

Weekend seminar breakbulk logistics

Essentials of breakbulk logistics



Saturday

- 08:30 Introduction break bulk (20 slides)
- 10:30 coffee break with coffee, tea fruit, yoghurt and snack in the morning
- 10:45 Permits and local law (40 slides)
- 12:30 Lunch 2-course menu with 3 main courses to choose from
- 13:30 Cabotage & driving times (20 slides)
- 15:30 Coffee break with coffee, tea, cakes and pastries in the afternoon
- 15:45 Vehicle equipment (85 slides)
- 18:00 Dinner 3-course menu with 3 main courses to choose from

Sunday

- 08:30 Crane technology (40 slides)
- 10:30 Coffee break with coffee, tea fruit, yoghurt and snack in the morning
- 10:45 Securing loads (65 slides)
- 12:30 Lunch 2-course menu with 3 main courses to choose from
- 13:30 Contracts and rates (25 slides)
- 15:30 Coffee break with coffee, tea, cakes and pastries in the afternoon
- 15:45 Lessons Learned & Examination (24 slides)
- 17:00 Finish

Costs seminar breakbulk logistics

The cost of this seminar is € 1250 per person including:

- 1 x hotel accommodation (Saturday night)
- all meals and drinks
- training room

Included in the price are all training documents & calculation tools

- Training documents (400 pages)
- Contact data heavy transport carriers (140 each) Europa + pictures
- Contact data breakbulk service providers
- Contact data crane companies Europa
- Calculation tools (MS Excel)
- Calculate day rates heavy equipment
- Calculate heavy transport projects

Scheduled seminars (8411 KN, Jubbega, the Netherlands)

- 25 & 26 Mai 2019
- 16 & 17 November 2019
- 25 & 26 April 2020

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

Breakbulk Logistics

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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 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
 - 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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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

- 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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van der meer *beratung*

für Transport und Logistik

De Line 16, 8411 TV, Jubbega (NL)

Teilnahmebescheinigung

Herr: Beispiel

Geb. am: 09.02.1962

Hat am 26. & 27. November 2016

An der Schulung:

Großraum und Schwertransporte für Speditionskaufmänner/-frauen

mit Erfolg teilgenommen.

Es wurden folgende Inhalte vermittelt:

- 1.0 Einleitung Schwertransporte, Branchen und unteilbare Ladung
- 2.0 Gesetze Schwertransport Deutschland & Lenk- und Ruhezeiten
- 3.0 Schwertransport Europa & Kabotage
- 4.0 Fahrzeugtechniken Schwertransport
- 5.0 Ladungssicherungen und Beispielunfälle
- 6.0 Einsätze verschiedener Krantechniken, Lastkalkulation & Raten
- 8.0 Verhandlung, Haftung, Kalkulation und Verträge
- 10.0 Gewonnen Kenntnisse, Beispiele Fehler

Ibbenbüren, 26 September 2016

Bouwe van der Meer
Dozent