Joanne Public will hardly have believed their eyes if they were roaming the streets of Las Vegas recently. Far from any railway tracks a giant yellow locomotive emerged from the darkness, gradually progressing northwards along Las Vegas boulevard. This was made possible largely by transport equipment supplied by the German company Goldhofer. Its 14-axle units from the modular heavy-duty transport system THP/SL served as a substitute for rails.

The unusual load was a 190 t diesel-electric locomotive made by the US engine manufacturer EMD, which has been owned by Caterpillar since 2010. With a length of 30 m, a height of 5 m and a width of 3 m the EMD giant was not only the star attraction on Las Vegas boulevard, but also the highlight of the world’s leading mining industry fair MinExpo International, held in the Las Vegas convention centre.

No bridges and few traffic lights
Transporting the railroad monster from a marshalling yard to the exhibition site was an enormous challenge for Goldhofer’s North American customer, the heavylift transport specialist Precision Heavy Haul (PHH) which is based in Phoenix AZ. The PHH team needed to find a way of firmly anchoring the locomotive on the THP modules without greatly increasing the weight of the load.

At the same time the solutions had to be stable enough to ensure that the wheels of the loco were not damaged during transport. «With their high bending moment and low tare weight, the THP/SL axles were the perfect support for the transport of the locomotive. «We can rely completely on Goldhofer equipment at all times,» said Mike Poppe, the founder and owner of PHH.

Goldhofer’s twin-tyred THP/SL modular systems – which can handle axle loads of up to 45 t and offer an axle compensation of up to ±300 mm, as well as an extremely high bending moment combined with a low tare weight – are the world’s most widely used heavylift axles and are always in demand when outsized loads have to be moved. For PHH, success was guaranteed not only by the right Goldhofer equipment, but also by its sophisticated project management. The transport route, for instance, was planned so that the convoy had to cross no bridges and as few as possible junctions with traffic lights.

Prepared for all eventualities
To avoid colliding with power and other overhead cables, a whole team of special service providers was involved in the project. To increase the clearance of overhead cables these had to lifted with their own lifting equipment where necessary, and sometimes traffic lights even had to be dismantled.

To cover the distance between the railway and the convention centre as quickly as possible, the PHH specialists sometimes switched to opposite traffic lanes. The transport convoy was prepared for all eventualities. It included two trucks, the Goldhofer modular trailer, five vehicles with lifting platforms, six telescopic handlers equipped with cranes, working platforms and escort vehicles.

The PHH team also had the support of eleven highway patrol officers, who saw to the safety of the transport and other road users. PHH itself deployed a team of 40 persons on the project.

In the days leading up to the transport of the locomotive the project was a source of some headaches for the authorities in Las Vegas, because US president Barack Obama was due to visit the city on the same day, and they feared that the president’s motorcade could be hindered by Goldhofer/PHH’s activities. «Fortunately there were no problems. The transport operation went off exactly according to plan,» Poppe grinned.

In a narrow time window of only five hours, the 4,300 hp engine was hoisted from the rails onto the Goldhofer THP/SL trailer by means of a special lifting device. After the loading operation it travelled at walking pace to the convention centre at eleven o’clock in the evening, along the most famous street in Las Vegas. On arrival at its destination the locomotive was unloaded directly at the place where it was to stand in the exhibition hall. The journey alone took more than six hours.

edited by ra
www.goldhofer.com
www.precisionheavyhaul.com
White Brothers — three generations of specialised heavylift logistics services

Massive transformers on the move

White Brothers, a company founded in the 1940s, recently undertook another spectacular road transport contract. The job involved moving four transformers, each weighing 110 t.

White Brothers, a Maltese business of many years standing that employs 36 people, was recently entrusted with the highly-demanding job of transporting four 110 t transformers. The pieces of equipment were shipped from Hungary to the Maltese port of Valletta, for onward transport to the new Kappara power distribution centre.

The facility is the third of its kind in Malta, joining similar plants already in operation in Mosta (serving northern Malta and Gozo) and in Marsa (serving central Malta). The new Kappara centre will manage an inter-connector, effectively linking Malta to the European grid, and will improve the energy supply to eastern Malta.

Overnight

“The transformers were moved overnight, in order to cause a minimum of disruption to other road users,” White Brothers director Mario Ciantar told the ITJ’s Jutta Iten. “We had to wait for good weather and, with the help of the authorities, we checked bridge weight limits and tunnel clearances over the entire 15 km route. At one location, a bridge would have been unable to bear the load, so we had to choose an alternative route,” Ciantar elaborated.

The transport task, which was accompanied by a police escort, passed off without incident, and the transformers were delivered safely and on schedule.

A wide variety of cargo

As an independent family business, White Brothers handles a wide variety of cargo. A good example is the company’s contract to clear and transport all the shipments, especially heavy and oversize loads, in connection with the expansion of a second power station at Delimara, near Marsaxlokk in southeastern Malta.

BWSC, a Danish company, was in charge of this project and awarded White Brothers a contract to handle all of the project’s transport and logistics requirements. As Ciantar explained, the project is now nearing completion.

“Our main concern is customer satisfaction. We’ve moved transformers, printing presses, boilers, ventilation systems, generators and even entire production lines. We also take care of customs clearance, dispatch preparation and delivery to customers, working in partnership with our subsidiary White Freight Services,” Ciantar concluded.

Jutta Iten
www.whitebrosmalta.com

White Brothers Limited

White Brothers Limited is a service provider whose core activities focus on making sure that customers are offered comprehensive, tailor-made, fast and flexible transport solutions at competitive prices. To this end the company works in the fields of customs declarations, packaging, warehousing, freight forwarding services, handling, processing and delivering all types of goods. The firm is also strong in the field of heavylift transportation, handling machinery and project cargo equipment. It deploys its wholly-owned specialised vehicle fleet of tractors, terminal tractors, temperature-controlled lorries, trailers, fork-lift trucks and cranes to this end.
We provide flawless, trustworthy solutions globally. For all your special projects.

Every heavyweight transport is tricky, but not every one leads to a unique solution. At ArcelorMittal’s production site in Differdingen (Luxembourg), however, the transportation of steel beams, each of which was 60.6 m long, this was exactly the case. A special customised solution was needed. The 14 beams, all of which together weighed in at 380 t, were ordered by the Germany state railway corporation Deutsche Bahn, to construct a railway bridge in Dresden. The delivery was planned on a just-in-time basis.

The transport of a 60.914 m long steel beam by railway, offering a maximum load length of 25 m per wagon, appears to be ruled out from the start. Not at all, they thought in Luxembourg, and simply combined several wagons together. Each pair of beams was to be transported on a group of three wagons. Two carrier wagons, each 25 m long, sandwich an intermediate wagon 20 m in length, making a total length of 70 m for a group of wagons.

Equipment custom made by CFL
The transportation of these over-length beams was only possible thanks to the possibility of carrying them on custom-made pivoting and sliding cross-pieces fitted to the wagons. «This ensures that the beams remain straight during the journey, while the wagons underneath them can follow the curve of the railway tracks,» explained Fritz Crelo, CFL cargo’s loading expert and head wagon inspector, who personally accompanied the transport to Dresden.

The pivoting and sliding cross-pieces were custom made in CFL cargo’s workshops in Belval (Luxembourg). The beams were mounted in the middle of the wagon and fixed to a girder. Where this was not possible, both sides of the pivoting/sliding cross-pieces were attached to
a fixing point, which formed a frame for the respective steel beam.

Several feasibility studies were needed to determine the route for such a special transport, not just on the national railway networks in Luxembourg and Germany, but also for the internal transport stretch at the plant site (concerning the questions of exceeding the loading gauge and the accessibility of factory halls, amongst others). Specific safety regulations had to be developed and observed during the reservation of the transport route.

**Transport route and wagon sequence**

At the end the sequence of wagons consisting of seven groups of wagons for the transportation of the 14 beams produced quite an armada. The 14 carrier wagons and seven intermediate wagons were each 70 m long per group of wagons, which added up to a total length of the wagon sequence of 493 m.

Each beam weighed 15.7 t, so two beams per pivot cross-piece came in at 31.4 t. Each group of wagons weighed almost 80 t unladen, so with its load each group of wagons weighed a total of 113 t. The whole wagon train weighed 545 t when unloaded, and loaded the whole transport weighed a total of 790 t.

**A record-breaking project?**

The adapted and customised wagons were moved from the Belval site to Differdigen to be loaded. After the seven wagon groups were loaded, CFL cargo carried out a technical inspection of the loaded wagons at the start and then the complete transport of the load from the starting station to Dresden Friedrichstadt, the target station. The train’s speed limit was 100 km/h.

The transport and beam lengths of this project are unique. Up until now, beams this long have not been transported over such a distance from the production site to the building site. In addition to this there were the customised wagons produced by CFL cargo.

«Such an extraordinary project requires the seamless cooperation of many different teams,» said Fernand Rippinger, CFL cargo’s chief executive officer. «Mastering this job was very exciting and thrilling. This is why we’ve decided to submit this project for an entry in the Guinness Book of World Records,» explained Fred Weissenburger, ArcelorMittal’s engineer in charge of the record-breaking project. «The application has already been sent off.»

www.cflcargo.eu
www.arcelormittal.com
Sosersid owes its existence to the steel smelting industry. Its predecessor was founded in 1973 as a transport division of the former Solmer factory, which was headquartered in Marseille. Since then Solmer has been incorporated into ArcelorMittal. In 2002 Sosersid was set up as an independent company by Atic Services, a subsidiary of ArcelorMittal. Sosersid now provides services for project cargo operations to and from Fos.

“Economic considerations triggered this development,” Sosersid director Jean-Claude Sarremejeanne explained. “We needed to improve the utilisation of our staff and wanted to make better use of our steel-handling expertise to expand into the industrial project cargo sector.”

Even today, steel products are Sosersid’s core business. The two furnaces of the parent company, which is situated near Marseille, process 7 million t of raw materials, ores and coal per year. Almost 65% of the products leave Fos by sea. Sosersid thus loads more than 2.3 million t of steel products on to vessels every year. In the opposite direction, up to 20,000 t of coal and ores are unloaded from ships every day.

The company’s quay for handling steel products was opened to other transport options in 2002. Since then every type of product, container or project cargo consignment has been handled, including road-building equipment and yachts, for a very diverse range of customers.

The purchase of cranes and the staff’s expertise opened up new opportunities. In 2003 the parent company bought a Demag mobile lattice crane for its Fos site. The crane can lift consignments weighing up to 250 t with a 14 m outreach. Today the company carries out between 120 and 130 project cargo shifts.
annually. The firm’s 55 dockers working on the cranes work in shifts, and operations are carried out up to 24 hours a day.

Many exports are carried to Fos on inland barges on the Saône-Rhône waterway network. Domestic providers such as Alfa Laval Packinox, which manufactures heat exchangers, contribute to ever increasing throughput, as does the construction of gas works, such as a third plant built in 2012 near Martigues, in the Marseille area.

The range of transport services is impressive. For example, the company has already handled twelve project transports from Fos since the beginning of 2013. These projects involved yachts and catamarans, a transformer weighing 252 t, two large moulding machines, cable drums, a 342 t stator frame, generators weighing from 138 to 360 t and also coils and sheets weighing 1,500 t from Turkey. The diversification has thus been quite a success.

Sosersid has been developing its project cargo business in a hotly-contested market. The projects it has undertaken so far were all specific assignments and they were handled by making use of international heavy goods carriers breaking their journeys at Fos. Sarremejeanne pointed out that «we’re aiming to offer our clients at least one regular service every four to six weeks. We’re working intensely on this, together with our partners Feron de Clebsattel, Master Projects and the port of Marseille, and by looking to Asia.»

Regular project cargo solutions have yet to be offered from Marseille Fos.

Ongoing offshore expansion

The Belgian oil and gas specialist Exmar has reported that its sales in the business fields for LPG, LNG and ammonia are on the rise, and that it has ever more success to report in the offshore segment too. In the first quarter of 2013 the company generated sales worth USD 99 million, to which LPG activities contributed USD 56 million, LNG USD 8 million and the offshore sector a modest USD 0.7 million. All accommodation barges (including the Kissama, the Nance and the Otto 5) contributed fully to the results in the first quarter, as did the Luxembourg, a floating storage unit. The company believes that the units will continue to contribute in the second quarter too.

In March Exmar announced that the first steel had been cut for the proprietary hull design Opti 11,000 in the Hyundai Heavy Industries Offshore Yard in Ulsan (South Korea). The hull is owned by the US entity Llog, and it will be deployed in drilling work in the Delta House development in the Gulf of Mexico.

www.sosersid.com
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Excellent prospects for Blue Water Shipping

The experts from Esbjerg

Blue Water Shipping (BWS) has handled transport and logistics for all types of cargo and all types of industries. It has transported entire oil rigs through the Russian Volga-Don river system (see ITJ 09-10/2013, Heavylift Special, page 9), concrete factories in Africa, wind turbines around the world and power plants in South America. BWS specialises in finding the best transport and logistics solutions on both a local and global scale by always focusing on its clients’ needs.

In February, Blue Water Shipping announced its largest contract ever. Singapore-based Keppel Fels, a global leader in the design, construction and repair of mobile offshore rigs, asked it to transport five semi-submersible rigs. The contract covers five shipments which exceed 60,000 t in total and call for the expertise of BWS’s in-house naval architects, chartering and project forwarding staff.

Tailor-made project solutions
The project represents all the specialities for which Blue Water Shipping is famous. It has positioned itself as a top player in the project cargo market through decades of hard work and by continuously creating tailor-made transport and logistics solutions for clients worldwide.

Blue Water’s Singapore branch recently won a contract to provide logistics solutions in connection with a rebuilding project which will change a tanker into a so-called FPSO, a floating production storage and off-loading unit, for PTSC Asia Pacific. With a wide range of services and in-house specialists, such as experienced freight forwarders, stevedores, port captains, engineering department and HSSEQ staff, BWS leaves nothing to chance when engaging in such projects.

Cooperation and growth
On the contrary – every link of the complex transport chain is monitored closely with a specially-designed IT system, which is part of the overall service package that Blue Water offers and ensures that quality standards are upheld at every step of the job.

The company has extensive experience with large projects. Last year it was awarded a contract to provide the logistics for the construction of one of the world’s largest FPSOs, the Cidade De Ilhabela, taking place in China and Brazil through to 2014. Blue Water also recently completed its involvement in the construction of the Cidade de Paraty FPSO in Brazil. Blue Water told the recently told the ITJ that its primary aim is to always find the optimal solution for a client. With in-house experts covering all areas of transport and logistics this objective is pursued through cooperation between the more than 60 offices BWS has worldwide.

Establishing offices around the world
Over the years the company has built up its strength of creating long-term value-adding solutions for and with its clients. Its relationship with Keppel Fels started in 1999, for example, when Blue Water was asked to transport a jack-up rig from Singapore to Azerbaijan for its client. Large-scale projects require a flair for quality, precision and knowing what your clients expect. A trusting partnership is thus one of the absolute top priorities for Blue Water, as is its focus on gathering the right team for a job. The success of a project requires much more than trucks, vessels and aircraft, after all.

The future prospects for Blue Water in the project cargo transportation solutions segment looks bright and the firm – which has about 1,000 employees – stays on the ball to develop both its worldwide services and its network. It is a primary strategy is to establish offices around the world, in order to be as close as possible to its clients and offer them the local knowledge that they require, in combination with Blue Water’s global expertise.

Ambitions of being the best
Its ambitions, the company based on the North Sea on Denmark’s western coast said, have not changed since it was founded in 1972. The heavylift specialist retains its primary aim of being the best player in both the global and local markets.

Andreas Haug
www.bws.dk

Blue Water Shipping was recently involved in the construction job for the «Cidade de Paraty» FPSO in Brazil. The project required the shipping of thousands of consignments and the coordination of activities by branches in Rio de Janeiro, Esbjerg, Houston, Singapore, Rotterdam and Amsterdam.
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A tram transported from Basel to Stuttgart

A pig exported to the EU

On 4 April the so-called «Säuli Drämmli» (piglet the tram), which gave the city of Basel one of its distinctive characters for twelve years, was sent on its final journey by special transport. It reached its destination – a pig museum in Stuttgart – the next morning.

250 km is quite a distance for a tram. It is almost impossible for a vehicle that moves on rails to travel such a distance without tracks. But Basel’s former Säuli Drämmli, a tram that is a little bit special in more ways than one, did just that early in April – with the active support of the Stuttgart transport firm Hermann Paule.

For 23 years the Stuttgart restaurateur Erika Wilhelmer has had a special dream. She wanted the Säuli Drämmli to be the jewel in the crown of her collection of more than 46,000 pig exhibits housed in an old abattoir that was converted into a porky museum in 2010. The tram operator Baselland Transport decided to grant her wish and gave her wagon B4 no. 1322, which entered service in 1961 and was converted into the second Säuli Drämmli in 2001. The pig’s head, which had decorated the first Säuli Drämmli that had rumbled through the streets of Basel from 1990 onwards, was taken over in 2001, when wagon no. 1338, which had been the first Säuli Drämmli, was taken out of service and handed over to the passenger transport company of the Serbian capital Belgrade.

While some Basel citizens condemned the loss of the much-loved symbol of the city as pig awful, the inhabitants of Stuttgart considered themselves lucky, true to the German tradition of seeing pigs as lucky charms.

The transport itself was not easy, and many bureaucratic hurdles also had to be overcome. There was a controversy over whether the museum’s largest exhibit should be categorised as art or advertising. The Stuttgart authorities finally decided that it was advertising and gave the collector her building permit. As far as the logistics hurdles were concerned, the 13 m and 10 t pig completed its spectacular journey and arrived none the worse for wear – except for a single damaged front lamp.

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South Asian shipyard builds ro-pax ferry for Danish owner

Rickmers-Linie transports a ferry from Bangladesh

Vessels such as motorboats, yachts or catamarans are regularly transported on multipurpose ships. The German heavylift specialist Rickmers-Linie recently carried a particularly remarkable unit from Bangladesh to Denmark, however – a ro-pax ferry. The ship was carried on the «Baltic Winter», which Rickmers has chartered on a long-term contract.

It is the very first ferry ever to be built for a European owner by a shipyard in Bangladesh. The Western Marine Shipyard, which is located in Chittagong, on the Bay of Bengal in the southeast of the South Asian country, got the order from the Danish line Hundested-Rorvig Faergefart, which will put the new ferry Isefjord into service on its route across the eponymous fjord in the northwest of the Danish island of Zealand.

The Isefjord is just under 50 m long and just over 11 m wide and has a capacity of 28 vehicles and 147 passengers. The ship’s two main engines each have a capacity of 500 hp that allow a speed of up to 11 knots. The total weight of the ferry comes in at 470 t.

**Versatile vessels**

After delivery to the Hundested-Rorvig Faergefart ferry company in February, the ferry was loaded on board the Rickmers multipurpose heavylift charter vessel Baltic Winter in early March, using its two on-board cargo cranes. After a journey of six weeks from Chittagong to Denmark the ferry was discharged directly into the waters of the Kattegat near Hundested in mid-April.

Takeover, lashing, securing and discharge were prepared and supervised by Rickmers-Linie’s cargo transport engineering team, ensuring precise and smooth operations.

The Baltic Winter is deployed in Rickmers-Linie’s regular westbound service from the Bay of Bengal, India and the Middle East to Europe.

Ulrich Ulrichs, the chief operating officer and managing director of Rickmers-Linie, said that «this transport task showcased what we at Rickmers-Linie are capable of doing with this versatile type of vessel. It also shows our flexibility in this service.»

**Fleet expansion**

Rickmers is planning to rename the Baltic Winter to Rickmers Dubai soon. The multipurpose cargo vessel has been in service with Rickmers-Linie since 2011 and is a sistership of the Rickmers Chennai, the charter of which Rickmers-Linie had announced early in April. With this new acquisition the Hamburg-based company is expanding its fleet by another multipurpose heavylift vessel, which has a capacity of 19,000 dwt.

These two ships are smaller than those Rickmers uses in its round-the-world Pearl String service and which have a capacity of 30,000 dwt. However, they are more flexible in ports with shallow waters, smaller turning radii or shorter quays. Their qualities are a great advantage in the service between Europe and the Middle East and South Asia, Ulrichs emphasised. «With heavy and oversized cargo it’s important to carry the cargo as close to its final destination as possible on the ship itself, since overland transport is expensive and complicated. The Rickmers Dubai and the Rickmers Chennai now allow us to offer our customers a wider choice of ports.»

**Major plus point**

Another advantage of the two vessels is their lifting capacity. Their two on-board cranes can lift up to 400 t, or no less than 800 t when they are deployed together. A third on-board crane has a capacity to lift of 120 t.

Thus the two ships have the highest lifting capacity in the Rickmers fleet. Built in 2011, the Baltic Winter, with its high lifting capacity, has proved to be an excellent addition to the line’s fleet. The corporation will be putting the Rickmers logo on the vessel’s hull and chimney soon, as will also be the case for its newly-chartered sistership.

Antje Veregge
www.rickmers-linie.com
YOUR STRONG PARTNER TO TAKE CARE OF YOUR EQUIPMENT
Hamburg-based heavylift shipping line occupies a «niche within a niche»

«The heavylift cargo industry urgently requires consolidation»

The young Hamburg-based company Hansa Heavy Lift entered the market approximately two years ago, at a time when the oversupply of tonnage and low rates were already the order of the day. Since then there has been no significant change in these conditions. However, the heavylift specialist is still optimistic about the future, as the company’s managing director Tomas Dyrbye explained in an interview with the ITJ.

Mr Dyrbye, your firm is just about two years and therefore a relatively young player in the heavylift industry. In which areas do you primarily operate?

For us, a total of five segments are particularly important: first and foremost, the oil and gas industry, and within that predominantly the off-shore sector. This is by far the largest and most important market for us.

In addition, shipments connected to wind energy activities account for a high percentage of our bookings. We also transport a lot of cargo for the mining industry, the power plant and electricity generation environment, as well as in connection with general infrastructure projects.

Which geographic regions are of particular interest in this context?

In terms of mining, these are still mainly Australia, South Africa and South America. Asia is also an extremely important region for us, which is why we have also been operating an office there since the end of 2011. On the one hand, this region offers a growing local market, whilst on the other it produces large volumes of cargo – a great deal of which originates in China in particular – destined for overseas projects. Following the oil-leak catastrophe in 2010, off-shore projects in the Gulf of Mexico are also now on the increase again. The nature of heavylift cargo is constantly changing, however.

What does that mean exactly?

As you would expect in our business, we are dealing with relatively complicated cargo supply chains, which are consolidated from all over the world for a project and then loaded onto one of our ships, for example. These shipments are now becoming increasingly heavy and also more complex, however. Which is a good thing for us, because the more complicated the transport operation, the more exciting it is.

What has caused these developments?

For industrial companies, particularly in the energy, power plant construction and civil engineering industries, the option of transporting even heavier and larger shipments can be very worthwhile. In certain circumstances, this enables production facilities to be combined and operated from fewer locations. This development obviously has lots of potential for cost reductions.

«Shipping individual components weighing more than 1,000 t is still relatively new and the market has to adjust first.»

What weights are we talking about in this context?

Until recently, there were very few ships on the market which were able to lift cargo with a weight of up to 1,400 t using on-board cranes. There are now 18 such ships in operation around the world, including seven units in our fleet alone. Right from the outset, we focused on transporting extremely heavy loads.

Can you give an example please?

If a new LNG plant is planned, in Australia for instance, then there can be a good three to five years between project design, the awarding of contracts and the actual carrying out of the transportation jobs. It takes a long time to obtain the necessary approval and finalise plans. Only then will the transport contract be awarded.

However, shipping extremely heavy loads containing individual components of more than 1,000 t is still new and the market itself must first adjust to this development. Whilst the trend is very clearly heading in this direction, there have until now been hardly any ships capable of taking these loads on board. Engineers
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Your specialist area may indeed be relatively lucrative. Even here the rates are currently not adequate though. How serious is the situation?

Very serious! At the moment, the rate level is definitely far too low to operate profitably and sustainably. We are experiencing a historic low, and the crisis has already lasted longer than anyone would have thought. We are actually facing two different key issues. On the one hand there is less total cargo on the market as a result of the economic crisis. And the situation is further exacerbated, on the other hand, by an oversupply of tonnage. In our industry in particular, we are experiencing a historic low, and the crisis has already lasted longer than anyone could have predicted. But I am optimistic. The upturn is coming!

But the main question concerns when things will pick up again. What do you think?

I believe we will be in a better position towards the end of the year than we are now. Over the coming year, the situation will start to ease somewhat. We are already increasingly hearing from customers that there are more requests for shipments in the market.

What does this mean for you?

We currently have 20 ships on our books. But in the medium term we envisage having a fleet of 30 to 40 ships, which would be a good size for us. We have very clear plans for expansion.

What do these involve exactly?

We would like to increase our fleet by approximately 15 new ships, and are currently evaluating the options. As things stand, we have still not ordered any new-builds. But I am hoping that we will be ready to do so within six to eight months. Another option is to buy second-hand ships. In addition, we can also well imagine an acquisition, or a merger with another company.

So you are optimistic about the industry’s longer-term development?

Absolutely. But ultimately, doing business in our industry is like being on a roller-coaster ride.

When it goes down, we can only see the abyss. And when it is on the way up, we are looking straight at the blue sky and all the promises that the future holds. I think we need to look at the situation in a more balanced way. Then we will be even better prepared for the future.

Mr Dyrbye, thank you for taking the time to talk to us.

Antje Veregge

www.hansaheavylift.com

Background on Hansa Heavy Lift

Hansa Heavy Lift specialises in the transportation of heavylift and project cargo. The company owns and operates 20 specialised heavylift ships, which each have a combined crane capacity of up to 1,400 t.

The tramp shipping line specialises in shipments in niche markets outside of established routes. Hansa Heavy Lift is backed by the US financial investor Oaktree Capital Management, which is the 100% owner of both the company and its ships.

Extensive network

Hansa Heavy Lift was founded around two years ago, and employs approximately 100 staff on land and about 400 at sea. As well as its headquarters in Hamburg (Germany), the company also has offices in Houston (USA) and Singapore. Hansa Heavy Lift is also represented by a network of agencies in Brazil, Spain, the United Kingdom, China, South Korea, Japan, India and the United Arab Emirates.
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Globalink

A good grip on heavylift operations

The Globalink Logistics Group, which is headquartered in Kazakhstan, is not only a successful logistics provider, but also has extensive experience as a heavylift and project cargo operator. In this capacity it recently transported a fuel gas compressor from the UK to Armenia, hauled aircraft engines from Uzbekistan to Singapore and delivered two ambulances from Germany to Kazakhstan.

The Globalink Logistics Group, which is based in the Kazakh financial and economic metropolis of Almaty, is regularly asked to haul heavylift consignments for major international corporations and to transport oversized shipments for its many customers.

Globalink’s project handling expertise, complete coverage of the region and track record thus meant that it was not surprised when a leading oil and gas company from the CIS approached it to transport equipment for a fuel gas compressor. The compressor and the lubrication skid packages it needed arrived in the Black Sea port of Poti (Georgia), coming from the United Kingdom.

Grounded aircraft need fast service

Representatives from Globalink Georgia’s project team were waiting at the port. Having arranged for the cranes to be positioned, unloading was swift. The cargo was transferred to special 13-axle low-bed trailers arranged by the team. They then set off for Armenia, where Globalink Armenia’s personnel was on hand to handle customs clearance and supervise unloading at the site. It was essential that the compressors be delivered on time and without any slightest delay. Globalink delivered as promised.

Every cog in the machine has to move like clockwork in the oil and gas industry, as the slightest delay can adversely affect operations. Naturally enough, this also applies to other industries.

Globalink also has considerable experience in the aerospace sector, having frequently transported aircraft engines and spare parts for civil and military organisations. It is also regularly called upon to provide aircraft-on-ground services (AOG). Such airfreight consignments are usually needed extremely urgently, as they often contain spare parts for aircraft that cannot fly without them.

This was the case when Globalink Uzbekistan was contracted to transport Pratt & Whitney aircraft engines from Tashkent (Uzbekistan) to Singapore for the repair of an Uzbek Airlines aircraft. The firm’s road freight division started the transportation leg by carefully packing and loading the heavy engines onto a truck for delivery to Navoiy airport (Uzbekistan). Globalink’s experienced air chartering team had arranged for a Boeing B747-400 to be waiting at the hub.

Equipped for large vehicle shipment

The shipment arrived at the airport ahead of schedule. The unit was quickly loaded on board and the aircraft took off for Singapore. All in all it took less than a day to pick, pack and dispatch the cargo. In Singapore, the engines were soon ready for action again after an overhaul. Globalink’s efficiency had been effectively demonstrated on the outbound journey, so the company was again asked to handle the engines on their way back to Tashkent.

Globalink continues to enjoy the confidence of its customers thanks to the fact that delivers on its promises, which include on-time urgent delivery, along with top-notch service – the essential criteria in project cargo activities. These and other comparable qualities enable the corporation to serve those who require extraordinary solutions.

Globalink is equally well-equipped for auto logistics and vehicle shipments. It was recently asked to haul ambulances, incubators and other equipment needed for the maternity wards of various hospitals in Kazakhstan. The vehicles were urgently needed to replace old ambulances – so delays of any sort were completely out of the question. The transport combined the collective efforts of Globalink’s road, customs and airfreight divisions.

Equipment delivered on time

Firstly, the cargo was carried from Germany to Amsterdam on special trucks, where it was reloaded onto an airfreighter bound for Almaty. Upon arrival Globalink’s customs processing team swiftly cleared the shipment through customs and passed the baton on to the road freight division, which had arranged for trucks from Globalink’s own fleet to be available. The equipment was all delivered professionally and on time by Globalink’s intermodal team, despite prevailing adverse weather conditions.

Globalink transported Pratt & Whitney aircraft engines from Uzbekistan to Singapore and back.
ROCKIN' ALL OVER AFRICA

OUR JOURNEY HAS JUST BEGUN
The French firm Schlichting Transport has added a particularly flexible vehicle, especially designed for the transportation of construction machinery, to its fleet. Schlichting has relied on equipment from the TII Group (which includes the German enterprise Scheuerle Fahrzeugfabrik and the French company Nicolas Industrie) for the past 20 years. The Scheuerle and Nicolas unit, called the EuroCompact, has already been used in numerous Schlichting operations.

A recent case saw a 65 t excavator transported through snowy and icy conditions. The 13 m long, 3.8 m wide and 3.8 m high Caterpillar excavator was hauled 400 km from Gosselie (Belgium) to Gojndreville (France). The development of the EuroCompact series by the two vehicle manufacturers features the latest technological highlights. The advantage for the operator of the new low-bed trailer series is faster, uncomplicated and more cost-effective vehicle utilisation. One of the decisive factors underpinning Schlichting’s decision in favour of investing in the EuroCompact was the particularly good tare weight/payload ratio of the new unit. The robust but lightweight construction enables a distinct increase in the payload. In addition, the compact design gives a larger loading area, whilst simultaneously maintaining the unit’s overall length as well as its high degree of manoeuvrability – with a 65° steering angle on the front pendulum axle dolly and 60° on the rear bogie.

Both the Champs-sur-Yonne-based French firm Nicolas Industrie and the Pfeidelbach-based German entity Scheuerle Fahrzeugfabrik, as well as the Ulm-based German firm Kamag Transporttechnik, are part of the heavylift group Transporter Industry International (TII).

Agility transports material for an oil pipeline

Agility, an international freight forwarder and logistics service provider, recently completed the delivery of several consignments of very heavy equipment for the Caspian Pipeline Consortium. CPC is the largest multi-stakeholder organisation operating an investment pipeline project in Russia. It is building a 1,510 km pipeline from the Tengiz field on the Caspian Sea (Kazakhstan) to Novorossiysk (Russia). Agility Project Logistics (APL), the firm’s heavylift arm, was awarded a contract for the project by the Flowserve Corporation, a leading provider of services to the oil and gas industry. APL safely transported the cargo, including high-efficiency pumping and sealing equipment, from Etten Leur (Netherlands) as far as Atyrau (Kazakhstan). It arrived safely and in perfect condition a week ahead of schedule.

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Royal Cargo, a forwarding and logistics company based in Manila (Philippines), recently said that it carried out the biggest, longest and most voluminous heavylift transport ever to have taken place on the islands. The major contract, which encompasses the transport of parts for an oil refinery, will be completed by the end of the year.

Royal Cargo’s project logistics and heavylift department reported that the firm set a new heavylift record during the first quarter of the year, by transporting a 656 t hydro-treating combined feed heater, as well as a 72 m primary absorber/stripper, to a very large petrochemical refinery operated by the firm Petron.

The petrochemical industry has been using primary absorbers to separate a range of materials for many years. According to Royal Cargo, the overall weight of the heavylift shipment to the Petron refinery, located in Limay (Bataan, Philippines) was almost three times that of the USA’s famous landmark – the Statue of Liberty in New York.

400,000 cbm of material
A Filipino logistics company mandated Royal Cargo to carry out the demanding project cargo transport job, in collaboration with the firm Daelim Industrial, a South Korean corporation that is active in the engineering and construction industry sectors, as well as in the field of petrochemicals.

The Petron Corporation is the largest oil refinery enterprise in the Philippines and the company is responsible for producing more than one third of the country’s oil output.

Royal Cargo’s heavylift and project cargo department has its own fleet of heavylift vehicles, including a Goldhofer PST/SL self-propelled transporter. This was one of the reasons why the Daelim Corporation awarded the major transport contract to Royal Cargo. The agreement covers the transport of approximately 400,000 cbm of material, including 109 heavylift and oversized parts weighing a total of 18,450 t, to Petron’s giant RMP 2 refinery in Limay.

One of the strongest players
Lawrence Eriel Esteban, one of Royal Cargo’s technical engineers, explained that «the fact that we successfully carried out this very demanding project shipment is due to Royal Cargo’s ability to invest in people, as well as in new equipment. This, in turn, helped our projects and heavylift department to become the strongest player in the Philippines.»

Royal Cargo Combined Logistics Inc

A milestone in the Philippines

The components destined for Petron’s oil refinery in the Philippines were massive.
Tunisia’s Salammbô Group, which is also represented in Tunisia’s two neighbouring countries via its subsidiaries, Salammbô Libya and Salammbô Shipping Algeria, carries out activities as a shipping agency and logistics service provider offering international transport services. The firm also operates in the heavylift sector as Salammbô Projects. This division operates as an independent business unit in the Salammbô Group, and consists of a team of project cargo experts.

The unit provides the oil and gas industry, as well as engineering, procurement and construction companies (often abbreviated as EPCs), with project forwarding services, serving buyers and suppliers of large industrial goods (heavy and oversized equipment and modules).

The key to success
Salammbô Projects offers customised handling and specialised air, road, and sea transport for all types of goods that require a high level of expertise, as well as the use of specialist equipment (lifting gear, skid systems and the like).

Lotfi Kefi, the corporation’s business development and projects manager, told the ITJ that «we believe in three things: consultancy, challenge and difference. This means that we provide carefully-considered consultancy services, respond successfully to challenges and make the difference which customers have come to expect from us.»

Kefi added that «the key is to provide a first-class service which ensures that project cargo is handled exactly in the way that the customer wants – in every respect. We therefore attach a great deal of importance to adhering to an agreed timeframe and budget.»

Recent shipments
During the first few months of this year the company has managed to successfully carry out a number of heavylift shipments. The Sarost Group, which operates in the offshore oil and gas industry, asked Salammbô to transport a consignment with an overall volume of 2,800 cbm and weighing 1,400 t from a Technip plant in Malaysia to the Zarzis free zone. It consisted of a cable reel weighing 285 t and a calm buoy weighing another 214 t (see photo on the left).

Three shipments were carried out for Clipper Projects. They involved the shipment of 20 transformers as well as accessories for several power stations. In this case, the weight per unit was between 40 and 160 t (see photo in the centre). Cement-making equipment weighing about 360 t and encompassing around 2,500 cbm was also shipped by Salammbô Projects from the Weatherford Sfax platform to Hodeidah (see photo on the right).

A fourth shipment was carried out for a multinational corporation. This involved 320 elements of a 120 MW wind turbine project for Tangier. There are ever more wind farms in this region, as Morocco has excellent conditions for producing renewable energy, thanks to the country’s many hours of sunshine and favourable prevailing winds.

www.salammbogroup.net

Lotfi Kefi, business development and projects manager.
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BigMove offers its clients a modular system

Heavylift by land...

Networks are the order of the day for many the transport and logistics companies. In 2003 eleven medium-sized German and Austrian firms set up BigMove as a collaborative effort. Combining tractors and trailers allows them to generate extra economies of scale.

The heavylift transport alliance BigMove set out to do business with 200 tractors and 430 special trailers in 2003. The demands of the market have shown that a modular system of trailers enables the firms to offer operational optimisation. With high demand for the service the system accounts for almost 50% of the network’s entire fleet in the meantime.

This explains how some of the BigMove fleet’s trailers, such as the Chamäleon, the Traumschiff, the Samson and the Popeye were created in collaboration with truck manufacturers such as Scheuerle and Meusburger. One the one hand the combination of tractors and trailers takes the highly-demanding technical requirements for the transportation of special goods into account, and on the other hand they are simultaneously also adapted to the frequently rather complicated permissions process in the sensitive heavylift sector. The Chamäleon, for example, which can transport up to 80 t consignments, is permanently authorised to return empty without an additional escort vehicle, because the unloaded weight of the tractor and trailer together does not exceed 41.8 t and the tractor-trailer combination additionally adheres to the minimum legal cornering requirements.

The availability of the vehicles in a number of regions, where they are stationed at eleven locations, creates a higher degree of efficiency. In this system BigMove’s members combine units from any location, enabling fast reactions with tailor-made solutions. One day they might be shifting construction machinery for a customer, whilst the next will see them handling a 32 m consignment just as easily in the modular system. BigMove can thus serve a major building site as efficiently and easily as smaller clients.
Palfinger Dreggen and Palfinger Wind sailing the heavy offshore seas

...as well as by sea

The offshore market is expanding on both sides of the Atlantic. Palfinger’s takeover of the Norwegian crane manufacturer Dreggen has strengthened the former’s position in the market and in the industry.

The Salzburg-based Austrian crane manufacturer Palfinger only entered the offshore business in 2010, but its takeover of the Norwegian Bergen Group Dreggen, a producer of marine and offshore cranes and lifting equipment, for EUR 12 million in November 2012 showed the importance it attaches to this growing segment. The new company, now called Palfinger Dreggen, signed a contract with Technip, a French project management, engineering and construction company for the energy industry, in spring 2013. It covers the supply of two complex offshore cranes for a new platform being delivered to the Danish energy corporation Dong Energy, for deployment in Denmark’s Hejre oil field.

Palfinger Dreggen has also won a contract to supply 28 offshore cranes to the Jurong Shipyard, a subsidiary of Sembcorp Marine, as part of a contract with Sete Brasil for seven drillships. Delivery is scheduled for 2014 to 2017. The Espadon drillships, equipped with two DKF2000 pedestal-knuckle boom cranes that can lift 85 t as well as two DKW2000 pedestal-wireluffing cranes, will be deployed in oil and gas prospecting activities in offshore oil fields in the Santos basin. Drilling is scheduled to take place at depths of between 3,000 m and 12,000 m.

Palfinger Dreggen has a strong focus on the Brazilian oil and gas industry, where its partnership with the Brazilian crane maker Koch Metalúrgica, from Cachoeirinha in the state of Rio Grande do Sul, is very valuable. It enables the company to comply with Brazilian regulations concerning the involvement of local firms in the industry.

Palfinger Wind, in contrast, another member of the group, has supplied the Baltic 2 wind farm in the Baltic Sea with 80 cranes. Palfinger was able to win the contract thanks to a convincing turn-key project, which includes installation and certification.

www.palfinger.com

Cranes are required to erect wind farm elements in the Baltic Sea.
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Ruslan serving the global oil industry

Eccentric Russians

The know-how accumulated over the years by Ruslan International, the company which manages and markets the combined Antonov AN-124 fleets of its shareholders Antonov Airlines and Volga-Dnepr Airlines, was recently in particularly high demand.

It arranged for the successful movement of a 101 t oil platform component from Bergen (Norway) to Busan (South Korea) on an AN-124 flight. The load, comprising a so-called separator, as well as two support frames and other loading equipment, weighed a total of 114 t – very close to the giant aircraft’s capacity for the route. The large dimensions of the piece (11.6 x 3.9 x 6.04 m) exceeded the aircraft’s main cabin height of 4.4 m, so Ruslan’s load planners designed support cradles that enabled the load to be supported even after it had been rotated by 90°.

The load’s resultant offset (or eccentric) centre of gravity in the cargo cabin then required special approval from the aircraft’s designers, the Antonov Design Bureau. 5 t of additional equipment required to unload the equipment at its destination, thus had to be carried on a separate flight. The AN-124 aircraft flew the main cargo from Bergen to Busan via Helsinki, Novosibirsk (Russia) and Tianjin (China).

An Antonov AN-124 was again needed for a similarly challenging task – the movement of three giant winches for an offshore oil and gas project in the Caspian. The winches weighed a total of 92 t. The largest two each weighed no less than 34 t, were 5.5 m long and 3.6 m high. They were loaded aboard an AN-124 in Singapore using large mobile cranes and the aircraft’s purpose-built loading ramp. They were then flown 7,000 km to Turkmenbashi (Turkmenistan), via Kolkata (India) and Mary (Turkmenistan).
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Altius deploys SAL vessel

South Korean fractionator delivered to Turkey

The Spanish logistics service provider Altius was recently in charge of managing a particularly large project again.

It is in the nature of the matter that oil and gas exploration and production projects entail operations on a massive scale. A task that was recently presented to the Spanish heavylift specialist Altius by the Turkish company Tüpras, which manages four refineries and which styles itself as «the largest industrial operator» in the country at the Bosphorus, was thus no exception, being of the same voluminous size as other undertakings Altius has carried out for the industry in the past.

«We had to be very careful when loading a fractionator – 64.6 m long, with a diameter 10.6 m and weighing no less than 585 t – on to a ship in the South Korean port of Ulsan,» was how Altius sales manager Enrique Rodriguez described the commencement of the herculean task, which was carried out in collaboration with the Spanish plant manufacturer Técnicas Reunidas. A fractionator is a petrochemical industry facility that is used to separate materials. The unit in question will be stationed at Derinçe in the Gulf of Izmit.

The vessel fixed for the transportation task was the Lone, managed by the maritime heavylift specialist operator SAL Schiffahrtskontor Altes Land. The loading operations for the fractionator were performed by the ship’s own cranes and their impressive 1,000 t lifting capacity.

In-depth industry knowledge
Altius recently carried out a similar task, in which it was less the distance covered but rather the weather that presented the challenge. Altius transported 16 huge refinery parts from Tarragona to Le Havre, with the 30,000 t units being carried on board a Condock Shipping ro-ro vessel (see ITJ 09-10/2013, Heavylift Special, page 17). In the meantime Altius has reported that the adverse weather conditions were successfully overcome and the load delivered to its French destination. It was unloaded by two Combi Lift lo-lo ships.

To load the oversized and heavy consignments Altius made use of cranes, which can lift 1000 t each, located on board the «Lone», operated by SAL Schiffahrtskontor Altes Land.

The «Palembang» was one of three vessels that recently carried refinery modules from Tarragona to Le Havre under the aegis of Altius.
A tunnel-drilling machine for the city by the bay

San Francisco welcomes the «Mom Chung»

San Francisco is famous for its historic cable cars, which have been a part of the cityscape since the end of the 19th century. The recent arrival of a tunnel-drilling machine means that construction of a new section of the city’s less well-known subway can now begin.

With a new and modern subway line the northern California city of the future will be better able to handle the increasing passenger volume in its inner-city areas between Chinatown and the South of Market quarter.

An old custom
The San Francisco Municipal Transportation Agency (SFMTA) took up an old tradition practiced in the tunnel-building industry, and initiated a poll in March inviting inhabitants to vote on names for the two drilling machines. The practice is said to bring good luck to the project.

The popular vote for the naming of the first machine to be used for the extension of the northern line was won by the name Mom Chung, in honour of Dr Margaret Chung (1889–1959), the first American-born Chinese female doctor to work in the USA. Her practice was located in the well-known San Franciscan neighbourhood of Chinatown.

The second tunnel-drilling machine was christened Big Alma, and was named after Alma de Bretteville Spreckels (1881–1968), a philanthropist and well-known personality in San Francisco’s social circles. The Big Alma will be delivered soon and used to bore the tunnel south.

International cooperation
The subway project includes companies from all over the world. The manufacturer of the tunnel-drilling machines is the US company Robbins. Contex Shipping, a transportation specialist from Hamburg, is responsible for shipping the drilling machine. The sea voyage from the Chinese city of Guangzhou, where they were manufactured, to the terminal at pier 80 in the port of San Francisco was carried out on the multipurpose breakbulk freighter Aggersborg. It is operated by the Danish company Nordana, which specialises in handling conventional breakbulk as well as project cargo.

The «Mom Chung» will be assembled in a tunnel 12 m under the ground.

A massive project
The construction of the new Central Subway line is a part of the SFMTA’s Third Street light railway transit project. The first phase of the 11 km project was completed with the commissioning of the Third Street light railway in 2007.

The project is the first of its kind in the region in and around San Francisco in the past 50 years. The new subway marks the completion of the second phase of the plan for local public transportation which will also extend into the city’s financial district. The new subway will convey an estimated 65,000 passengers per day by the year 2030.
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Nordana, a member of the Dannebrog Group, is planning to refurbish its entire fleet sailing between the Mediterranean and the Americas. The Danish shipping company is thus aiming to attain more eco-friendly and cost-saving operations.

Emission reduction is becoming an ever more important issue for the maritime industry, not least on account of new directives from the EU Commission for sulphur emissions, which are due to enter into effect in 2015. This endeavour has encountered major criticism from many shipowners. They are concerned that the technical changes connected with the new directives could place too great a strain on their industry, especially under the difficult current market conditions.

Focusing on the environment
While the maritime industry is debating the pros and cons of the issue Nordana, which runs both scheduled liner services as well as project cargo activities, has announced that it aims to complete a fleet renewal programme in one of its key trade lanes by the end of 2014. From this time onwards, Nordana plans to operate its services on routes between the Mediterranean Sea and North, Central and South America with three new state-of-the-art and eco-friendly ro-ro ships.

A new multipurpose ro-ro ship that the Danish company recently ordered from the Italian shipyard in Visentini is set to kick the project off.

Capacity enlargement
According to a statement by Nordana the design of the ship’s hull, as well as the machinery on board, will all comply with the latest standards with respect to fuel consumption. Nordana also aims to significantly reduce the emission of sulphur, nitrogen oxide and carbon dioxide with its new ships.

Additional factors that will aid in protecting the environment, such as the high standards of the on-board anti-corrosion systems or for ballast water treatment, were other key aspects that were taken into account during the design of the ships. They were drawn up in cooperation between the Visentini shipyard, Naos Ship & Boat Design (both Italian companies), and Nordana.

The recently-commissioned ship will boost Nordana’s capacity in traffic between the Mediterranean Sea and the Americas by 35%. The freighter will have a cruising speed of 20 knots, which will enable it to serve all of the major ports in these regions faster in the future. Thanks to its enhanced efficiency, Nordana can simultaneously trim its fuel costs. The ship will be nearly 180 m long, and approximately 26 m wide. Its carrying capacity will be around 11,060 t. Delivery is scheduled for May 2014.

www.nordana.com
Spedition Kübler

In all kinds of weather

Spedition Kübler, a freight forwarder headquartered in Schwäbisch Hall (Germany), recently handled the transport of two 180 t parts for a pressing plant. The equipment was destined for an automobile factory in southern Germany.

Kübler received an enquiry from a customer who needed to deliver a disassembled pressing plant for a large automobile factory to Sindelfingen (Germany). The weight represented the heaviest individual weight that Kübler had ever handled to date. First the transportation options for the two components weighing 180 t were researched and calculated. Because of the location in the district of Karlsruhe, a detour over a waterway would have been very expensive. In particular, the roads to and from the ports would have involved extensive bridge studies. Kübler favoured transporting the load by road, and was awarded the contract based on its convincing concept.

Kübler worked on the project for eleven months, together with the authorities and a private structural engineer, in order to identify a navigable route for which the necessary permission could be obtained. The company conducted structural analyses of many bridges. Some structures were rejected, due to insufficient carrying capacities. Little by little, a route emerged from the research, which was then further verified. Many stopping restrictions had to be established. Even entire traffic lights were in the way of the transport and had to be removed shortly beforehand.

Driving the wrong way on the motorway

An escort for marking traffic islands and motorway edges was to accompany the transport throughout the entire trip. The slip road to the A8 motorway at Pforzheim was a critical point on the route. Because the transport could not use the usual slip road, due to its overall length, it had to be manoeuvred onto the motorway via an exit rather than an entry slip road. These measures were planned in cooperation with the regional council of Karlsruhe, the police and the motorway administration. As a result, a complete closure of the motorway could be avoided, thus benefiting the traffic flow. The motorway administration blocked only the slip road and the right lane. This was sufficient for the heavy transport to be reversed into its position. With a patrol car ensuring only a minor slowing down of following traffic the transport was able to enter its lane on the motorway safely and without causing any great obstacle for others.

The transport was simplified by a so-called power booster. The trailers, which were pulled and pushed by two tractors, also had their own drive, up to a speed limit of 14 km/h. There were some bridges along the route that would not have been able to absorb the weight of 322 t without damage. Here, however, both tractors were quickly and easily uncoupled, thus «saving» about 70 t. The load on the bridges was then «only» 252 t, the weight of the trailers alone, driven by the power booster.
The booster was also very helpful during loading. The press parts were first lifted onto an 8-axle self-propelled modular trailer, to move them out of the factory hall, and then placed on a platform. Next, the Kübler employees attached twelve axles, and in no time the required 20-axle transporter was ready for the load.

On the first scheduled transport date, the weather put an end to the experts’ carefully laid plans. Everything had been planned, down to the smallest detail, and even a separate snow-clearing and road-gritting vehicle accompanied the convoy. Just an hour after departure there was a sudden and unforeseen blizzard in the higher altitudes of the Kraichgau region. Within 10 minutes everything was covered in 5 cm of snow, and the convoy had no alternative but to stop right where it was, slap bang in the middle of the motorway. Every metre covered in these conditions represented an incalculable risk. Even the snowplough was not able to master the heavy snowfall, which meant there was only one thing to do – wait it out.

When the road was clear again – after a two hour wait – it still required great care, and of course the task’s schedule was in chaos. The route ahead was closed now – on account of stranded vehicles blocking the roadway. As a result, the convoy had to stop for the night, and hope that the next night would bring better weather. During the night, the entire operation had to be replanned. The dates on the restriction signs had to be changed and the motorway closures moved to the next night. The shipment was finally moved successfully the following evening. A week later the second shipment set off, and it encountered far better conditions. The destination was reached in a much shorter time – just six hours. The delivery to the customer was made on time and damage-free, so that the assembly of the pressing plant could start immediately.

www.kuebler-spedition.de

Kübler transported a 180 t component of a pressing plant of a car factory.
A global carrier with a heavylift and project cargo bent

Rediscovering the Persian Gulf

Heavylift success is frequently measured by how spectacular an individual transport project is. Chipolbrok has chosen a different approach, by combining the charter options offered by its fleet, which has been designed with an eye on heavylift and project cargo operations, with scheduled services. The joint venture registered some success in 2012 with renewed links to Middle Eastern ports.

China is the talk of the town as the economic powerhouse par excellence today. The same cannot be said of the world’s perception on 15 June 1951, when the fledgling People’s Republic of China (established in 1949) entered into its very first joint venture and founded Chipolbrok together with Poland. To this day the shipping line, whose full name is Chinese-Polish Joint Stock Shipping Company, retains two bases – one in Shanghai and one in Gdynia.

The enterprise’s core focus of linking the continents of Asia and Europe has been substantially expanded over its 60 years of business. In contrast to many competitors, whose ships only sail on demand, Chipolbrok has been able to establish regular services as a shipping line offering heavylift and project cargo transportation.

Global aspirations

In the meantime Chipolbrok has extended its regular services from Europe to Asia as far as the USA. The main ports that it serves in Europe are Antwerp, Hamburg, Bilbao and Venice. In the Far East the line calls mainly at Shanghai, Dalian, Tianjin-Xingang, Busan, Singapore and Huangpu, in the USA at Houston and New Orleans, in India at Mumbai and in the Middle East at Jeddah, Jebel Ali, Dammam, Jubaib, Umm Qasr and Abu Dhabi. Local partners and agents complete the corporation’s network, which offers regular services and ensures that customers get the information and options they require.

(Re-)newed connections

Chipolbrok resumed liner services from Europe to the Middle East in 2012. The step was successful, as the line was able to handle 140,000 t of freight to and from the region in the first year. In comparison with 2011 that represented an increase of 70%, which was enough for the managers in charge to establish a regular monthly service to Persian Gulf ports.

Chipolbrok’s traffic to and from the USA is already well-established. Chipolbrok America was entered in the shipping registry on 24 October 2004, and in 2005 Chipolbrok started its first regular service from Chinese and Far Eastern ports to US hubs on the Gulf of Mexico. A westbound service from Houston through the Panama Canal to Korea, China, Singapore and Malaysia followed in 2007.

Equipment creates opportunities

Chipolbrok has a fleet of 17 triple-deckers equipped with heavylift cranes, whose total capacity comes to 460,000 dwt. In 2011 the enterprise completed its newbuilding programme with the commissioning of six 30,000 dwt Orkan-type units. Two 320 t cranes that can lift 640 t when deployed in tandem are part of these vessels’ equipment. Chipolbrok also owns four older sisterships, built in the years 2003 to 2004, as well as seven Rijeka-type units, which have two 150 t cranes on board that can lift a total of 300 t when used together. Besides handling project cargo, plant materials, heavy consignments, and oversized and floating units the line also manages the transportation of all kinds of general cargo.

Heavylift on board

Naturally Chipolbrok simultaneously handles all the types of goods in the classical repertoire of cargo carried by a heavylift shipping line, including iron and steel, machine and machine parts, oil and rig equipment, cranes, dismantled factories, power-plant reactors, wind power station components, yachts and turbines.

The heaviest consignment ever shipped on a Chipolbrok vessel was a barge weighing more than 940 t, whilst the heaviest piece Chipolbrok has ever loaded with cranes on its own vessels was a 575 t converter, shipped from Mumbai to Shanghai.

Christian Doepgen
www.chipolbrok.com
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Damco transports heat exchangers

When the heat is on

The global 3PL service provider Damco has reported how it made use of the world’s largest serially-produced full-freighter aircraft to convey five heat exchangers from Austria to the USA according to the tight schedule.

Damco recently transported 65 components weighing a total of approximately 185 t from 14 different production facilities in Europe to the USA as airfreight. The deployment of an Antonov AN-124 was part of a larger air and ocean freight project designed to facilitate the cooperation of two Damco customers.

One of these was Switzerland’s Evatherm, one of the world’s leading production technology suppliers, which focuses on evaporation and crystallisation components. The second client was a renowned US chemical company.

Airfreight the only possibility

When it became obvious that the original construction timeline and agreed delivery date were in jeopardy, Damco advised the clients to start forwarding some of the most important components by air. These items included five rocket-shaped heat exchangers, with a combined weight of 68 t. This, plus the size of the components, required the deployment of an Antonov AN-124, one of the world’s largest serially-produced cargo aircraft.

The supply chain commenced at Frauenthal, in southeastern Austria, from where the heat exchangers were transported for packaging to Graz (Austria).

For the intermodal leg, Damco used a combination of standard trailers and flat-bed trucks, depending on the size of the shipment. In Graz, the capital of the Austrian state of Styria, a local packaging company placed all five heaters on sledges and carefully wrapped them.

From the packaging premises, the loads were conveyed to Graz airport on the day that the Antonov AN-124 arrived. As the heat exchangers had been built in Austria using specially imported metals and then prepared for export in a processed form, another of Damco’s tasks was to fill in the appropriate bill of lading (T1) and inform the US customs of the correct HS code definition for the calculation of the relevant customs duties.

Reminded of Big Arnie

An entire night was required to load the aircraft. The operation ended with a veritably titanic task, which brought to mind the performances of one of the Graz region’s most famous sons – Arnold Schwarzenegger. Due to the weight and size of the last crate, the winch of the Antonov’s own crane had to be adapted to cope with the height and effort that was needed. Furthermore, a particularly robust metal beam had to be organised to lift the exchanger. This was due to the fact that the available equipment did not meet the required dimensions.

The next morning, the aircraft departed from Graz on schedule and one day later the cargo arrived at Houston airport in Texas. From there the shipment was safely transported with the best suitable equipment to its destination in Louisiana, where all exchangers were received successfully and without damage. The total end-to-end transit time was five days.

Advantage of a global network

Flemming Frost, Damco’s chief executive officer West Europe, said that «this charter contract illustrates the good network capabilities within the Damco group. Both the company’s teams in Germany and the USA kept all their promises – which was key to the success of this fascinating project.»

Andreas Haug
www.damco.com
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The German armed forces deployed the multipurpose helicopter NH90 on a foreign mission from Leipzig/Halle airport for the first time in mid-April. The Eurocopter was loaded onto an Antonov AN-124 to be flown to Afghanistan.

The German capital Berlin has grown to be Germany’s second largest airfreight hub. Goods weighing 863,665 t were handled there last year. Since March 2006 two AN-124-100s have been permanently stationed at there, as part of the so-called strategic airlift interim solution project (salis). These large Russian freighter aircraft carry out heavy airfreight transportation tasks for the armies of 15 European countries and Canada.

Two 3,600 m runways
The airport has permission for round-the-clock operations for cargo flights, as well as direct links to the trans-European motorway and railway networks. The runway system has two parallel 3,600 m take-off and landing strips, which can both be operated independently under CAT III b regulations.

AN-124 carries multipurpose helicopters

Foreign mission begins in Leipzig

An Antonov AN-124 flew two Tiger helicopters owned by the German army from Leipzig/Halle airport to Afghanistan in December last year. The loading was carried out by employees of the local ground-handling and freight service company Portground both the first time around, as well as in the present instance.

Salis base with Russian freighters
Like the airport operating company itself, Portground is part of the German airport operator Mitteldeutsche Flughäfen, and has many years of experience in heavy goods handling. Leipzig/Halle airport, which is located 120 km south of the German capital Berlin, has grown to be Germany’s second largest airfreight hub. Goods weighing 863,665 t were handled there last year. Since March 2006 two AN-124-100s have been permanently stationed at there, as part of the so-called strategic airlift interim solution project (salis). These large Russian freighter aircraft carry out heavy airfreight transportation tasks for the armies of 15 European countries and Canada.

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www.leipzig-halle-airport.de
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The Sadara Integrated Chemical Complex, the largest petrochemical operation ever to be built in a single phase, is under construction in Jubail (Saudi Arabia). Jumbo, a Dutch firm specialised in the maritime shipping of project and heavylift cargo, recently transported a consignment for this ambitious project.

The Jumbo Javelin recently shipped three pieces of cargo from the South Korean port of Masan to Saudi Arabia for a sprawling new plant in the Persian Gulf. The ship is one of Jumbo’s so-called J1800-class vessels and has the capacity to carry loads of up to 13,278 t.

The South Korean company Daelim, which is responsible for manufacturing the mixed feed cracker, commissioned the shipment. All three pieces of cargo were extremely heavy, which made shipping them a particular challenge.

One of the items in the shipment was a stripper used to separate individual components, weighing in at 1,272 t and with a total length of more than 100 m, a width of 9.4 m, and a height of 9.8 m. Also in the load was an oil quench tower used for cooling, which measured almost 64 m long, 15.2 m wide and 13.9 m high. It tipped the scales at 1,216 t – not exactly a lightweight.

By comparison, the 860 t weight of the third piece of cargo – a water quench tower – seemed modest. However, the tower’s dimensions of 58.6 m long, 11.3 m wide and 11.6 m high were comparable to those of the other pieces.

**Precision work**

The massive size of the cargo units made the loading operation in Masan an exciting event. The deck cranes on the Jumbo Javelin loaded the stripper from the quayside onto the vessel. The high lifting capacities of the cranes on the J1800-class ship, even at long distances, came in handy during loading operations.

For the journey to Saudi Arabia the two biggest pieces of cargo had to be stowed diagonally on the deck of the Jumbo Javelin.

The massive pieces of cargo are not the only heavyweights involved in this massive project. Two leading international companies – the official Saudi Arabian oil company Saudi Aramco, the world’s largest exporter of oil, together with one of the largest chemical corporations on the planet, the Dow Chemical Company – have joined forces to realise the establishment of the Sadara Integrated Chemical Complex.

More jobs for Jumbo

The two companies not only own the plant but also supervise both its construction and operation. The Sadara petrochemical plant will comprise a total of 26 production units, the first of which are slated to go into operation in the second half of 2015. By 2016 the entire complex is expected to be operational.

The products refined in Sadara will be produced principally for export to growing markets in Asia, the Middle East and Africa. Ingredients used for the production of auto parts, packaging supplies, cables and insulation materials, as well as coatings for ships are among the products the plant will offer.

Jumbo will carry out three more shipments in support of the project, consisting of six boilers for the US manufacturer Fluor.

**www.jumbomaritime.nl**

The loading procedure in Masan was rather complicated.
Hartmann and Breadbox adding services

New West African connections

Many states in West Africa have recorded highly promising economic development of late. By establishing maritime connections to the region, conventional operators have followed in the footsteps of container shipping lines, which have also expanded their services to and from the region in the past few months (see ITJ 43-44/2012, page 31).

There were two specialists in the West Africa trade to announce new liner services to and from the region in April. They were Hartmann Project Lines (HPL), a subsidiary of the Hartmann Group, which is headquartered in Leer (Germany), and Breadbox, a West African service specialist from the Netherlands.

Hartmann recently started deploying a total of four vessels to the trade, offering sailings from Antwerp (Belgium), Tilbury (United Kingdom) and Rouen (France) to the African ports of Nouakchott, Nouadhibou (both Mauritania), Takoradi (Ghana), Lagos (Nigeria) and Port Harcourt/Onne Seaport (Nigeria) every two weeks. Additional destinations for the shipment of conventional and project cargo, as well as containers and containerised heavy and dry bulk, can be added on inducement. The vessels deployed have a top sailing speed of 15 kn, 17,500 dwt and a capacity of 1,098 teu.

The first southbound sailing left Antwerp in April, and the service is operated by the Duisburg-based MTL–Maritime Transport+Logistik, which has been a member of the Hartmann Group since 1996. HPL named the companies Linienagentur Cargo-Levant, MCA Shipping, Intraha, Overseas Maritime Transport and Voigt as its agents for the link.

The Dutch enterprise Breadbox Shipping Lines simultaneously launched its new Maurex USA service in April. It offers monthly sailings to Mauritania and Senegal from the east coast as well as from Gulf region ports of the USA, with transhipment options in Antwerp. It can additionally offer connections to discharge ports up to Abidjan (Ivory Coast) upon inducement.

The prospects for West African economic development are very good, according to the IMF.

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