

International masterclass breakbulk shipping and heavy transport

Essentials of breakbulk logistics



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Shipping standard containers, pallets and other common cargo around the world is already very challenging in today's world. Truckdriver shortage, expensive sea freight, blank sailings, lockdowns, port congestion is for most logistic people already a daily headache. Now picture yourself scheduling and transporting heavy cargo from one part in the world to another considering the problems, we just described. ***If you think standard cargo is already difficult and challenging, oversized, and heavy cargo is even much worse and risky.***

In the breakbulk and heavy transport world nothing can be compared to general cargo, everything is different and needs a special touch. It is all about knowing and experience, only a handful of people compared to general cargo know their way around.

Even experienced people, who ship heavy cases around the world frequently, must deal with damages, time delays and unexpected additional costs. Image the risks some unexperienced person had to face and the chaos that could happen if important things are not take care of. Accidents due to poor securing on equipment, trucks overloaded, not catching mother vessels, police intercepting journey etc.

We created this masterclass breakbulk logistics heavy transport for everyone who has an important role in the breakbulk supply chain. For example, the logistic buyer, the engineer, the cost calculator, the scheduler and the sales manager. We typically find these jobs at forwarders, sea- and airfreight carriers, road transport companies, shippers, and producers. Popular branches are wind power, construction equipment, energy, and general machinery.

Webinar masterclass schedule 2022

Saturday 3 September	Rules indivisible cargo & oversized transport I
Saturday 10 September	Rules indivisible cargo & oversized transport II
Saturday 8 October	Permits oversized transport, police, and pilot cars
Saturday 22 October	Technical details special trucks, axle load and payload calculation
Saturday 15 November	Heavy lift with mobile cranes, working with truck cranes
Saturday 12 November	Secure loads, stowage, packaging and lashing
Saturday 19 November	Transport law, CMR, risks oversized cargo
Saturday 3 December	Breakbulk, sea- and airfreight, port handling
Saturday 10 December	Calculations costs and sales road, sea and port handling
Saturday 17 December	Summary and examination

Costs webinar breakbulk logistics

The cost of this online webinar are € 1250 per person including:
- 10 online sessions of 2 hours including examination and certificate.

Included in the price are all training documents & calculation tools

- Training documents (700 pages)
- Online project calculations
- Contact data heavy transport carriers (140 each) Europa + pictures
- Contact data breakbulk service providers
- Calculation tools (MS Excel)

How to sign up for the weekend seminar

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

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

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**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 permit 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
 - 3.4 Permits & requirements and extra costs in France
 - 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
 - 4.30 Training & permits BF3 drivers
 - 4.31 Cost calculation heavy transport
 - 4.32 Day rate calculation

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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

- 6.1 Incoterms sea freight
- 6.2 Type of cargo
- 6.3 Roro cargo
- 6.4 Containerised cargo
- 6.5 Break bulk cargo
- 6.6 Project cargo
- 6.7 Line and tramp shipping
- 6.8 Type of ships
- 6.9 RoRo Ships
- 6.10 General purpose ships
- 6.11 Calculate freight
- 6.12 Surcharges
- 6.13 BAF, CAF, PCS, ISPS, THC, HWC, PSS
- 6.14 LWS, LSS, ERS
- 6.15 Bill of lading
- 6.17 Parties involved
- 6.18 Letter of credit
- 6.19 Liability
- 6.20 Insurance
- 6.21 Solas
- 6.22 Lashing, securing & welding
- 6.23 Movement at sea
- 6.24 Loadplan
- 6.25 Port operations and reloading
- 6.27 Inland barges, type of ships
- 6.28 Waterways in Europe
- 6.29 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

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