

» get
the
» bigger
picture



Abnormal Loads



- » Best routes and competitive rates.
- » Independent transport sourcing enables us to be reliable, flexible and cost effective.

Experience combined with an understanding of the local conditions is the key to trouble free abnormal load movements.

At WWL ALS we have focused on developing high levels of expertise in every aspect of the transport chain. This commitment to understanding allows us to provide a professional handling facility to an extensive list of worldwide clients.



Abnormal Loads

As with most things, experience is the key to a trouble free abnormal or heavy load movement. For over 20 years Abnormal Load Services (International) has provided a professional heavy-haulage and abnormal load handling facility to a long list of international clients. Our hard won reputation is based on a simple but effective code of six disciplines:

- ▶▶ Make our experience count
- ▶▶ Always apply a positive attitude
- ▶▶ Be committed to getting it right every time
- ▶▶ Show dedication to solving any problems at all times
- ▶▶ Use our ability to get it done, on time and within budget
- ▶▶ Always learn from problems we encounter

The complete abnormal load service...

The original Abnormal Load Services (International) Limited vision of offering a "One Stop Shop" is still our goal.

The team at WWL ALS operate a total quality control system that ensures your load is properly routed, correctly escorted and professionally supervised throughout its journey.

- ▶▶ A Professional Special Projects Service
- ▶▶ Pan European Coverage
- ▶▶ A Complete Documentation Management Service

Controlled by one of the industry's most highly developed IT systems we can provide up to the minute information on the movement of our clients' loads throughout the world.

WWL ALS customers have come to expect a flexible, effective service that starts with a speedy and positive response.

1. One piece of a three part load being lifted from the road transportation into the aircraft.

The complete one-stop solution...

- ▶▶ Worldwide Chartering Service
- ▶▶ Worldwide Load Tracking Service
- ▶▶ Customer Information and Support Service

There are no off-the-peg solutions when it comes to abnormal loads. Every project has its own unique set of requirements. Experience and attention to detail not only ensure a smoother journey, but in every case provides the most secure and cost-effective abnormal load movement.

With over 25 years of experience in meeting the demands of civil and heavy engineering project managers worldwide we are able to provide no nonsense help and advice on the following factors.

- ▶▶ **Length** (no matter how long we can always find a way, subject to legislation)
- ▶▶ **Width** (we can develop an appropriate route or arrange for any street furniture to be moved, subject to permission)
- ▶▶ **Height** (we can provide a suitable solution or advise you on alternative movement methods)
- ▶▶ **Weight** (we can move anything no matter what the weight, subject to route)
- ▶▶ **Shape** (we can handle your load regardless of its shape, or can arrange packing to secure it)
- ▶▶ **Location** (wherever your destination, WWL ALS will get it there successfully)
- ▶▶ **Volumes** (whether you have 1 or 1000 units, WWL ALS can develop a solution to suit all your needs)

The complete worldwide service...

- ▶▶ International Expertise and Languages
- ▶▶ Provision of Bonded Storage Facilities
- ▶▶ Total Project Management Services

To move your load WWL ALS can call on any specialist vehicle, shipping line, barge or aircraft, across the world. Not being reliant on a single transport fleet ensures that we are able to use our buying power to greatest effect.

Equally, we do not have to rely on buying in specialist services, as WWL ALS have in house teams with extensive experience:-

- ▶▶ **Ship chartering** (Deep sea, short sea, liner, coaster, pontoon)
- ▶▶ **Barge chartering** (experience and access to Europe's river and canal networks)
- ▶▶ **Air freight** (providing rapid movements via the air networks around the world)
- ▶▶ **Intermodal** (offering a wide range of transportation solutions)
- ▶▶ **Packing Services** (serving your packing and security needs)
- ▶▶ **Crane hire** (Forklift, mobile cranes, tower cranes and all terrain cranes)
- ▶▶ **Specialist installation services** (mega lifts, ancillary equipment)



**“WWL ALS will
arrange every
aspect of your
abnormal or heavy
load movement.”**

- **Route surveying** (available to assess and advise you on any movement)
- **Permits** (escort cars, police escorts, attendants, authority notifications)
- **Insurance** (all levels of insurance can be arranged)
- **Customs services** (letters of credit, bills of lading, customs certificates)
- **Contract services team** (for long-term or major movements)
- **Security and warehousing** (based in 9 European locations)
- **Major/special projects** (expert advice and management in major projects)



- » Turnkey and large-scale project logistics management for the mining, energy, construction, engineering, marine and offshore industries.
- » Road, rail, air, sea and inland waterway transportation resources.
- » Specialists in factory and production relocation.

Experience combined with an understanding of the local conditions is the key to trouble free abnormal load movements.

At WWL ALS we have focused on developing high levels of expertise in every aspect of the transport chain. This commitment to understanding allows us to provide a professional handling facility to an extensive list of worldwide clients.



Project Management

Whatever the size and scale of your project, WWL ALS consultants can advise and help you to develop the ideal solution. By becoming involved in the preliminary stages through to implementation and post-delivery support, WWL ALS offers each customer an individually tailored service, which will provide added value solutions to your project.

Our customers rely on our expertise and specialists project management skills to deliver a solution that is reliable, safe, environmentally aware, within budget, and on schedule.

Achieving continuous improvement of our quality management system which is based upon the requirements of ISO 9001:2000.

1. Turnkey project management.

2. Job site transport management.

3. Planning, supervision and representation services for FOB projects/shipments.

4. Crane planning, hire, and management.

5. Pre-project logistics planning, survey reports and feasibility studies.

6. Specialist project/ heavy lift port agency services to ship owners/operators and charterers.

7. Installation and erection, and decommissioning services.

8. Police/private escorting arrangements and route management.

9. Ship barge and aircraft chartering and overland transportation



**“Getting your
load there safely,
easily and cost
effectively... first
time every time”**

Special Project Management

When a complicated abnormal movement project is undertaken by WWL ALS, our special projects team uses a simple but effective check list to ensure nothing is missed.

1. Initial contact with WWL ALS to discuss requirements, including budgets, time-scale or special considerations.
2. We will conduct a preliminary site visit and route survey. A project manager will assess the overall project and advise on planning.
3. We will consider alternative vehicle/movement types and identify possible routes thereby assessing any possible hazards or difficulties from road, rail, water or air.
4. Assess specialist ancillary equipment needs such as cranes, labour, special constructions or demolitions.
5. Prepare cost schedule for clients to gain budget approval.
6. Create an effective and achievable plan to organise and book all equipment needed.
7. Liaise with external authorities, who need to be informed of any movements e.g. arranging for any street furniture removal or route authorisations.
8. Liaise with police forces and local authorities along the routes, arranging all documentation and authorisations, including police escorts and attendants.
9. Arrange insurance and all official correspondence.
10. Maintain a database of each project, which can be used to the mutual benefit of the customer and WWL ALS on future projects.
11. Collect and deliver the loads under full WWL ALS supervision, keeping you informed of progress throughout.
12. Provide clients with a total debrief and report.



European market leader
offering a worldwide road,
rail, air and sea service.

We also provide a complete
logistics support service to
manufacturers, distributors
and their clients including
port distribution and
integrated supply chain
solutions.

WWL ALS can offer you a complete range of logistics services
- IT Systems, Inventory Management, Warehousing and
Operations Management.

We help to provide you with a competitive edge by moving
faster and responding to your own and your customers' needs.

Throughout our European network of companies we operate a
team that is dedicated solely to solving logistical problems for
construction and plant equipment, manufacturers, distributors
and operators.

Complimenting WWL Ocean services WWL ALS offer through
carriage to the High & Heavy sectors of the business,
throughout Europe Middle East and Africa.



WWL ALS offers clients a complete range of freight management services tailored to their individual needs.

These include:

In-house Operational Teams

- » PDI of Machines
- » Specification Checks & Modifications
- » Physical Condition Checks
- » Preparation of Despatch Paperwork & Export Documentation

Full Operational Support

Locations throughout Europe dealing with:

- » Deep Sea & Short Sea shipments
- » Arranging UK, European & Worldwide Transport
- » Express Cargo shipments

IT System & Data Interchange & Inventory Management

You can rely on WWL ALS to develop a customised solution unique to your company's requirements and challenges, whether it is a regular or one-off movement. WWL ALS will manage the entire logistics programme from planning and concept to daily operations, employing experienced personnel who understand the industry.



Packaging Solutions



Packaging solutions industrial protection

PRO-WRAP: Shrink to fit covers

Pro-Wrap is a cost effective industrial wrapping solution that protects loads in transit from adverse weather impacts.

Pro-Wrap industrial shrink-wrap is a strong and durable plastic film that matches every protection or containment need for transport and storage.

Pro-Wrap is heat shrunk to create a 'drum tight' and tear resistant covering over any shape to form a taut, bonded skin overcoming the disadvantages of conventional covers, such as tarpaulins, which can detach and cause damage during transport.

As a 'use once and recycle' product, it also eliminates the extra cost of maintaining or returning re-usable covers.

Pro-Wrap is a long-lasting, high performance product that provides cost effective returns.

The film is manufactured with UV inhibitors and ethylene-vinyl acetate (EVA) to retain its elasticity and prevent the film becoming brittle when used for long-term storage.

PRO-WRAP contains anti-static and flame retardant additives to make it safe and easy to use.

PRO-WRAP industrial shrink-wrap has many benefits:

- » Drum-Tight' fit - no risk of it flying loose or self-destructing during transport.
- » Durable - will stand the test of time for any storage requirements.
- » Versatile - you can cover any shape or size of product.
- » Elastic - even at low temperatures, making it easy to fit in any weather.
- » Puncture resistant - will protect during movement or stowage.
- » Anti-Static - for electrical safety and ease of use.
- » Flame Retardant - tested to BS:EN13501 Class B standards.
- » Use Once and Recycle' - quick and cost-effective to remove.
- » Smart Appearance - provides a professional looking covering.

www.wwlals.com



Case

Using shrink-to-fit covers for the protection of large objects during transportation and storage supplied to aerospace industry.

Problem

Modules arriving on site and the end client wasn't satisfied with the appearance due to the dirt accumulating during motorway transport and the muddy site.

Solution

To use a shrinkable cover which could be easily installed at the factory and removed at site.

This solution allowed the final fit of the modules to continue right to the last minute before transportation.

The shrink-to-fit covers use 190mm film to create the ultimate protective barrier against the elements as the modules are transported over 300 miles.

Dunnage Bags

Dunnage Airbags are a disposable load securement product used successfully in freight movement for many years.

They will effectively secure your load, preventing motion damage during transportation. Dunnage Airbags are placed in the open spaces between the product / cargo and inflated with compressed air.

The inflated airbags put constant pressure on the load and keep it in place during the entire journey.

Dunnage Airbags replace traditional methods of Load securement (such as old pallets and timber bracing) which are expensive, time consuming and mostly unreliable. Dunnage Airbags prevent cargo from shifting, both from side to side and in the lengthwise direction,

helping to ensure the **SAFE - SECURE ARRIVAL** of your cargo. Available in a range a sizes to suit individual applications

Corrosion Inhibitors (vci)

VCI are **VOLATILE CORROSION INHIBITORS** - which have been incorporated into various packaging materials (eg: polyethylene, polypropylene, foam, paper, solid & corrugated fibreboard and a number of oils & greases. Inside a closed VCI packaging product a uniformly distributed concentration of vaporised corrosion inhibitors forms in the free air.

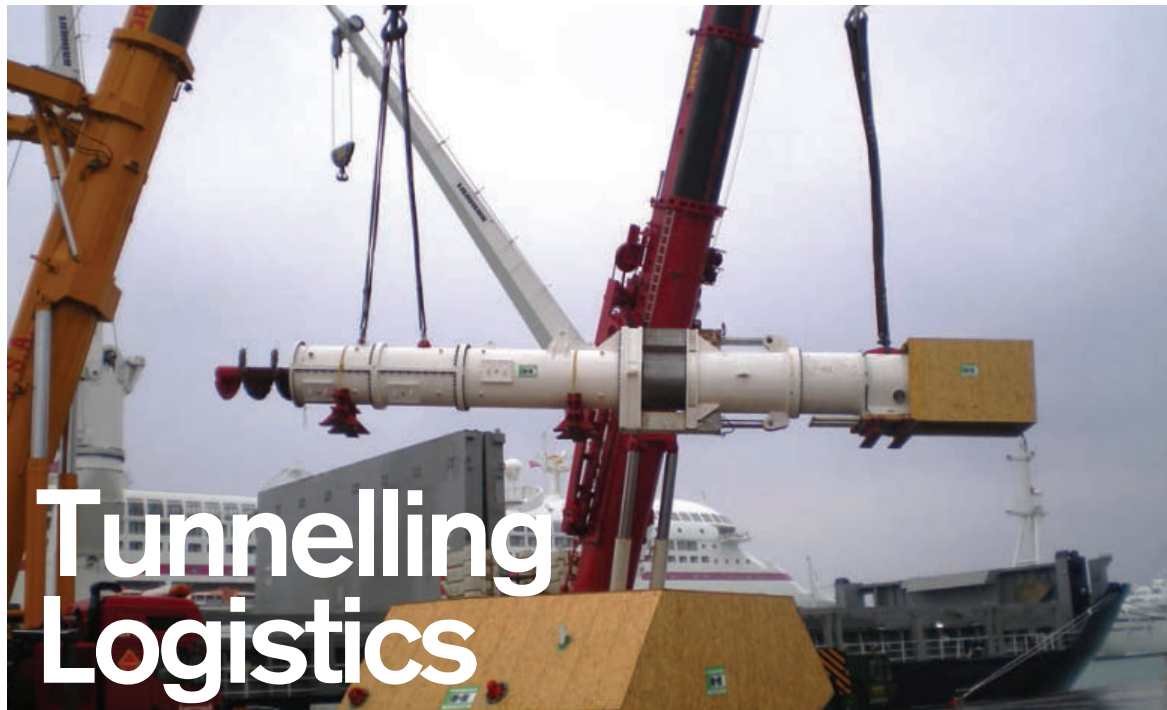
This vapour forms an invisible protective film on those metal objects, which have been packaged. This protective film comprises VCI active substances, which together in complex protective mechanisms prevent corrosion for as long as the metal object remains inside the enclosed packaging.

Such a corrosion protection package provides corrosion protection for storage and transportation worldwide. After the package has been opened, the VCI protective film on the metal surface disperses without a trace and allows unrestricted immediate further use without the need for cleaning procedures.

Depending on the circumstances and materiel type there are different options, which can be used together or individually.

- Available in 'Ferrous' & 'Non Ferrous' options.
- Lay Flat tubing: - suitable for applications between 178mm - 930mm wide.
- Sheetting & / or Shrink film: - Can be used to envelope the whole object. Available in 'Multi-Metal' [150mu - on a 2mtr roll opening to 4mtrs] & Ferrous formats - [200mu on a 2mtr roll opening to mtrs]
- Bags: Used to cover / enclosed smaller items - spares etc.
- Oils & Sprays: Multi Metal protection.

There are many other options but these are the most relevant to the majority of industrial applications.



Tunnelling Logistics



WWL ALS provides the Complete Tunnelling Logistics Solution

ALS ('Abnormal Load Services') was established in 1980, is UK-registered, and has earned an enviable reputation for excellent performance in providing multimodal logistics services, specialising in the planning and management of abnormal load movements - i.e. heavy and/or oversize loads which cannot be readily carried by standard modes of transport.

In October 2012 WWL ALS was acquired by Wallenius Wilhelmsen Logistics, and now trades as WWL ALS UK Intl. Ltd. We are a registered trading member of the British International Freight Association (BIFA).

WWL ALS offers you a complete range of Logistics and Freight Management Services. We have over 30 years' experience in the movement of oversize and heavy Abnormal Loads all over the world.

Experience:

As with most things, experience is the key to a trouble free abnormal load delivery. We are well aware that transport adds no value to your product but can result in major delays and can erode margin and reputations if not implemented correctly.

We provide the reassurance of many years' experience of successfully managing the handling and delivery of tunnel boring machines (TBMs), back-up and ancillary equipment, utilising multimodal solutions within the UK, throughout Europe and to/from worldwide locations.

Our solutions include land transport (road and rail), shipping (deepsea and shortsea, liner and charter), inland waterway deliveries, and airfreight, as appropriate to our clients' requirements.

Our extensive international client list includes both TBM manufacturers and tunnelling contractors.



Discipline:

Our hard won reputation is based on a simple but effective code of six key disciplines:

- ▶▶ Make our experience count;
- ▶▶ Always apply a positive and pro-active attitude;
- ▶▶ Be committed to getting it right every time;
- ▶▶ Show dedication to solving any problems at all times;
- ▶▶ Use our ability to get it done, on time and within budget;
- ▶▶ Always learn from problems we encounter.

Capability:

We accept full responsibility for the planning and execution of the transportation of the TBM and ancillary equipment, including the preparation of initial feasibility studies and detailed route surveys.

We select and manage the most appropriate, reliable and cost effective operating partners, and we ensure that all essential procedures relating to health and safety issues, including risk assessments and method statements, are fully considered and implemented.

We plan and manage multiple aspects such as optimum route selection, route approval, permits, escorts, street furniture removal/replacement, lifting or removal of overhead wires (power and telecom), bridge load checking, traffic diversions and street parking restrictions.

Attitude:

In addition to transportation of the TBM and back-up equipment we can provide lifting facilities for loading/unloading of equipment at the launch and reception portals.

WWL ALS provides a seamless interface between our client and our operating partners, statutory authorities and utilities, applying professional standards to every stage of the delivery process.

We take pride in our pro-active and 'can do' approach to our contracts, and we believe that our 'hands-on' approach to the task, and close communication with the client on a daily basis, are essential keys to a successful conclusion.

WWL ALS is fully audited and certificated by Bureau Veritas under BS EN ISO 9001:2008.

Project Management:

WWL ALS consultants can advise and assist you to develop the ideal solution, whatever the size and scale of your project. Through our involvement in the preliminary stages through to implementation and post-delivery support, WWL ALS offers each customer an individually tailored service, which will provide added value solutions to your project.

Our customers rely on our expertise and specialist projects management skills to deliver a solution that is reliable, safe, and environmentally aware, within budget and on schedule.



Tunnel Boring Machine



Case study

Project brief: WWL ALS' abnormal loads team (a division of Wallenius Wilhelmsen Logistics) recently coordinated the relocation of a TBM from St. John's Wood, central London to Haringey, London.

This was an extremely challenging operation, moving the TBM components in 4 separate loads with the heaviest piece weighing 105T and measuring 4.40m long x 4.71m diameter. The 4 components consisted of a Cutting head, Shield Main Drive, Machine Can & Tailskin. The Shield Main Drive and Tailskin were moved under a Special Order obtained from the Highways Agency.

Delivery was completed over a two week period with each separate delivery taking 4 hours for the 9km journey from the shaft portal site at St. John's Wood to the shaft portal site at Haringey, London. The deliveries were spread in this way due to police restrictions, with the largest items being allowed to move only on consecutive Sunday mornings.



WWL ALS subcontracted the use of a vessel bridge trailer to transport the 23t & 40t pieces and a modular 5 bed 5 trailer with a drawbar unit for the heavier pieces at 103t & 105t.

The WWL ALS team's preparations included detailed route surveys considering multiple bridge heights and street furniture locations and data supplied by Network Rail and British Waterways Board, and required close liaison with the Highways Agency, City of Westminster, Camden and Haringey Borough Councils, the Metropolitan Police and Transport for London (TfL).

The route approved by the Highways Agency presented the WWL ALS team with a large number of problems including substantial quantities of street furniture removal/replacement and parking bay restrictions. An advance letter drop was made to churches, residences and street parking areas along the route to pre-advise of the early Sunday morning movements.

A large number of residential parking bays had to be suspended for the duration of the contract, at an additional cost to the client of £15,000. The Met. Police "lifter" was also employed and joined each convoy (involving six police escort vehicles) to remove and relocate any obstructing cars parked by the general public along the route. TfL arranged for bus services to be either diverted or re-scheduled to minimise delays and inconvenience to passengers.

WWL ALS representatives were in continual attendance throughout the planning and execution of these deliveries to ensure a smooth operation and to maintain close communication with the client and with the police and other authorities.

The deliveries were completed on schedule. This was the third TBM delivery managed by WWL ALS in central London this year, and WWL ALS is currently working on solutions for similar TBM movements scheduled for 2013-2014.



Herrenknecht



Case study

Project brief: WWL ALS (International) Limited has transported a Herrenknecht Tunnel Boring Machine from Germany to the UK for the National Grid London Cable Tunnelling Project.

The 100 Ton EPB4000 TBM's dimensions were a maximum of 4.72m diameter and 110 metric Tonnes.

WWL ALS' project team had to ensure that the machine was delivered within a tight deadline to meet the requirements of the consignee for the specified launch date of the TBM.

WWL ALS arranged for the transportation of 5 x breakbulk components plus 17 standard trailer loads by road from Herrenknecht's manufacturing site in Schwanau, crane lifting from trucks to barge in Germany and from barge to trucks at ferry port, and onward transport by ro-ro ferry and road to job site.

The ferry company had to make special arrangements to accommodate this movement by shifting their ship to a special berth in Zeebrugge as the normal berth was not strong enough for the 183 gvw trucks.



1.



2.



3.



4.

Specialist beam/vessel carrier trailers were used to transport the Shield with Main Drive, and the Machine Can with Erector. This method was chosen to enable the largest components to be safely carried beneath restricted bridge heights.

The final leg of the journey involved 6 x police escort vehicles plus 3 x private escorts plus 1 x pilot car from Tilbury port via A13 and the M25 and through North London to the Haringey jobsite during late evening to minimise disruption to other traffic.

Comprehensive surveys were required in the UK to secure a suitable route, which avoided multiple bridge weight and height restrictions in East and North London.

A BE16 Special order Permit was secured from the UK Highways Agency, along with approvals from the Essex and Metropolitan Police forces, 4 local authorities, Network Rail, London Underground, British Waterways Board, and Transport for London.

It took 6 days for delivery of the main components (using a combination of road transport, barge, and ro-ro ferry) from Schwanau through to the London N4 jobsite where the TBM being is now being used for National Grid's new mains power cabling project throughout North London.



Tunnel Boring Machine - Barcelona



Case study

Project brief: A Herrenknecht TBM and ancillaries totalling an enormous 6,000m³ for Barcelona's metro expansion was transported from Germany to Spain using the expertise of project freight management specialists WWL ALS Limited.

The heaviest and one of the highest pieces in the consignment was a shield segment which measured over 7 metres long, 7.5 metres wide, almost 4 metres in height and more than 130 tonnes in weight. In addition a screw conveyor totalling 19 metres in length, 2 metres wide, almost 3 metres high and weighing 84 tonnes was the longest piece transported.



The movement involved local road transportation from Herrenknecht's factory to a German river port and transshipment to a barge using Herrenknecht's preferred local partner and supervised by WWL ALS' project team from Hull, UK & Moerdijk, Netherlands.

At Barcelona port the TBM and ancillary equipment was offloading to waiting vehicles and quayside storage area by shore-based cranes, using registered stevedoring personnel and facilities. WWL ALS supervised reloading to trucks from Barcelona Port and transportation to jobsite.

WWL ALS' project teams in Hull, UK & Moerdijk, Netherlands have been responsible for the whole project, which has involved: undertaking road surveys, arranging permits, removal of street furniture, barge movements, sea freight, handling and craneage.

"In view of WWL ALS' experience in similar projects for Herrenknecht which includes the Channel Tunnel Rail Link (CTRL) WWL ALS were appointed to manage the complete TBM movement," Jill Peacock said.



Flood Relief Tunnel



Case study

Project brief: WWL ALS (International) Ltd., UK - 'WWL ALS' - completed the delivery of an ME310SE Series 24500 TBM (7.8m diameter soft ground earth pressure balance tunnel boring machine) plus back up system from Canada to Argentina on behalf of client LOVAT Inc., Canada - a wholly owned division "company" of Caterpillar Inc.

The shipment comprised of 13 break bulk items with a maximum unit weight of 86,000 kgs and maximum width 502cm, plus a total of 40 x 40ft open-top container loads.



Canadian regulations restricted the road haulage of the heavy and oversize break bulk items from LOVAT's factory only to the nearest railhead, approx. 12 miles (19 km) from the factory. The break bulk loads were then transferred to flatbed railcars and carried by rail through to the port of Halifax NS.

WWL ALS employed a chartered heavy lift vessel to deliver the break bulk loads, totalling 533 tonnes/1,003 cbm, from Halifax to Buenos Aires.

WWL ALS took full responsibility for the planning and execution of this contract from LOVAT's factory through to Argentina, working closely with WWL ALS' Canadian partners to ensure an incident-free delivery within budget.

The TBM had been ordered for employment in the construction of the 'Arroyo Maldonado Flood Relief Tunnel' in Buenos Aires.



Case study

Project brief: Movement of two Tunnel Boring Machines (TBMs) from Herrenknecht AG, Schwanau, Germany to Dublin City, Ireland. The two machines will play an important role in alleviating one of Ireland's major social and economic transport issues.

Heavy traffic is a major social and economic issue in Dublin City, Ireland. The Dublin Port Tunnel will provide a totally new, direct and rapid transit connection between the Port and the motorway system, thus alleviating the city's chronic traffic issues.

The complete road construction project totals 4.50 kilometres in length and the tunnel portion is 2.40 kilometres in length using a 107 m² tunnel face for the two-lane cross-section in each direction. It will be constructed by two Tunnel Boring Machines each 11.80 metres in diameter.

This project required the movement of tunnelling machinery and equipment from Schwanau, Southern Germany to Dublin City, Ireland. In view of WWL ALS' extensive experience in similar infrastructure projects, we were appointed as primary project managers for the entire TBM movement project.

The shipment consisted of 261 pieces, weighing the equivalent of 9,000 freight tonnes with the entire project comprising of two complete TBMs, including an indivisible section of 165 tonnes with a diameter of 6 metres.

After consultation with the client and a detailed review of how the shipment was to be effected, the WWL ALS Special Projects Management Team developed a more cost effective and practical method of transportation, utilising the inland waterway system and specialist vessels.

As a result, WWL ALS were able to transport directly from the factory in Southern Germany to the port in Dublin, Ireland minimising three important factors: COST and TIME and RISK.

This whole operation was a success. From Germany through to Ireland, moving in two phases, each complete machine took only 7 days to reach its destination utilising a total of five ships.

All movements were carried out on time, within budget and with no recorded damages.



1. Shield segment preparation at job site
2. Shield segment awaiting delivery
3. Cutter-head center on way to installation site
4. "Big Softie" ready to commence work



Herrenknecht



Case study

Project brief: Movement of two Tunnel Boring Machines (TBMs) from Herrenknecht AG, Schwanau, Germany to CTRL job-site, Kent. The two machines will help form the missing link between the high speed railway networks of mainland Europe and the United Kingdom.

The Channel Tunnel Rail Link (CTRL) is the UK's first major new railway for over a century - a high-speed line running for 109 kilometres (68 miles) between St Pancras in London and the Channel Tunnel at Folkestone. The railway will provide significant transport and economic benefits.

The high-speed line is being built in two sections. Section one has been under construction since October 1998 and runs between the Channel Tunnel and Fawkham Junction in North Kent. The first section is on schedule for completion by the end of 2006.

WWL ALS had been contracted to transport two tunnelling machines from the Herrenknecht Factory in Schwanau to the CTRL 320 Job site in Kent, in view of their extensive experience in previous infrastructure projects for the manufacturers. The first machine comprising a total of 969 tonnes (equivalent to 2,835 freight tonnes) was moved over a two week period, utilising road, river and sea transportation.

Combining their intimate knowledge of the UK's Highway network and suitable port infrastructure, WWL ALS identified the most efficient and cost effective route whilst minimising double handling and excessive road transport movement by shipping to within 4 kilometres of the job site by river and sea.

In total the machines moved less than 30 kilometres by road, there by minimising road congestion and inconvenience to the general public.

The whole operation was a success from collection in Southern Germany through to the UK destination, with all movements being carried out on time, on budget, and with no recorded damages.



1 & 2. Shield segments awaiting delivery at intermediate storage area.

3. Shield segments loading to sea transport

4. Gantry section loading to sea transport



Herrenknecht



Case study

Project brief: Here, the two partners, Southern Water Services and Miller Civil Engineering, were responsible for the design and construction of a major drainage system in Hastings Town Centre.

At WWL ALS the first priority was to appoint a dedicated project manager, who would be ideally suited to the client's requirements. Someone who had supervised several tunnelling projects previously was the ideal choice. From this point until the project's completion WWL ALS' project manager was on call to provide service 7 days a week 24 hours a day.

The next task was to assess the movement options. The tunnelling machine itself weighed in excess of 600 tonnes with individual items up to 145 tonnes in weight and 14 metres in length, WWL ALS knew the equipment as they had been involved in several other projects for its manufacturers, Herrenknecht GmbH.

One area in which WWL ALS is able to offer a wide range of services support is in the field of major civil engineering projects. By their very nature they are often globally sourced, and need the services of a dedicated WWL ALS project manager.

Here the two partners, Southern Water Services and Miller Civil Engineering, with the co-operation of Hastings Borough Council were constructing a major drainage scheme in the middle of Hastings Town Centre. The value of the work carried out by Miller, as main contractor was in excess of £46 million. Miller were faced with finding the right specialist equipment to undertake the tunnelling and secondly, they were going to have to bring this through the historic market town of Hastings. Both these tasks in themselves are massive undertakings. Miller having located an ideal tunnelling machine in Southern Germany, then had the immense task of getting it to the site in the United Kingdom.

WWL ALS was selected to investigate, develop and implement the transportation solution for the Hastings project.



The success of the operation was such that WWL ALS were called upon again to return the machine back to Germany when its work was done.

The machine, 55m long and 7.4m in diameter, with cutting jaws big enough to carve a hole which could take a double decker bus, had been dismantled into four sections for easier transport. At these dimensions, the Department of Transport would not allow the parts to be transported on the UK road network. The local and regional infrastructure would not be able to cope with such a movement. The most logical solution was to use the sea as a means of transport.

A detailed investigation was carried out by WWL ALS and the Contractor, Miller Civil Engineering, establishing a suitable method acceptable to the Dept of Transport.

The solution involved beaching a flat bottomed pontoon on the Hastings seafront, then transferring the equipment onto road vehicles for its final journey through the town.

This would involve the removal of thousands of tonnes of sand and its replacement within a period of 24 hours. A further requirement was for a temporary trackway to be laid. This would allow the vehicles travel access on and off the beach and pontoon. Environmental issues would need to be taken very seriously and protective measures put into place. Cranes, anchorage trucks, support vehicles, hauliers, policing and public safety all had to be arranged if all was going to be successful. In all six months of careful planning was required. This planning had to include everything from tidal predictions, weather forecasts through to public interest. The operation would result in 10 major roads being closed for 8 hours, so everything had to work perfectly, first time.

The operation was a tremendous success with the move from Germany right through to the UK undertaken in the course of just 10 days. With minimum disruption caused to the locWWL ALS of Hastings the move generated a great deal of positive public relations.



WALLENIUS WILHELMSSEN
LOGISTICS



ABNORMAL LOAD
SERVICES

www.wwlals.com



Wind Turbines /Renewables



The Complete Wind Turbine Transport Service
WWL ALS offers full co-ordination and management of all activities from manufacturers' works to delivered site foundations - therefore providing a complete door/door service.

Shipping/Chartering

- Initial contact with WWL ALS to discuss requirements, including budgets, time-scale and any special considerations
- Locate suitable port in exporting country & make initial enquiries to establish optimum port at destination in conjunction with a suitable route to site
- Establish most cost effective method of shipment i.e. geared or gearless tonnage framed or crated shipment mounted or dismantled segments
- Co-ordinate between ship and barge owners and manufacturers to ensure the optimum stowage arrangement is achieved on board the ship
- Arrange for marine survey of cargo if required and full attendance to loading and discharging.
- Loading of vessel under full WWL ALS supervision, keeping all parties informed of progress throughout



1.



2.



3.



4.

Site Management

- Attend site meetings with manufacturer and their client to establish working practice and required delivery schedule.
- Compile full H&SE compliant risk assessment and method statement for submission to the client and all operating parties.
- Agree sequence to achieve timely discharge from vessel to quay and to delivery transport.
- Co-ordinate deliveries to site in accordance with the site erection requirements
- Maintain site delivery record.
- Provide clients with a total debrief and report

Delivery Coordination

- Organise and conduct a trial run from discharge port to site foundation, based on component dimensions and trailer configurations
- Liaise with statutory authorities who need to be informed of any movements e.g arranging for street furniture removal, carriageway modifications and authorisations
- Liaise with police forces and local authorities along the routes arranging all necessary movement permits and escort arrangements
- Appoint port/terminal operator, crane contractor, and haulage contractor
- Discharge of vessel under full WWL ALS supervision, keeping all parties informed of progress throughout

1. Turbines arriving at Port on Chartered Ship

2. One Tower Blade being lifted from shipping transportation to the trailer

3. Site management under close supervision!

4. Tower loaded safely at port en-route to Turbine Site

WWL ALS provides your company with a one stop solution to your Wind Turbine transport requirements from point of manufacture to turbine location!



WWL ALS employs an independent Marine Surveyor who can identify and recommend solutions to overcome those determined by the survey, on industrial Construction, Mining and Agricultural machines in shipment and quay storage all over the world. This also extends to Abnormal Fabrications and parts.

Services

- ▶ Vessel appraisal condition surveys
- ▶ Hatch / hatch cover condition surveys
- ▶ Hatch cover hose test surveys
- ▶ Bunker fuel quantity surveys for on - off hire
- ▶ Bunker spillage surveys
- ▶ Vessel accident / collision investigative surveys
- ▶ Cargo pre-shipment / landed condition surveys
- ▶ Container load out / unpack surveys
- ▶ Container damage surveys
- ▶ Load / lashing assessment surveys
- ▶ Cargo loading / discharge superintendency

Purpose:

- ▶ Time critical shipment
- ▶ Pre-shipment Survey
- ▶ Identify issues and circumstances
- ▶ Reduce in-transit machine damage
- ▶ Suggest solutions
- ▶ Provide findings

Experience:

34 years in the Southern African region, which has included sea time and aviation flight, crew experience.

Own company in South Africa for 19 years from 1993 to 2011 dedicated to niche market maritime, aviation and marine surveying consultancy, catering exclusively for mining and civil engineering disciplines in African territories south of the Equator.

Qualifications:

- ▶ FICS - Fellow of the Institute of Chartered Shipbrokers (London, United Kingdom)
- ▶ MIIMS - Member of the International Institute of Marine Surveying (Gosport, United Kingdom)
- ▶ MMLA - Member of the Maritime Law Association (South Africa)
- ▶ RMS - Registered Marine Surveyor (International Registry) (Registry Licence F 426)



Specialist Services



Over the years, WWL ALS has gained an enormous amount of experience in all the specialist services that are required to move large and heavy loads. Permit Control, Route Planning, Police Escorts, the use of pilot cars, attendants and statutory movement orders are all areas of WWL ALS expertise. If you have a problem, call the real experts at WWL ALS.

Movement Permits

With the UK classification of "Abnormal" changing to meet the demands of the industry, keeping up with legislation and the requirements of local police forces, you need the services of a specialist who understands the difficulties.

Our team at WWL ALS will advise you on all aspects of the necessary legal and statutory notification process then go on to manage the process for you.

Route Planning

Route planning is critical to the success of all abnormal load movements, it is the most visible and often most dangerous point of the operation. If not planned correctly it can lead to major losses or legal action. Depending upon the load itself and the preferred route, it may be necessary to inform local police forces, authorities, county councils and many other interested parties such as Railtrack or British Waterways. We can conduct all liaison for your load and action any advice or demands these authorities may require. WWL ALS will plan the route and make arrangements with all relevant authorities, to ensure a speedy and effective movement.

Police Escorts

Every police force in the United Kingdom will have a different policy towards the necessity for a proper police escort. Such escorts will require at least two days notification prior to the date of movement, which does not include weekends or bank holidays. WWL ALS will liaise between the different police authorities and arrange a schedule of police escorts, designed to complement your loads.

Pilot Cars/Second Drivers

The nature of your load may necessitate the use of pilot cars in support of police escorts, or equally the need for second drivers to undertake any manoeuvres en-route. Again each authority may insist upon a different level of movement support. WWL ALS can provide you with a full support service that fulfils all current movement legislation.

Statutory Movement Orders Loads exceeding 5.00 metres in width will require a VR1 movement order issued by the Highways Agency (formerly the Department of Transport in London). Loads with larger dimensions may require a special movement order and official approval. WWL ALS can advise on all documentation for both the United Kingdom and Continental Europe and provide the entire liaison, support and supervision necessary. Should the removal of street furniture or obstructions be needed, we can also look after that.

www.wwlals.com



Man B&W



Case study

Project brief: Co-ordination of collections from all sub contractors in the U.K., Europe and North America; consolidation and shipment of all cargo to respective Energy stations; installations/erection to trench/foundation.

The shipment of two MAN B&W 16RK270 diesel generators required a unique solution as the island of Exuma, Bahamas has no deep-water harbour and no specialist lifting/transport equipment. WWL ALS were contracted to provide an innovative, cost effective and time sensitive solution for the transport and installation to the Bahamas Electricity Corporation's new Power Station in Georgetown.

The solution provided by WWL ALS facilitated the chartering of two 500 tonnes landing craft to transport the generators and associated power generating equipment as well as a full installation team and their equipment.

A similar project comprising a 222 tonnes generator/alternator set to the La Romana corporation Powerplant in La Romana, Dominican Republic provided different challenges with the existing port facilities and road bridge proving unsuitable for such a heavy load. Again WWL ALS provided the necessary solutions to circumvent these challenges and completed both delivery and installation on time.

In addition WWL ALS completed the shipment for the final stages of the largest RK270 powered generating plant in the world at the Canadian Nexen Masila Block central processing facility in the Republic of Yemen.

These three projects demonstrate the unique ability of WWL ALS to provide cost effective yet innovative and creative solutions for the Energy industry in challenging and difficult locations, whilst working to strict construction schedules.



1. Jacking and installation of foundation of 2 x 4 Gensets
2. Specialist vessel charter utilising landing craft for inaccessible destination
- 3&4. Heavy lift vessel transfer of Gensets to road haulage



Bridon



Case study

Project brief: Movement of ultra large/ heavy steel wire reels for Bridon International Ltd., Doncaster from Newcastle, UK to the US Gulf. The purpose of these movements was to provide a mooring system for Vasta-Horn Mountain and Devil's Tower deepwater exploration rigs.

These movements required WWL ALS to provide an innovative, cost effective and practical solution.

At WWL ALS the first priority is to appoint one of our dedicated Project Managers, all of whom have extensive experience of managing project logistics. From this point until the project's completion the WWL ALS Project Manager was on call and liaising closely with the client.

To minimise cargo risks, reduce costs, and double handling, WWL ALS considered the best option was to provide a direct shipment method, whereas previous shipments had always been transhipped by barge, which would have inevitably doubled if not tripled the handling and increased the associated risks. This method not only minimised cargo risks, but also provided a faster and more direct delivery method.

The cargo in two shipments, comprised 29 x 100/120 tonnes, each > 5m diameter reels, together with their associated lifting beams, slings and ancillary fittings. Using our in-house chartering/port operations team, we firstly identified a suitable ocean vessel that provided for safe passage but also facilitated shallow draft berth access.

WWL ALS planned and arranged for all stevedoring, loading and craning to the ship including the supply of all lashing materials, and human resources. This also involved the preparation of full lashing, securing and MPI (Magnetic Particle Inspection) reports.

All cargo arrived at the final destination, on time, within budget, with no recorded damages.



1.



2.



3.



4.

1. Delivery to Quay by specialist straddle carrier
2. Lowering reel into ocean vessel
3. Loading to ocean vessel
4. Lashing, securing and dunnaging in preparation for ocean vessel departure



Case study

Project brief: On behalf of HYDRO GAS and CHEMICALS Ltd., WWL ALS were selected to transport 2 x 200 ton CO₂ storage vessels from Willebroek, Belgium to Teesside Offshore Base, Middlesbrough. The equipment was required for installation and commissioning at the UK's most advanced CO₂ storage and supply facility.

Due to the ultra heavy weight of the 200 tonne units, combined with a length of 40 metres (equivalent to 3 standard trailers), a 5.64 metre diameter and a height of 6.50 metres, the challenge was to provide a safe and cost effective method of moving these storage vessels from the heart of Belgium to the UK. The priorities were to minimise disruption to traffic and to ensure the maximum in-transit protection to the two delicate insulated tanks.

At WWL ALS the first priority is to appoint one of our dedicated Project Managers, all of whom have significant project management experience. From this point until the project's completion WWL ALS' Project Manager was on call 24 hours a day, working closely and liaising with the client.

In addition qualified WWL ALS personnel were in attendance to supervise crane and shipping operations at every stage of the project movement.

After assessing the movement options WWL ALS' solution was to provide a suitable low draft wide beam vessel with a tall hatch to minimise transportation via road, whilst offering full weather protection from salt-water contamination, i.e. total below deck shipment for the full river/sea passage.

Due to the nature of the vessel chartered WWL ALS were able to position the ship directly at the point of manufacture, using the factory's own river berth, thereby facilitating the movement directly to Teesside and avoiding the risk and cost associated with double handling/transshipment in Antwerp.

Road transport from Teesside to the installation site was less than one mile, thus greatly reducing police escort, road transport and street furniture removal costs. WWL ALS provided a crane to handle installation to the plinth rather than jacking as this was considered a quicker, safer and more cost-effective solution.

The whole operation was a tremendous success from time of collection to the time of delivery the entire operation took less than five days and was delivered on time and within budget.

www.wwlals.com



1. Removal from ship on route to installation
2. Installation of Storage vessels to plinths
- 3&4. Loading to combined canal/sea transport



DEMAG

Cranes & Components



Case study

Project brief: 54 metre long Crane beams moved from Johannesburg, South Africa to Killarney, Southern Ireland

When our clients Mannesman Dematic Limited were asked to produce a crane that featured two beams of 54 metres in length and weighing 65000 kgs each the decision of where to manufacture came into focus. A cost analysis ruled out the Mannesman factory in Banbury as moving the beam would have required a great deal of structural work.

The solution was to choose between manufacturing in Poland or South Africa. At first glance Poland might seem the most cost effective option, but after careful cost analysis, WWL ALS were able to prove that the South Africa option offered the most cost effective solution.

The load, two crane beams each 54 metres x 2.6 metres and weighing 65000 kgs was taken by road from Johannesburg to the port of Richard's Bay, from where a liner vessel was used to ship the load to Rotterdam. In Rotterdam the beams had to be transhipped by floating crane onto 2500 DWT coaster. This smaller vessel was required as the home port of Fenit in Southern Ireland cannot accommodate large vessels.

Once again in Fenit the beams were again transhipped from the coaster using two mobile cranes.

A short road journey to Killarney finished the move, on time and in budget.

WWL ALS working in close liaison with Mannesman Dematic were responsible for the whole journey including all documentation, loading and lashing escorts, transport, vessels and cranes.

"We understand that these beams are the largest ever transported in Africa, usually we have to cut them into smaller units with all added costs of re-assembly. WWL ALS demonstrated how it could be done for us in one piece and it made sense"

Mannesman Dematic Spokesperson



1. Road from Johannesburg to Richard's Bay
2. Loading to liner vessel Richard's Bay
3. By road to Killarney
4. During transhipment to coaster at Rotterdam



Desmet Ballestra



Case study

Project brief: On behalf of DESMET BALLESTRA SHANGHAI, WWL ALS Asia were selected in June 2008 to provide brokerage for the shipment of 107 packages from Luojing Terminal of Shanghai to Ukraine.

项目简介：DESMET BALLESTRA SHANGHAI在2008年6月选定WWL ALS亚洲代理运送107件货物从上海到乌克兰，马里乌波尔。

The equipment was needed to fulfil part of a very large Project to supply equipment for a major DESMET BALLESTRA client.

该项目主要是为DESMET BALLESTRA的客户提供设备。

WWL ALS Asia's shipping team coordinated at all times with the shippers concerned to ensure all packages arrived at the port to the required schedule.

WWL ALS的航运操作团队在任何时候都与托运人及各方保持接触，确保所有货物能准时抵达港口。

The combined weight of the 107 pieces was an impressive 427,441 kilos, with some pieces measuring only 2.0 metres in length with a weight of 3,000 kilos to 14.0 metres in length, weighing 51,000 kilos (as pictured above).

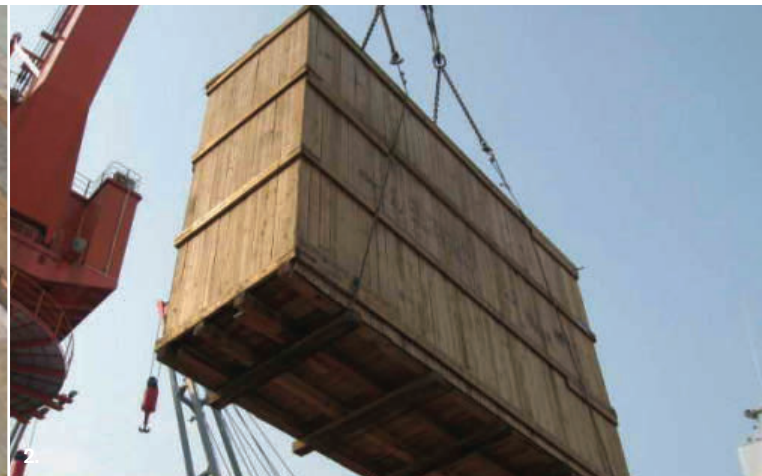
107件货物总重量是427,441公斤，其中一些货物尺寸仅2.0米长，重3000公斤。如照片所显示，以14.0米的长度，重量为51,000公斤。

The differing weights and sizes of the Project cargo required a high level of pre-stowage planning and surveying before the cargo could be loaded on to the ships decks.

Detailed measurement and condition surveys were carried out prior to shipment to certify all pieces were suitable for shipment and correct.

重量和体积不同的货物，在装船前需要高水平的规划和勘测。

为确保所有货物适合装运及资料正确，详细的测量和进行勘测是必要的。



1. Vertical Conditioner in Lower Hold

立式的贮存于下层

2. Detailed checking of each piece pre-loading

装货前详细检查每件货物

3. Loading commencing onto "Thor Sofia"

开始着手装载到Thor Sofia

4. Thor Sofia alongside at Luoqing Terminal

Thor Sofia于港口旁边

The cargo arrived as planned at the port and within budget.

货物按计划并在预算之内抵达马里乌波尔

The loading of all 107 pieces took a total of 2 days after which lashing chains and belts were applied.

装货及捆绑时应用了绑扎链和安全带，操作共2天。

WWL ALS team highlighted to the Chief Officer the importance of checking the lashing everyday and re-tighten the lashings timely, ensuring cargo secure at all times.

WWL ALS向首席操作干事强调勘测捆绑的重要性，每天安排加固和重新检查捆绑，确保货物安全。

This challenging project allowed WWL ALS Asia to demonstrate their local brokerage expertise, dedicated project management abilities, providing a crucial pivotal role as a local broker for DESMET BALLESTRA at a crucial time of their Project.

这项具有挑战性的项目让WWL ALS亚洲展示其当地代理的专业知识及专门的项目管理能力。在关键时刻，为DESMET BALLESTRA提供了一个重要的本地代理。

Following the issue of the survey reports confirming cargo and measurements were correct, the loading commenced on to the multi purpose vessel Thor Sofia.

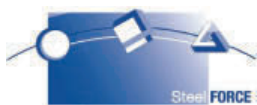
调查报告显示，确认货物和测量是准确的，开始着手装载到Thor Sofia。

The cargo was loaded onto the Lower Deck, Tweendeck, Lower Hold and Deck following the pre-stowage plan provided by the ship's chief officer.

根据船舶大副所提供的堆放计划，货物装载到Lower Deck, tweendeck, Lower Hold, Deck。

The whole operation was a tremendous success due to detailed planning, excellent communication between WWL ALS teams and the shippers and the local knowledge provided by WWL ALS as a broker.

详细的规划，WWL ALS团队与托运人的良好沟通，与及专业的WWL ALS当地代理，整个操作非常成功。



Case study

Project brief: Transport of 2,201 pieces of steel plates with total weight of 10,411.33 metric tonnes from China to India

运输2,201件钢板从中国到印度，总重量10,411.33吨。。

For this project WWL ALS acted as broker for its client and arranged the shipment of more than 10,000 tons of steel plates. The 2,201 pieces of steel plates were ordered for the production of a windmill park and the cargo was shipped from China to India.

在这项计划里面，WWL ALS当上了客户的货代，安排了超过10,000吨的钢板经海路从中国运到

印度。而这2,201个钢板是一个风车公园建筑工程的订单。。

Before the shipment commenced WWL ALS had been in consultation with their client on a daily basis, to ensure all details of the project were agreed on, monitored and checked, demonstrating a customized approach for this special project.

计划刚开始着手的阶段，WWL ALS是以日常顾问的角色参与。WWL ALS确保了所有项目的细节获得

通过，为这一个特殊的项目自定监测和检查。



1.



2.

1. Loading of steel plates

装卸钢板

Attention to timing was a crucial factor. WWL ALS had to be sure that the cargo would be collected from the steel mill on time and then delivered to the port within an agreed timetable, requiring a high level of supervision and coordination between the client, WWL ALS, the trucking companies and the port stevedores.

由于时间是一个关键的因素，WWL ALS必须要确保所有货物可以准时从钢厂收集然后运到港口。因此，客户，WWL ALS，货运公司和港口装卸之间需要一个高水平的监督和协调。

For WWL ALS it was a tremendous achievement involving initial co-operation with one of the biggest steel brokers in China. The contract negotiations were detailed and finalized within four weeks.

在四个星期内，WWL ALS成功地与中国其中一家最大的钢铁经纪达成协商。

As a result of good preparation the cargo was loaded on time in China and shipped to India.

由于WWL ALS做好了充足的准备工作，所有钢板都在预定的时间内从中国运抵印度。

2. Laycan - 2,201 pieces of steel plates

船舶受载期和解约期 – 2,201 件钢板

The whole operation was a success from the collection in China through to the delivery in India. The customer was very satisfied with the professional services provided by WWL ALS as the operation was carried out on time, on budget and without any damages.

WWL ALS成功地完成整个运作，所有过程都在预定的时间与预算内进行，并且所有货物从中国运抵印度都无任何损坏。亦因此客户非常满意WWL ALS所提供的专业服务。



ESC Pile



Case study

Project brief: WWL ALS Asia organised the loading of 153 tubular piles 28 metres each in length on a specialist vessel from China to the United Arab Emirates.

项目简介：WWL ALS亚洲安排153件长28米的管桩经由包船从中国运到阿拉伯联合酋长国。

On behalf of ESC, WWL ALS Asia arranged the shipment of 158 tubular piles from Ningbo to Fujairah with a chartered vessel.

ESC委派WWL ALS亚洲安排包船装运158管桩从宁波到富查伊拉。

Dimensions of the cargo were:

Diameter:	1.52 metres
Thickness:	18mm
Length:	28 metres
Volume:	9,079.786 cubic metres.

货物的体积：

米直径：	1.52
毫米的厚度：	18
米长：	28
立方米：	9,079.786。

The cargo was positioned and stowed on the vessel in two holds and on the hatch covers.

货物存放于拥有两个舱口盖的船上。



1. Stowage condition in hold

存放环境

Lashing wires, stops and chocks were applied for securing the cargo.

WWL ALS' operations team supervised the loading and highlighted the importance of checking the lashing everyday and re-tightening where necessary to the Chief Officer.

Loading and lashing operations of all 158 pieces were completed in 2 days.

使用绑扎线及垫木，以确保货物牢固。

WWL ALS的操作团队每天监督装货，亦向主任强调在必要时再捆绑货物。所有158件的装货和绑扎操作，2天内完成。

2. Lashing condition on hatched cover

舱口绑扎状态

The following day it was decided by the team that the fourth tier of five piles at the second hatch cover had to be removed to improve the vessel's stability.

This was arranged immediately within 2 hours and did not effect the vessel's sailing schedule.

It took 28 days for the vessel to reach it's final destination port.

第二天，团队决定在第二舱盖第四级的5件桩需要分离，以提高船只的稳定性。

这立即安排在2小时内完成，并没有影响船只的航行日程。

28天后船只到达最终目的地。

3. Lashing and stops condition on hatch cover

绑扎线及垫木状态

The operation was a success and the shipment was carried out on time, within budget and with no recorded damages due to the close supervision, excellent coordination and continuous communication between WWL ALS, the customer and shipper.

由于WWL ALS密切的监督，良好的协调和持续与客户 / 托运人的沟通，操作准时在预算范围内进行，并没有损毁记录。



Case study

Project brief: Movement of 3 crawler cranes from Shanghai to Rotterdam with a total volume of 594 cubic metres.

项目简介：安排三台履带式起重机从上海运到鹿特丹，总体积**594**立方米。

WWL ALS were contracted by Zoomlion to arrange the shipment of 3 crawler cranes (type QUY70) which comprised of 42 pieces from Shanghai to Rotterdam.

WWL ALS为中联重科安排三台履带式起重机从上海运到鹿特丹，总共42件，产品型号QUY70。

The reason for this project was to move equipment sold by Zoomlion to their trader based in central Holland.

这项目是为中联重科将出售的设备运到在荷兰的客户。

The total shipment was around 594 cubic metres. Dimensions of the main machines were 12.40 x 3.35 x 3.12 metres, weighing 39.50 metric tonnes. The transit time for the shipment was 47 days from Shanghai port to Rotterdam.

总出货量约594立方米。主机的尺寸为12.40 x 3.35 x 3.12米，重39.50吨。从上海到鹿特丹的运送时间为47天。

Prior to the goods arriving at the departure port, to guarantee timely arrival WWL ALS ensured continuous communication between the shipping line and the receiving client was maintained.

为确保准时到达出发港口，WWL ALS与航运公司/客户保持紧密沟通。



1. Goods awaiting loading at terminal in Shanghai
立式的贮存于下层



2. Machine ready for transportation
机器准备就绪

3. Goods arriving into Shanghai from their journey
立式的贮存于下层

In addition WWL ALS personnel assisted the client with customs clearance and goods survey upon arrival thus guaranteed all goods were in a good condition before loading.

此外，WWL ALS团队协助客户清关和货物到达港口后的检查，从而保证所有货物在一个良好的条件下装货。

In order to be sure WWL ALS provided a highly professional service, WWL ALS thoroughly checked the progress of the shipment regularly from the point of loading at Shanghai through to discharge of the vessel in Rotterdam.

This method of supervision ensured all parties were kept informed of progress therefore minimising operational issues.

WWL ALS为了提供一个高度专业的服务，团队从装货点上海到目的港鹿特丹，均彻底视察货物运送的过程。

这种监督方法，可以尽量减少操作上的问题。

This project was carried out as per the agreed schedule, within budget and with no recorded damages. The main challenges that WWL ALS faced for this shipment were the coordination between the owners of the vessel and Zoomlion and supervision of the loading and unloading of the cranes.

The customer was very satisfied with the professional manner in which WWL ALS completed this project.

这个项目按商定的时间表进行，而且在预算范围内并没有损坏记录。WWL ALS要面临的挑战是保持中联和船主之间的协调，和监督装卸的操作。

客户非常满意WWL ALS以专业的态度完成这项目。



Case study

Project brief: Movement of 2 truck cranes from Shanghai to Turkey with a combined weight of 90 Tonnes.

项目简介：安排两台汽车起重机从上海运到土耳其，合并重90吨。

WWL ALS was contracted by Zoomlion to arrange the shipment of 2 truck cranes from Shanghai to Turkey.

WWL ALS为中联机械设备安排两台汽车起重机从上海运到，土耳其。

The reason for this project was to move equipment sold by Zoomlion to a client in Turkey.

这项目是因为中联机械设备将出售的设备运到在土耳其的客户。

Dimensions of the cranes were:

Length:	14.20 metres
Breadth:	2.75 metres
Height:	3.75 metres

The cranes were 14.20 metres in length, 2.75 metres in breadth and 3.75 metres in height, complete with boom.

该起重机长14.20米，2.75米的宽度和3.75米的高度，已经完成连接吊臂。



1. Machine ready for transportation

机器准备就绪

The main challenges that WWL ALS faced for this shipment was to make sure that cargo arrived on time from the factory in Central China to the port in Shanghai.

WWL ALS主要面临的挑战是确保货物及时从工厂运到在上海的港口。

A solution was provided by WWL ALS by arranging storage at a warehouse in Shanghai to ensure the cranes met with the connecting RO/RO Vessel in Shanghai.

WWL ALS在关键时刻建议及安排将起重机储存在一个上海的仓库，以确保能够赶上船期。

2. Crane Truck ready for shipment

汽车起重机准备发运

These challenges were resolved by WWL ALS personnel by good follow up and liaising with all parties concerned, in order to have a smooth shipment.

WWL ALS能够克服这些挑战完全因为良好的后续行动，和与所有有关各方联络，以便顺利出货。

This method of close supervision also ensured all parties were kept informed of progress therefore minimising operational issues.

这种密切监督的方法还确保各方通报进展，尽量减少操作发生问题。

The recipient in Turkey was very satisfied with the timely and professional manner in which WWL ALS completed this project.

在土耳其的客户非常满意WWL ALS能够准时和以专业的态度完成这一项目。

3. Crane Truck loaded on Ship Deck

汽车起重机装上船舶甲板

Due to the high level of coordination by WWL ALS personnel and continuous communication with the client, the movement was carried out on time, within budget and with no recorded damages.

在高度的协调和WWL ALS不断与客户沟通，操作在预算范围内进行，并没有损毁记录。

The shipment from Shanghai to Turkey took 32 days.

From Shanghai through to Turkey, the two cranes were driven from the port to the final destination.

这批货物从上海到土耳其花32天。

到土耳其后，两台起重机从港口被驱动到在最终目的地。



Incoterms[®] 2010

By the International Chamber of Commerce (ICC)

Schematic Overview/ICC rules for use of domestic and international trade terms

Rules for any mode of transport

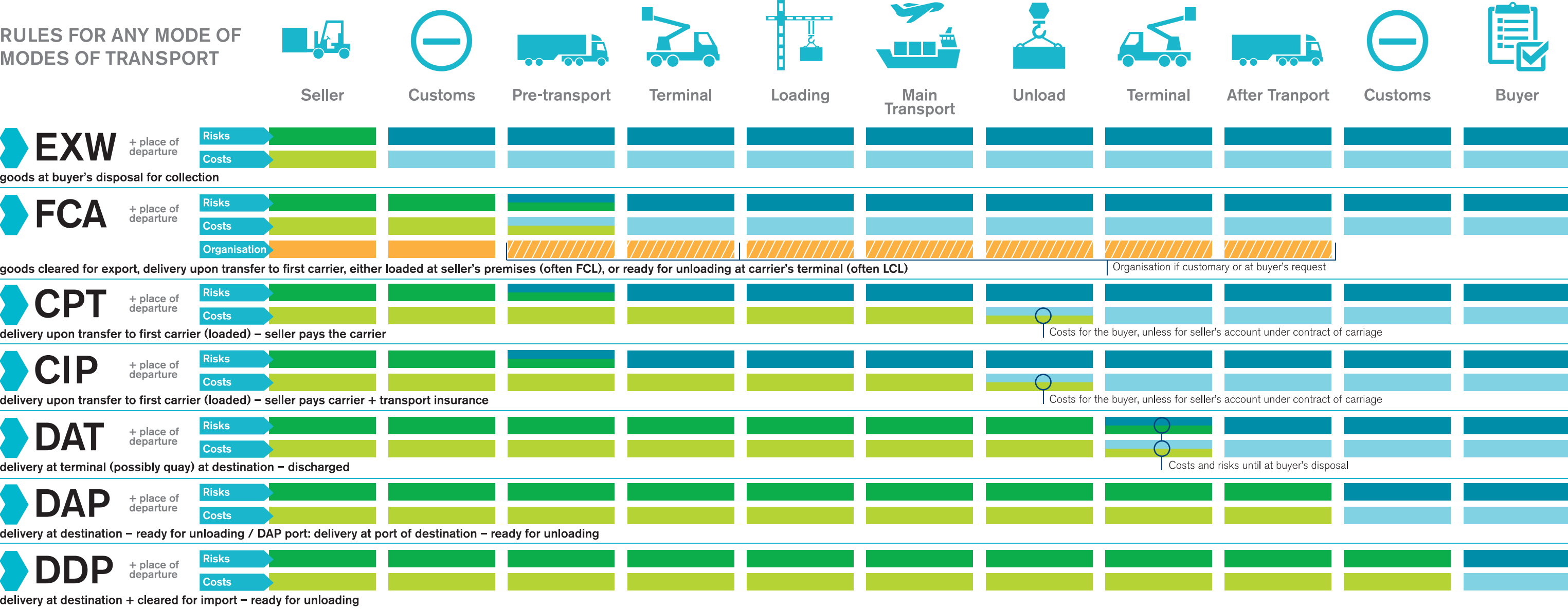
-  **EXW** (insert named place of delivery)
EX WORKS
-  **FCA** (insert named place of delivery)
FREE CARRIER
-  **CPT** (insert named place of destination)
CARRIAGE PAID TO
-  **CIP** (insert named place of destination)
CARRIAGE AND INSURANCE PAID TO
-  **DAT** (insert named terminal at port or place of destination)
DELIVERED TO TERMINAL
-  **DAP** (insert named place of destination)
DELIVERED AT PLACE
-  **DDP** (insert named place of destination)
DELIVERED DUTY PAID

Rules for sea and inland waterway transport

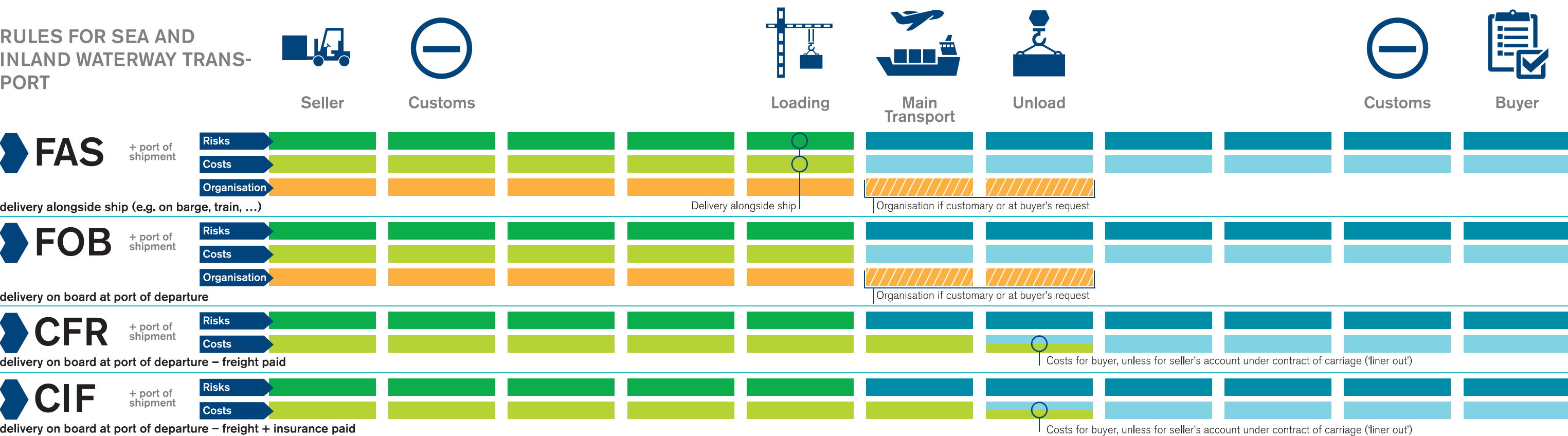
-  **FAS** (insert named port of shipment)
FREE ALONGSIDE SHIP
-  **FOB** (insert named port of shipment)
FREE ON BOARD
-  **CFR** (insert named port of destination)
COST AND FREIGHT
-  **CIF** (insert named port of destination)
COST INSURANCE AND FREIGHT



RULES FOR ANY MODE OF MODES OF TRANSPORT



RULES FOR SEA AND INLAND WATERWAY TRANSPORT





Incoterms® 2010

By the International Chamber of Commerce (ICC)

The Incoterms rules describe mainly the tasks, costs and risks involved in the delivery of goods from sellers to buyers. They specify the obligations of both parties.

Documents for seller's/buyer's account

INCOTERMS® 2010	EXW	FCA	CPT	CIP	DAT	DAP	DDP	FAS	FOB	CFR	CIF
Export invoice	S	S	S	S	S	S	S	S	S	S	S
Evidence of conformity	S	S	S	S	S	S	S	S	S	S	S
Packing list	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)	(S)
Export licence	B	S	S	S	S	S	S	S	S	S	S
Proof of delivery (dock receipt, Forwarding Agent Certificate of Receipt (FCR), mate's receipt)	B	S	-	-	S	S (?)	S (?)	S	S	-	-
Transport document	(B)	B/S	S	S	S	S	S	B/S	B/S	S	S
Insurance policy	(B)	(B)	(B)	S	(S)	(S)	(S)	(B)	(B)	(B)	S
Transit document	(B)	B	B	B	S	S	S	B	B	B	B
PSI-Certificate	B	B	B	B	B	B	S	B	B	B	B
Import licence	B	B	B	B	B	B	S	B	B	B	B
Certificate of origin	(B)	(B)	(B)	(B)	(B)	(B)	(S)	(B)	(B)	(B)	(B)
Import documents (import/consular/customs invoice, Certificates,...)	B	B	B	B	B	B	S	B	B	B	B

S = documents for Seller's account. **B** = documents for Buyer's account. **(..)** = not explicitly settled in the Incoterms Rules

Structure of the Incoterms® 2010

A. Seller's obligations

- General obligations of the seller
- Licences, authorisations, security clearances and other formalities
- Contracts of carriage and insurance
- Delivery
- Transfer of risks
- Division of costs
- Notice to buyer
- Delivery document
- Checking - packaging - marking
- Assistance with information and related costs

B. Buyer's obligations

- General obligations of the buyer
- Licences, authorisations, security clearances and other formalities
- Contracts of carriage and insurance
- Taking delivery
- Transfer of risks
- Division of costs
- Notice to the seller
- Proof of delivery
- Inspection of goods
- Assistance with information and related costs



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