PROJECT TRANSPORTATION

Sovtransavto Deutschland GmbH
International Freight Forwarding
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SOVTRANSAVTO DEUTSCHLAND GMBH SINCE 1991

YOUR TRUSTED PARTNER

Over the past 30 years, we have become a reliable partner in the international transport market, offering optimal solutions for transportation, storage and customs clearance.

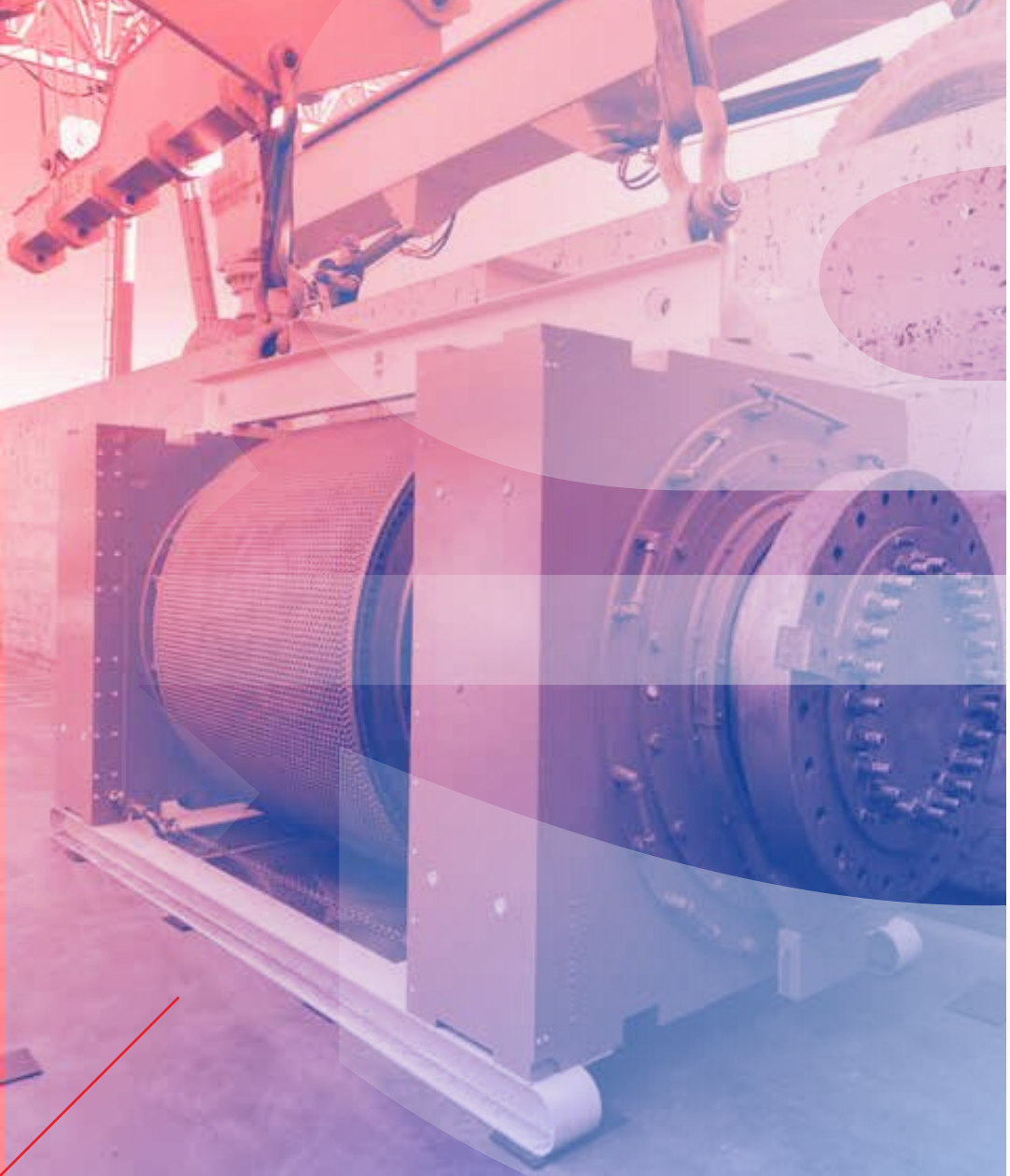
In addition to standard freight transport services across Europe, CIS countries, the Caucasus and Central Asia, we regularly conduct project, rail, air, and multimodal transportation.

Our partners are major transportation companies, shipping firms, stevedores in European and Asian ports, as well as European insurance companies.

Our advantages

- EXTENSIVE EXPERIENCE IN THE TRANSPORTATION OF HEAVY AND OVERSIZED CARGOES
- THOROUGH PREPARATION OF TECHNICAL PROJECT DOCUMENTATION, PRIMARILY SPECIAL PERMITS
- ENSURING TRANSPORTATION SAFETY
- QUALIFIED SELECTION OF EQUIPMENT, VEHICLES, AND TECHNICAL RESOURCES FOR THE PROJECTS
- OPTIMAL INSURANCE CONDITIONS FOR HEAVY AND OVERSIZED CARGOES IN LEADING INSURANCE COMPANIES IN EUROPE
- AFFORDABLE PRICES

Our Projects



Case

ROLLER PRESS FOR ORE CRUSHING

Route: Germany, Hamm – Uzbekistan, Almalyk

Duration: May – August 2023

Cargo: HPGR System: Roller presses for ore crushing, 8 units

Total weight: 1.104 tonnes

Dimensions L/W/H:
5.10 x 2.58 x 3.10 m / 138 t gross each

(1)

We received an order from our client to perform multimodal transportation of 8 oversized high-pressure roller presses from the German river port of Hamm to Almalyk, Uzbekistan.

(2)

The project involved planning and preliminary cargo and document preparation in Germany, packaging work at the terminal in the port of Hamburg, river transportation from the port in Hamm to the sea terminal, sea transportation from Hamburg to St. Petersburg, and further transportation by road to the final customer in Almalyk during the period from May to August 2023.

(3)

Due to the large weight of the cargo, transportation by road throughout the route was impossible, so we decided to deliver it by barge from the port of Hamm to our partner's terminal in the port of Hamburg. Preliminary cargo consolidation, as well as loading and securing on the barge, were also fully under our control.

(4)

Due to the reduction in maritime traffic between EU countries and Russia, delivery of this cargo this way became impossible. As a result, we decided to charter a full-size cargo vessel from Hamburg to St. Petersburg so that the entire cargo could arrive directly at the Bronka seaport near St. Petersburg.

(5)

Among other responsibilities, we were tasked with drafting a loading plan for the rollers onto inland and sea vessels, packaging the goods at the port of Hamburg, controlling and assisting with transportation document processing, especially considering the current strict export controls. Loading and unloading operations in Hamburg and St. Petersburg were also fully under our control, as well as transit clearance of the entire cargo and all customs formalities along the route from St. Petersburg to Almalyk.

Case

INDUSTRIAL INSTALLATION FOR FORGING PRESS

Route: Germany – Russia, Ural

Cargo: Forging press

Total weight: 1100 t

Number of pieces: 167
Distance: 3900 km
Dimensions of individual pieces L/W/H:
618 x 529 x 380 cm / 135 t
529 x 450 x 245 cm / 70 t
457 x 445 x 245 cm / 67 t
449 x 250 x 86 cm / 46 t

(1)

Upon our client's request, we executed a project transportation of an industrial complex, comprising various heavy and oversized components for a hydraulic forging press. Transportation planning and preparation took place in Germany, while packaging works were conducted in St. Petersburg, followed by transporta- tion from the port of St. Petersburg to the final recipient in Verkhnyaya Salda.

(2)

As simultaneous customs clearance was planned, all trucks were required to arrive at the customs post of destination at the same time. Instead of using various modes of transportation, we decided to charter a vessel from Hamburg to St. Petersburg to transport all project cargoes. The cargo securing plan on the vessel, provided by the shipowner, was meticulously followed and supervised.

(3)

Based on our past experience in transporting similar projects, we suggested to the client to carry out customs clearance of the cargo at the port of St. Petersburg. This decision helped to avoid significant expenses on constructing special storage facilities in Verkhnyaya Salda for the delivered cargo, as well as additional costs for loading and unloading operations and vehicle downtime.

(4)

In St. Petersburg, we managed to complete the customs clearance for 167 pieces within 24 hours in an online mode. Upon the arrival of the vessel in St. Petersburg, the cargo was placed in the port warehouse and gradually delivered to the final recipient from there. Distributing the 1100 tonnes of cargo onto trucks was also part of our tasks. According to the plan we developed, trucks were loaded at the port of St. Petersburg for further transportation. In addition to cargo transportation, our range of services included various additional services related to customs and transportation documentation processing.

Case

DELIVERY OF A CHARGING MACHINE

Route: Germany – Russia

Cargo: Charging machine

Dimensions L/W/H:

1000 x 390 x 395 cm / 95 t

(1)

In February 2021, we received an order for the transportation of an oversized charging machine from Germany to the Russian Federation. The total weight of the cargo was 500 tonnes, and the distance to the destination point was approximately 4000 kilometers. The cargo was required to undergo customs clearance in Russia.

(2)

The selection of the optimal route depended on the characteristics of the cargo, its dimensions, and the specifics of the destination. For the oversized machine measuring (L/W/H) 1000x390x395 cm and weighing 95 tonnes, choosing the optimal route proved to be particularly challenging. Transportation from the city of Gladbeck to the port of Antwerp was carried out through several major cities, where we had to consider the individual characteristics of the roads: the quality of the asphalt surface, slope, road width, and all types of obstacles.

(3)

The weight of the truck during loading reached 160 tonnes, and we countered a problem of significant weight load on bridge overpasses in Germany, many of which no longer meet modern standards. Therefore, we had to choose a route that would comply with the requirements for transporting oversized heavy cargo.

(4)

To obtain the transport permit, the competent authorities required us to compile a special Roadbook containing information about the location of road signs, traffic lights, overhead power lines, and other details.

(5)

On one of the approved sections of the route, we had to dismantle the traffic light system with the assistance of a contracted firm, which was promptly restored after the passage of the cargo. Temporary power shutdown of the nearby enterprise was required for the passage of the cargo.

(6)

In Antwerp, this oversized heavy cargo was loaded onto a ferry and arrived at the port of St. Petersburg after 4 days. After reloading the cargo onto specialized equipment, we continued our journey to the Urals.

Standard vehicles were loaded in Germany a week later to ensure the arrival of all parts of the cargo at the customs terminal in the Urals simultaneously.

Case

MULTIMODAL TRANSPORT OF BALL VALVES TO TURKMENISTAN

Route: Germany – Estonia – Russia – Kazakhstan – Turkmenistan

Cargo: Ball valves and check valves

Modes of transport: Truck, ferry, train

Total weight: 495,49 t

Dimensions L/W/H:
785 x 330 x 312 cm / 30,5 t

(1)

To implement the project, we proposed both truck and railway delivery of the cargo to Turkmenistan. Considering the entry restrictions into Turkmenistan due to the COVID epidemic, as well as the significant number of transshipments along the route, the client opted for railway delivery.

(2)

To avoid exceeding the permissible lateral dimensions of the cargo, we, together with the client's packager, modified the packaging, which allowed us to obtain transportation permission for railway transportation. We also developed a loading and securing scheme for each wagon, which was successfully approved by the railway.

(3)

Truck Transportation:

Vehicle Type: Tarpaulin, Mega Trailer, Low Loader Trailer
Loading Point: Kiel, Germany
Delivery Point: Port of Lübeck, Germany
Number of Vehicles: 21

(4)

Ferry Transportation:

Transshipment from trucks to roll trailers using a crane, followed by loading onto a ferry to Paldiski, Estonia.
Departure Port: Lübeck, Germany
Arrival Port: Paldiski, Estonia
Number of Roll Trailers: 13

(5)

Railway Transportation:

Transloading and securing cargo onto private wagons according to the scheme. Preparation of railway consignment note (SGMS), daily movement monitoring.
Departure Port: Paldiski, Estonia
Destination Stations: Garibat, Turkmenistan, Anev, Turkmenistan

Case

DELIVERY OF EQUIPMENT TO VERKHNYAYA SALDA

Route: Austria – Russia

Cargo: Turning and Milling Equipment

Total Weight: 110 t

Distance: 4000 km

Dimensions of individual loads L/W/H:
1070 x 425 x 435 cm / 69 t
1270 x 305 x 315 cm / 15 t
970 x 305 x 365 cm / 14 t
520 x 305 x 280 cm / 9 t

(1)

Our client entrusted us with executing a project transport from Austria to Russia. Although the weight of the machinery would have allowed for transportation by truck, the critical factor was the height of the cargo, which measured 435 cm. After evaluating all possible options, we opted for transportation via inland waterways.

(2)

To simplify the loading processes, the 69-tonnes cargo was packed into a wooden crate and sent to the inland port of Linz, Austria, upon receiving a special transportation permit. However, upon arrival, the water level was too low, preventing us from continuing the transport immediately. We had to wait for 5 days until the Danube's water level rose sufficiently to facilitate further transportation.

(3)

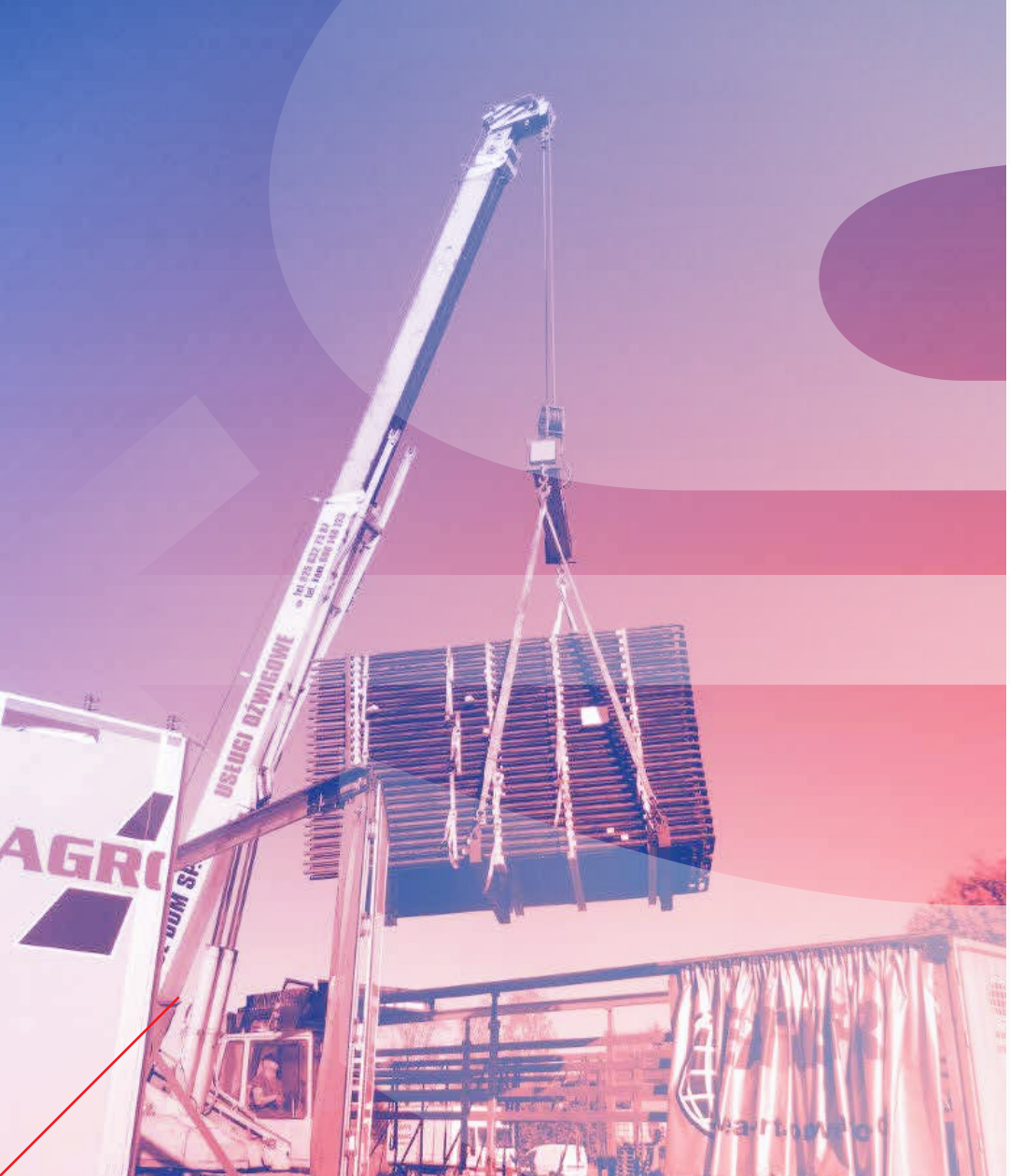
After 17 days of transport by river, the cargo reached the port of Antwerp. There, the crate containing the lathe machine was loaded onto a ferry bound for St. Petersburg. It was crucial to plan the loading and delivery schedules in a way that avoided any additional costs for our client, such as storage or crane services.

(4)

We anticipated that the ferry would make a stop at the seaport of Lübeck. Due to the high costs involved, we decided to transport 4 crates to the port of Lübeck by truck instead of by river. These crates were then joined with the remaining part of the cargo.

(5)

From St. Petersburg, we transported the entire equipment within 9 days to the recipient using trucks. The project was successfully completed to the full satisfaction of our client in June 2020.



Case

DELIVERY OF INDUSTRIAL EQUIPMENT TO UZBEKISTAN

Route: EU countries – Uzbekistan, Uchkuduk

Cargo: Equipment for the gold ore processing plant

(1)

The company Engineering Dobersek GmbH has entrusted us with the transportation of equipment and components as part of the project to build an ore processing plant for gold production in Uzbekistan. The total volume of deliveries included over 200 transport units, primarily utilizing special trains for the transportation of heavy and oversized goods. The total length of the transport route was 5,500 km. As part of this project, container train transports from China to Uzbekistan were also carried out.

(2)

The equipment was loaded in Sweden, the Netherlands, Belgium Germany, Switzerland, Italy, Austria, the Czech Republic, Poland, the Russian Federation, Turkey, and China.

(3)

Due to the special requirements of the transports, we established intermediate storage facilities in Germany, Poland, Turkey, and Belarus. We conducted export customs clearance according to the specific requirements of different countries, following the client's instructions and the terms of the letter of credit. Daily reports on the status of all ongoing project transports were generated.

(4)

Following the successful completion of this project, Engineering Doberschek GmbH continued its collaboration with us on a new project for equipment delivery to Udachny, Republic of Sakha (Yakutia).

Case

EQUIPMENT FOR THE MINING INDUSTRY

Route: Germany – Udachny (Yakutia, Russia)

Cargo: Equipment for diamond mining

On behalf of the German engineering company Doberschek GmbH, we have carried out the delivery of standard and oversize goods to the mining and processing plant in Udachny, Yakutia, as part of the modernization program for the extraction capacities of the world's largest diamond producer, Alrosa.

(1)

Delivery of goods to this settlement, located within the Arctic Circle is associated with significant difficulties, as the destination does not have year-round direct road connection with the European part of Russia. During the winter period, delivery is carried out to Ust-Kut by either road or rail transport.

(2)

Subsequently, the goods are transferred to high-mobility vehicles capable of transporting loads along the so-called "winter road" – a road laid on snow and river ice. During the summer period, goods are delivered from Ust-Kut by river transport along the Lena River to Lensk and then by road transport to the unloading location.

(3)

As part of the project implementation, in addition to a variety of standard cargoes, bulky metal structures with a width of 3.75 m and a height of 2.70 m were transported.

(4)

We performed the following objectives:

- Development and coordination of the transport plan
- Selection of transportation means
- Insurance and application for necessary permits and passes
- Loading and unloading operations
- Escorting the cargo along the entire route

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