

In-house training breakbulk logistics

In-house heavy transport trainings



Bouwe van der Meer himself worked for many years as a dispatcher - sales manager and consultant in the heavy transport industry.

During this time, he has led hundreds of heavy-transport projects and knows exactly what is important.

His trainings are characterized by a high degree of practical experience and at the end of the seminar a clear improvement of your negotiation potential is guaranteed.

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All our heavy transport trainings can be done in-house at your preferred location. So far we already trained companies in Denmark, Germany and the Netherlands but our people will be deployable worldwide.

You can choose one of our standard courses but also take completely the new developed masterclass.

Popular in-house trainings that we have organized so far:

Day 1 & 2: basic knowledge OOG & Breakbulk Logistics

In two days we will cover the full training / seminar "Heavy and OOG transport" will be organised in-house. Details on page 2 & 3.
Spoken language can be selected in German / English.

Day 3 & 4: Masterclass calculation OOG & Breakbulk Logistics

In two days we will make extensive calculations based on clients own projects

- Calculate complicated road transport trough Europa
- Break bulk port handling & shipping and inland barges
- Installation & crane services
- Heavy transport with additional costs

Other topics will also be covered in the masterclass:

- Very heavy transport versus oversized
- Calculations based on dimensions of the cargo, distance and timetables
- Calculations based on direct trucking, distance to unloading place and driving hours
- Additional costs, 2nd Escort, VLM & Permits costs, 2nd driver, ferry and other costs
- Intermodal calculations with sea freight, inland barges and port operations
- Lump sums, surcharges LSS, BAF etc.
- Cut & Grinding / Securing and lashing, demurrage, storage,
- Crane deployment with additional costs 4 x A
- Calculated projects with different crane types
- Project management costs

Costs in-house training logistics

The cost of this in-house training will be based on the number of days, traveling distance and other costs of the teacher. The number of persons is irrelevant.

Included in the price are all training documents & calculation tools

- Training documents (650 pages)
- Contact data heavy transport carriers (150 each) Europa + pictures
- Contact data crane companies Europa (90 companies)
- Access to E-learning tool on the internet
- Calculation tools for heavy transport (MS Excel)
- Calculation tools for heavy equipment (day rate)
- Calculate heavy transport for large projects

How to sign up for the in-house training

Send an Email to info@breakbulk-logistics.com mentioning:

- Your full name
- Date of birth
- Company details + VAT number
- Date weekend seminar

**Seminar
Heavy and OOG
Transport**

- 1.0 Introduction heavy transport, branches and indivisible cargo**
 - 1.1 What are heavy and OOG transports?
 - 1.2 Where do we find heavy and OOG transports?
 - 1.3 Glossary heavy transport
 - 1.4 The concept of indivisible charge
 - 1.5 Examples heavy transports different branches
 - 1.6 Freight forwarder versus carrier, 1PL to 4PL
 - 1.7 Multimodal heavy transport solutions

- 2.0 Law and permits heavy transport Germany**
 - 2.1 Driving and resting times
 - 2.2 Road Traffic Licensing Regulations (StVZO)
 - 2.3 Fundamental Laws for heavy transport.
 - 2.4 Permits according to § 70 StVZO
 - 2.5 Permits according to § 29 & § 46
 - 2.6 Example request permit to § 29
 - 2.7 Regulation RGST 2013
 - 2.8 Delays during heavy transport
 - 2.9 Authorization permits, requirements and glossary
 - 2.10 Common rates permits pivot cars and VLM
 - 2.11 Planning heavy transport
 - 2.12 Police escort

- 3.0 Cabotage & licensing heavy transport Europe**
 - 3.1 Benefits of axle schematic with permits
 - 3.2 Permits & requirements and extra costs in Germany
 - 3.3 Permits & requirements and extra costs in Austria and Switzerland
 - 3.4 Permits & requirements and extra costs in France, Spain and Portugal
 - 3.5 Permits & requirements and extra costs in Benelux
 - 3.6 Permits & requirements and extra costs in East-Europe
 - 3.7 Cabotage rules Europe + example
 - 3.8 Problems with European OOG transports

- 4.0 Vehicle engineering**
 - 4.1 The basic: Carry or tow loads
 - 4.2 European maximum dimensions
 - 4.3 Calculation of axle loads
 - 4.4 Tractor saddles & kingpin
 - 4.5 Type of tractor units
 - 4.6 Difference technical and approved payload
 - 4.7 Trailer axle technology and load capacity
 - 4.8 Classic axles
 - 4.9 New axle technology
 - 4.10 Air and hydraulic suspension
 - 4.11 Calculation of payload
 - 4.12 Mega trailers & flatbeds trucks
 - 4.13 Semi low loaders & low beds
 - 4.15 Heavy low lowbed configurations
 - 4.16 Low bed with earthmover bridges
 - 4.17 Low beds with intercept dolly
 - 4.18 Special loader for high & oblique loads
 - 4.20 Modular system vehicles
 - 4.21 Build heavy duty module based on modules
 - 4.22 SPMT Self-Propelled Modular
 - 4.23 HIAB Trucks, truck crane
 - 4.24 Truck types for wind power parts
 - 4.25 Rotor blade vehicles, Super Wing carrier
 - 4.26 Special trucks for tower sections
 - 4.27 Low beds with vessel bridges
 - 4.28 Cup Trailer
 - 4.29 Transport escort BF3, BF4
 - 4.30 Training & permits BF3 drivers
 - 4.31 Cost calculation heavy transport
 - 4.32 Day rate calculation

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Seminar**

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5.0 Securing loads and examples of accidents

- 5.1 Liability and responsibility
- 5.2 Forces arising during transport
- 5.3 Principle of load securing
- 5.4 Freestanding cargo
- 5.5 Securing loads by lashing
- 5.6 Fixed load securing
- 5.7 Combined load securing
- 5.8 Lashing straps
- 5.9 Lashing chains
- 5.10 Anti-slip mats
- 5.11 Friction forces coefficient
- 5.12 Lashing points on the vehicle
- 5.13 Examples of securing heavy loads
- 5.14 Example of concrete house not properly secured
- 5.15 Accidents due to insufficient load securing
- 5.16 Low bed and railroad intersections
- 5.17 Long vehicles and accidents in curves
- 5.18 Accidents with heavy duty vehicles

6.0 Crane technology, load calculation & deployment

- 6.1 Crane technology, the basics
- 6.2 Manufacturers & glossary crane types
- 6.3 Telescopic crane models
- 6.4 Crawler crane models
- 6.5 Rate structure telescopic cranes 4 x A
- 6.6 Mobilisation calculation
- 6.7 Differing in crane rates throughout Europe
- 6.8 Working with crane payload tables
- 6.9 Unloading of inland vessels with telescopic crane
- 6.10 Unloading of trucks with telescopic crane
- 6.11 Lifting Study
- 6.12 Influence of wind and ground pressure

7.0 Sea freight, inland barges, breakbulk, incoterms & port handling

- 7.1 Incoterms sea freight
- 7.2 Type of cargo
- 7.3 Roro cargo
- 7.4 Containerised cargo
- 7.5 Break bulk cargo
- 7.6 Project cargo
- 7.7 Line and tramp shipping
- 7.8 Type of ships
- 7.9 RoRo Ships
- 7.10 General purpose ships
- 7.11 Calculate freight
- 7.12 Surcharges
- 7.13 BAF, CAF, PCS, ISPS, THC, HWC, PSS
- 7.14 LWS, LSS, ERS
- 7.15 Bill of lading
- 7.17 Parties involved
- 7.18 Letter of credit
- 7.19 Liability
- 7.20 Insurance
- 7.21 Solas
- 7.22 Lashing, securing & welding
- 7.23 Movement at sea
- 7.24 Loadplan
- 7.25 Port operations and reloading
- 7.27 Inland barges, type of ships
- 7.28 Waterways in Europe
- 7.29 Port handling

8.0 Negotiation logistics projects, liability, calculation and contracts

- 8.1 Calculation rates for heavy transport
- 8.2 Conditions for heavy transport
- 8.3 Negotiations with logistics service providers
- 8.4 How to deal with single source
- 8.5 How to write successful tenders
- 8.6 Tips and tricks negotiations
- 8.7 Communication during the negotiating
- 8.8 How to deal with late deliveries
- 8.9 CMR Conditions
- 8.10 General German Freight Forwarding Conditions
- 8.11 Handelsgesetzbuch (HGB)
- 8.12 Why do we make contracts?
- 8.13 Important points in a contract
- 8.14 Project calculation of heavy transports

9.0 Lessons learned, examples mistakes in decisions

- 9.1 Truck overloaded and false permits
- 9.2 Stability rules for transporters
- 9.3 Examples tipping over SPMT's

10.0 Masterclass

- 25 Project calculations

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