



Nº 5



# MAGAZINE

IMPROVING LOGISTICS,  
IMPROVING THE WORLD



2020



—  
Founder of RTL Group of  
Companies

**MIKHAIL RESHETKOV**



## IMPROVING LOGISTICS, IMPROVING THE WORLD

### Dear friends!

On my behalf and on behalf of the RTL Group of Companies, I am glad to welcome you to our corporate magazine. In this new issue, we talk about the latest and the most exciting projects completed by our company over the past year.

RTL Group is a strong team that strives for the best results crucial for the company as a whole and every employee. We enjoy our success and achievements together, and we overcome difficulties together. Over the years, we solve the most ambitious tasks, lead incredible projects and open new prospects in the industry.

We continue to grow our expertise and expand the number of services we provide.

RTL Group's team is focused on long-term fruitful relations with our customers, partners, and clients. We follow our basic principles: professionalism, reliability, and efficiency.

We are proud of our loyal customers, value our name and guarantee high quality of our services at all times.

A handwritten signature in blue ink, appearing to read 'Mikhail Reshetkov'.

Mikhail Reshetkov

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# GREEN ENERGY

PROJECT OF TRANSPORTATION  
OF EQUIPMENT FOR THE  
CONSTRUCTION OF A WIND  
FARM IN STAVROPOL REGION

SCAN QR-CODE



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2019

# GREEN ENERGY

The use of wind power has become an absolute trend in global practice in recent decades. Many countries invest in alternative energy technologies nowadays and Russia keeps up with the trend. Until recently in our country, the development of the so-called “waterpower” technologies and the construction of hydroelectric power plants was the top priority in terms of alternative energy.

Russia’s potential in the global wind energy market is estimated as a high one according to experts. Growth of technologies, huge territory, mobility, as well as environmental friendliness and safety have become the key drivers of the incredible rise of the wind industry in Russia over the last 2-3 years.

Our company has taken part in the implementation of the project of construction of the Kochubeevskaya Wind Farm in the Stavropol region, the largest wind park in Russia. The construction of a wind farm is run by NovaWind, a new division of Rosatom.

In this project, RTL Group of Companies was responsible for organizing multimodal transportation of equipment for the construction of a wind park. All cargo packages in this project were split into separate components, one consisting of 84 sets of oversized and heavy lift equipment (OSHL).



**#WINDPOWER**  
**#NOVAWIND**



To implement the multimodal scheme of transportation of this component as part of a single vessel shipment, our specialists took the following steps:

1) Consolidation of cargo coming by road from manufacturers in Germany, in the port of Bremen.

2) Chartering a river-sea class vessel for sea transportation as the shipload accumulated in the port territory.

3) Loading equipment on the vessel according to the developed plan of cargo placement and fastening on board.

4) Unloading of the power equipment at the port of destination - Azov, Russia. Unloading operations were performed in two one-time flows:

- heavy lift cargo, generators, were unloaded from the vessel by two car cranes, in the mode of paired work, to specialized vehicles which transported them to the temporary storage, where the other two cranes unloaded OSHL positions from vehicles to the site (also in the mode of paired operation);

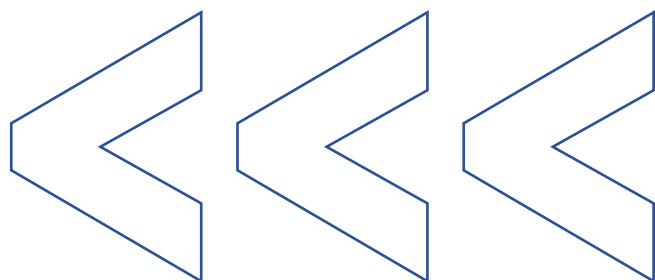
- all other cargo packages were unloaded from the vessel to the berth using a gantry crane.

All processes were carried out in accordance with a pre-developed Method Statement.

5) Road transportation to the final port of destination, Nevinnomysk, involving low-bed semi-trailers and modular trailers.

For the transportation of oversized equipment, we obtained special permits in advance. As for heavy positions, due to significant load on bridge structures, we had to develop special project with the calculation of the bearing capacity of engineering structures along the route.

# #POWERPLANTS



A portrait of Lydia Karapetian, a woman with long brown hair, wearing a white button-down shirt. She is looking directly at the camera with a slight smile. The background is a bright, out-of-focus office interior with large windows.

Project Manager, RTL LLC

**LYDIA KARAPETIAN**

#### In conclusion

Thanks to the coordinated work of the specialists of our company, RTL LLC gained new logistic experience in the field of wind energy, and NovaWind company had its cargo successfully delivered according to the developed route.

Wind farms will soon become one of the landmarks of the Stavropol region. The size of the three massive plants installed recently impresses the locals, their height reaches 150 meters. The Kochubeevsky district wind farm that launches this year will become Russia's largest and more than 80 plants are to be put into operation by the end of 2020.



Director, RTL-Ural LLC

**MARINA STENINA**



**#ROSATOM**

**#PROJECT\_LOGISTICS**



# AUTOCLAVE TRANSPORTATION

In the past 20 years, green energy has shown a strong growth rate. With the development of technology, the efficiency of green energy generation climbs up reducing costs. The high availability of solar and wind energy makes the industry even more attractive for commercial use.

In 2019 our company actively participated in projects of delivery of equipment for wind farms on the territory of the Russian Federation. I would like to talk about our participation in one of these projects in depth on the pages of our journal.

In January 2019, at the request of a long-time German business partner, RTL- Ural delivered the HEDRICH autoclave from the Romanian port of Constanta to the Russian port of Volgodonsk.

Oversized equipment was supplied to NovaWind JSC, a new division of ROSATOM, which is responsible for the implementation of the company's strategy under their "wind power" business line.

The most challenging package to be supplied had a weight of 83 tons, and a width of 6.83 meters. When the oversized power equipment was delivered to the port of Rostov-on-Don, our colleagues from RSK company transshipped the cargo and then Trak-Service delivered it from the port to the consignee in Stavropol region.

Thanks to the professional work of all parties involved, the cargo was delivered to the consignee safe & sound and on time. Both the customer and the consignee in Volgodonsk were happy with the results.

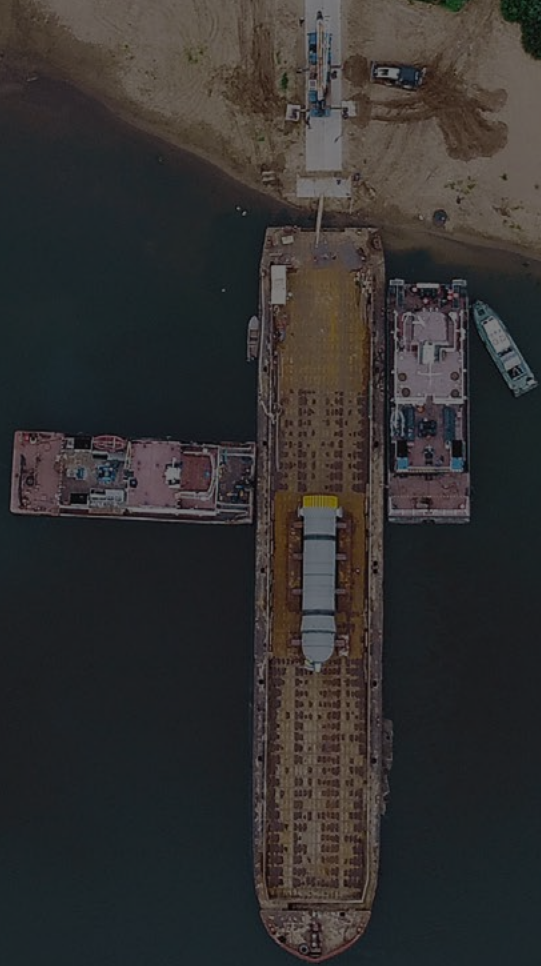


**#GREEN\_ENERGY\_SOLUTIONS**  
**#TRANSPORTATION #CARGO**

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# ITALY – RUSSIA

## EQUIPMENT SUPPLY FOR THE CONSTRUCTION OF A CHEMICAL PLANT IN DOROGOBUZH



SCAN QR-CODE



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# 2019

# TURNKEY LOGISTICS PROJECTS

Can you name a project more challenging and exciting than a complex supply of non-standard cargoes from one country to another? Same complex supply project but this time dealing with shippings coming from several different countries. At the beginning of 2018, RTL company won a major competition for the organization and forwarding support of transportation of equipment under the project on modernization of one of the largest chemical plants of Russia — the Ammonium Fertilizer Plant of PJSC Dorogobuzh, located in Smolensk region. The equipment was delivered to the Russian Federation from several suppliers located in Italy, India, and China. The equipment production and the preparatory stage of this transportation project took more than a year.

In the spring and summer of 2019, specialists of the RTL Group of Companies successfully carried out transportation of oversized & heavy lift cargo (OSHL) from Italy. Each cargo is a unique story, a great addition to our company's portfolio and a reason to be proud of the results we were able to achieve.

Key packages transported:

**- 1105-D Ammonia synthesis converter.**

Place of origin: Marghera, Italy. The converter consists of four parts of the following weight and dimensions:

body: 19 x 4.8 x 4.6 m, weight: 351 t;  
basket: 20.8 x 3.6 x 3 m, weight: 115 t;  
cover: 4.6 x 3.8 x 4.3 m, weight: 55 t;  
skirt: 5.5 x 5 x 1.3 m, weight: 13.5 t;

**- 100-C Methane converter.**

Place of origin: Bergamo, Italy. The converter consists of two parts, the larger one weighing 140 tons with dimensions 15.9 x 4.4 x 4.3 m, the smaller one weighing 55 tons, with dimensions 8.2 x 3.5 x 3.3 m;

**- 1123-C + 1101-F Recycling boiler with steam drum.**

Place of origin: Bergamo, Italy. Weight of equipment: 110 tons, dimensions: 9.2 x 6.7 x 3.1 m.

**- 150-E gas synthesis drier.** Place of origin: Bergamo, Italy. Weight: 60 tons, dimensions: 10.3 x 3.6 x 3 m.

## #HEAVYLIFTCARGO

## #OVERSIZED\_CARGO



Under this project, we also carried out delivery of containerized and other oversized cargo, except heavy lift equipment. During the planning and implementation of the transportation project, RTL faced a number of challenges we successfully overcame thanks to the professionalism of our employees.

The first challenge was the weight and dimensions of the positions: 1105-D Ammonia Synthesis Converter and 100-C Methane Converter. As our company provides its customers with a complex of forwarding services, at the stage of studying weight characteristics and schemes of cargo, as well as transportation routes and selection of required equipment, the engineering department of the RTL company concluded that the transportation of the 1105-D Ammonia Synthesis Converter on public roads of the Russian Federation is only possible if partially disassembled. During a long-lived negotiation process, specialists of the RTL's engineering department and representatives of the equipment manufacturer made a decision on splitting the Ammonia synthesis converter into four components to reduce the size and weight of the equipment.

After this decision was approved, the engineers of our company performed calculations, and the project department began transporting oversized equipment from Europe to the Russian Federation. Despite the significant weight and size characteristics of the 100-C Methane Converter parts, the item was found to be fit for carriage with no need to change anything.



**#PROJECT\_LOGISTICS**

The cargo was loaded onto a river-sea class vessel chartered in the Italian port of Marghera for subsequent delivery to a special berth located in Volgodonsk. A unique feature of this special berth is the availability of two gantry cranes, each with a carrying capacity of 650 tons, one of them was used for transshipping cargo arriving in Russia, from vessel to a river barge.

The barge with cargo followed the route to a specially equipped temporary berthing facility near Drakino village in Serpukhov, Moscow region, Russia. Due to the severe drop in the water level of the Oka river, we decided to unload part of the cargo along the way in the port of Kolomna, reducing the barge's draft. Most of the cargo, including a 100-C Methane converter's body weighing 140 tons, was unloaded by Ro-Ro method, and delivered from the Kolomna port territory to the client's site by road. The largest cargo unit, the 1105-D Ammonia Synthesis Converter body weighing 351 tons continued its way towards the Drakino temporary berth.

# #EXCEPTIONAL\_TRANSSHIPMENT #PORT







The next challenge for the company was a further drop in the level of the river Oka, that forced our specialists to take exceptional measures. Since the barge with the cargo weighing more than 350 tons had already left the port of Kolomna, but its further movement was limited due to a low water level, it was decided to transship this cargo from one river barge to another one, having a much lower draft. This operation was carried out on a specially prepared section of the riverbed, where the underwater sand pads were installed, and the river bottom was cleared with the help of divers. Ballast operations were carried out according to the instructions and the author's supervision of the project contractor organization. The cargo was moved by Ro-Ro method using modular trailers with a tractor truck, which were pre-loaded onto a second barge at the port of Kolomna. After reducing the draft of the tug and tow, the cargo was delivered to the unloading berth at Drakino.

Methane converter body's road transportation route design began several months prior to the start of the project. Due to the cargo's heavy mass, the distance the cargo had to travel to reach the place of delivery, the remoteness of large navigable rivers, and lots of bridge structures, that are impossible to pass for such a heavy road train, the final route option took numerous approvals with local and federal authorities. The approved route preparation involved a great deal of work: obstacles measuring, bridge and culverts surveys, construction works, etc.



The trucking route of cargo transportation amounted to 780 km from the roll-out point to the site and broke all records in terms of the number of obstacles it had. Thus, the project's heaviest and most oversized item had 40 bridge structures on its way, because of that the number of axles changed from 32 to 24 during transportation, depending on the load capacity of each bridge.

As a result, all cargo positions of the Dorogobuzh project were successfully and safely delivered to the consignee. RTL honours its traditions and fulfills its commitments responsibly and punctually.

# #CARGO\_TRANSPORTATION

# #FREIGHT\_FORWARDING



—  
Director General,  
RTL North-West LLC

**STEPAN RESHETKOV**

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# ITALY – RUSSIA

## LOGISTICS OF CARGO SUPPLY FOR LUKOIL – NIZHEGORODNEFTEORGSIINTEZ CONSTRUCTION PROJECT

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Project Manager, RTL-Europe LLC

**EKATERINA KAZANINA**

SCAN QR-CODE



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**2019**

# SPECIAL PROJECTS LOGISTICS

RTL Group of Companies has extensive experience in rendering complex freight forwarding services for international projects. In April 2019, RTL Group signed a contract for the organization of delivery of equipment from 16 countries to LUKOIL- Nizhegorodnefteorgsintez LLC located in Kstovo, Nizhny Novgorod region, Russia. The customer for this project was the Italian company KT — Kinetics Technology S.p.A.

Starting the project, our company carried out a comprehensive assessment of the scope of work, financial expenses, and time costs, studied the list of goods and the geography of future shipments. Acting as an international forwarder providing comprehensive services, RTL Group of Companies carried out both onshore and offshore operations under this project, while RTL EUROPE took over the coordination of the project as a whole.

We transported more than 52,200 FT under this project. The equipment was collected and shipped from South Korea, Vietnam, China, Malaysia, Turkey, USA, Italy, France, Germany, Poland, Belgium, Czech Republic, Romania, Switzerland, Greece, and the Netherlands.

The project team has developed several projects to deliver the total amount of equipment. A separate transportation and logistics plan has been developed for each cargo position, it included loading locations, vehicles, routes, customs points, chartering of sea and river vessels, cooperation with container companies, and options for loading and unloading operations.

Standard and light oversized cargoes made direct trips by road, more than 807 vehicles were used in total, some of the items were collected from manufacturers, delivered to port to form containers. A total of 103 containers were shipped under this project. Some quite massive OSHL items of petrochemical equipment were shipped to Russia from Europe and Asia by sea.

Russia's vast geography and the availability of water roads (also known as rivers) make it the best in the organization of logistics during the shipping season which is open from May to October. Organizing and managing the logistics of project cargo is like conducting an orchestra where different orchestral groups perform one piece. And the RTL team of professionals plays the lead role here.



Thus, oversized items weighing 30 to 100 tons were loaded to vessels chartered in five Italian ports at once. Meanwhile, the most complicated batch of cargo with the heaviest positions of the project was being loaded on a barge at the manufacturer's berth in the city of Oltenița, near Bucharest (Romania):

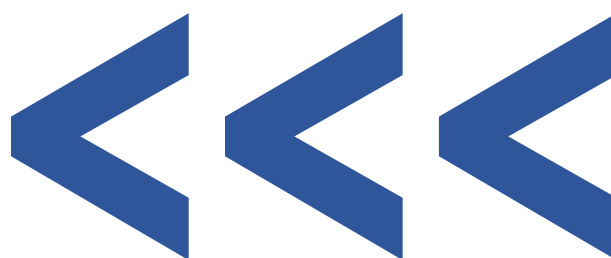
**HDS Reactor (WALTER TOSTO WTB)** — weight: 504 t,  
dimensions: 4255 x 770 x 505 cm

**Di-Olefin Reactor (WALTER TOSTO WTB)** — weight: 102 t,  
dimensions: 1425 x 463 x 485 cm

The reactors were loaded on a river-sea barge ARK-20 and sent straight to Kstovo (Nizhny Novgorod region, Russia).

A team of experts from different departments of RTL Group worked on the project of the equipment supply for the construction of the oil residues processing complex Lukoil-Nizhegorodnefteorgsintez LLC. While the heavy-lift cargoes were delivered through the water arteries of the Black and Azov Seas, and then by the inland waterways of Russia to the city of Kstovo, the construction department of the company prepared the berth for unloading ultra-oversized reactors by Ro-Ro. Located on the territory of the trimodal logistics complex on the right bank of the Volga river, 8 km from Kstovo industrial zone, the berth of LOGOPROM company was used for unloading oversized positions delivered by water. The construction of a berth for rolling the reactors out from the barge was carried out by BRIZ LLC under the RTL LLC engineers' supervision.

Upon arrival at the berth, the equipment was unloaded in full compliance with the pre-developed roll-out plan by Ro-Ro. After this operation, self-propelled transportation axles transported the goods to the consignee's site, where they were unloaded and installed on transportation supports at the agreed area.





Again, at the LOGOPROM's berth several vessels were unloaded from the wharf by cranes, a total of 35 units of OSHL cargo. The equipment was unloaded in the temporary bonded area, from where the vehicles transported it to the oil residue processing plant Lukoil-Nizhegorodnefteorgsintez LLC construction site according to the shipping schedule.

Following the results of this project, the consignee company expressed its gratitude for the prompt and coordinated work carried out by the specialists of the RTL Group.

Albeit complex, this project is truly unique and engaging because the number of countries of origin and suppliers of equipment enrolled. This once again proves that human abilities are immeasurable, and if people of different professional fields come together united by one goal, they can overcome any difficulty. And the experience gained by the results of such work goes both to our company' record book and to our employees' personal boards of achievements.

**#16\_COUNTRIES**  
**#PROJECT\_LOGISTICS**

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# GUBAKHA

## MULTIMODAL SOLUTIONS FOR OSHL CARGO TRANSPORTATION

SCAN QR-CODE



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# 2019



Our company has proven to be one of the most reliable players in the project cargo logistics market. In what it comes to multimodal transportation schemes, RTL is on everyone's lips.

In early 2018, RTL together with its Italian partner DSV won a major competition for the organization and forwarding support of transportation of project equipment for the largest investment project in Perm region, Russia. Numerous items of equipment for the second year of operation are being delivered by our company from European countries to the Russian Federation for the construction of the chemical complex "Ammonia - Urea - Melanin", which will be commissioned in 2021.

In the summer of 2019, RTL LLC successfully carried out transportation of the following heavy-lift project equipment:

- **Carbon dioxide absorber** - weight: 232 tons, dimensions 50.93 x 8.20 x 8.20 m (dimensions of assembled item);
- **Flue gas cooler** — weight: 113 tons, dimensions 24.06 x 8.20 x 8.20 m (dimensions of assembled item).

Having received the task of transportation of this equipment 14 months prior to the launch of the project of OSHL cargo transportation, RTL's engineering department held a meeting with representatives of the equipment manufacturer, where they suggested to split the goods into sections in order to reduce the dimensions of the equipment. After the decision was agreed, the two items were divided into 10 and 6 sections, respectively.





**#EQUIPMENT\_TRANSPORTATION**  
**#DSV #OSHL\_CARGO**

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# GUBAKHA

MULTIMODAL SOLUTIONS  
FOR OSHL CARGO  
TRANSPORTATION

SCAN QR-CODE



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2019

# LOGISTICS AT ITS FINEST

In the first stage of delivery, the cargo was loaded on board a river-sea class vessel in the Italian port of Ortona for subsequent shipment to the international port of Rostov-on-Don, Russia. In 10 days after leaving the Italian port, the oversized cargo arrived in Russia, was loaded onto a river barge, and sent by inland waterways to a temporary berthing facility on the river Chusovaya in Perm Krai, Russia.

To optimize the timing of unloading of the barge at the temporary berth, the RTL project team decided to transship cargo by crane, for which a 250-ton truck-mounted crane was used. A temporary customs bonded area was set up on site. At the final stage of transportation, the goods were delivered from a temporary berth on the Chusovaya river to the consignee's warehouse by road.

During the route survey for transportation of oversized equipment by road, we found that one section of the route entailed passing through the automated vehicle weight & size control system, so the cargo of more than 8 meters of height could not fit the control frame. To solve this problem, a 250-meter bypass road section was built. The coordination and construction of this technological bypass was carried out within 2.5 months.

**#OVERSIZED\_ITEMS**  
**#MULTIMODAL**  
**#TRANSPORTATION**

**#EUROPEAN\_CARGO**  
**#OSHL\_CARGO\_TRANSPORTATION**





Along with the goods from Europe, batches of equipment from South Asia were delivered for the construction of the chemical complex “Ammonia — Urea — Melanin” in Gubakha (Russian Federation).

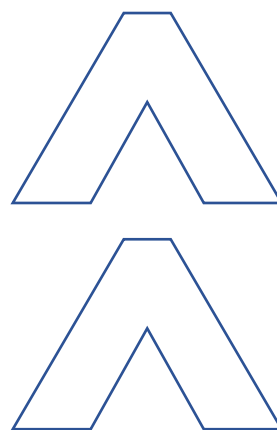
In the autumn of 2019, RTL LLC delivered a consignment of oversized cargoes from India. The consignment consisted of the following three items of industrial equipment:

- **Crystallizer** — 2 pcs.  
weight: 63 500 kg, dimensions: 1446 x 687 x 703 cm;
- **Regenerator** — 1 pc.  
weight: 98,780 kg, dimensions: 3920 x 480 x 513 cm.

The cargoes began their journey by road transport from the manufacturer’s plant in Dahej, India and after they arrived at the port, the chemical equipment was overloaded from road vehicles on board an ocean vessel using ship cranes. RTL LLC specialists worked out the entire route of transportation of OSHL equipment down to a T, taking into account the weight and size characteristics of cargo, performance possibilities of the vehicles involved, all while looking to reduce time and save costs. Loaded on a vessel and fixed for sea transportation, the industrial equipment went through the Suez Canal, the Strait of Dardanelles and the Bosphorus and, after passing the six seas, arrived at the transit port of Constanța (Romania), where it was overloaded onto a river-sea class vessel.

The next step in logistics of the three oversized items for the chemical plant was transportation from the port of Constanta (Romania) to the port of Rostov-on-Don (Russia).

# #HEAVY\_CARGO

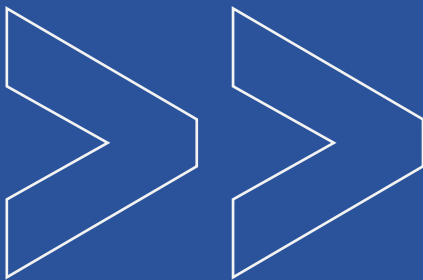




In the international port of Rostov-on-Don, where the stevedoring department of the RTL Group of Companies is based, the specialists of RSK company overloaded oversized equipment on a river barge following the vessel-warehouse-barge scheme. For this operation, a 64-ton load capacity port crane and a 250-ton crawler crane were used. All transshipment and securing operations took 24 hours. After the opening of the customs procedure, the barge-towing convoy was dispatched from Rostov-on-Don to a temporary berth on the river Chusovaya in Perm region, Russia. The transition from the port of Rostov-on-Don to the temporary berth took 19 days. During this period, the cargo passed through four rivers, six reservoirs, including the lock chambers of the Volga-Don and Volga-Kama systems of channels.

The unloading of heavy equipment from the river barge to a temporary berth was carried out by Ro-Ro, by rolling goods on board the road transport out from the vessel to the shore using the ramp. This method has proven itself as the most viable. It significantly saves customers' time and financial costs, cuts the need to stick to a dedicated port, and does not require additional crane equipment. The unloading took a total of 137 hours. In the meantime, the barge was ballasted several times both longitudinally and laterally.

At the final stage, the cargo traveled a distance of 120 km in 16 hours by road. Special low-bed semi-trailers were used for transportation, as well as modular trailers equipped with rotary devices to minimize the radius of entry to the turn for the longest item, the regenerator.



**#ROSTOV\_ON\_DON**  
**#RO\_RO #BERTH**



**#PERM\_REGION**  
**#MULTIMODAL\_TRANSPORTATION**



Nevertheless, the total length of the road train with oversized chemical equipment on board was 56 meters, which imposed a number of additional measures for the safety considerations during passage of public roads and settlements. For instance, to overcome the section passing through Chusovoy, we had to completely shut down traffic on some of the city's streets. The difficult type of terrain is also worth noting.

A separate task was having the road trains carrying the Crystallizers overcome the engineering obstacles along the route. Since the height of the two road trains with crystallizers reached 7.75 m, it was necessary to get the approval and obtain permits to perform low and high-voltage power lines outages, temporary dismantling of gas pipelines and heating mains, as well as disconnection and dismantling of the Russian Railways' catenaries to pass through one of the level crossings in the Chusovoy city.

The consignee was left satisfied with the quality and completion time when RTL delivered a batch of three oversized and heavy lift items of chemical equipment. This is how we completed the delivery of numerous items of equipment for the construction of the "Ammonia-Carbamide-Melamine" chemical complex, the largest investment project of Perm region in the recent years.

# #TRANSPORTATION INDUSTRIAL\_EQUIPMENT





Deputy Director of Operations,  
RTL LLC

**DENIS SARAEV**

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# BULGARIA – RUSSIA

## 8 THOUSAND PIPES DELIVERED FOR OIL & GAS INDUSTRY

SCAN QR-CODE



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# 2019

# TOP-NOTCH PERFORMANCE

Project logistics and oil & gas industry are two sides of the same coin. Places where oil and gas are extracted, processed, or prepared for transportation, require the availability of unique equipment, which is often times a few thousand kilometers away from the site. This is where the help of RTL's professionals comes in handy.

In the summer of 2019, RTL Group of Companies organized freight forwarding services for the gas industry. Eight thousand gas pipes loaded in the port of Burgas (Bulgaria) arrived at the port of Rostov-on-Don in three subsequent shiploads within short periods of time. Upon arrival at Rostov seaport, 900 pipes totaling more than 8000 tons were carefully overloaded from river-sea vessels to the temporary storage area in the port, which we organized at the request of the Customer.

## #CARGO\_TRANSPORTATION #SEAPORT





When the consignee's warehousing site was ready, we began to export pipes. Due to the dynamic nature of the piping material, improper fastening on the vehicle can cause the pipes to shift and move, so our experts have developed a plan to ensure that the piping is secure when placed and fixed on the road vehicles. That is why special fastening equipment was used to fix the main gas pipes on vehicles. Using crane equipment, we loaded cargoes on vehicles and exported them from the port. To organize the transportation of 900 pieces, 12 trucks were used per a round trip.

Every day for a month and a half, without days off, we ensured long cargoes are transported from the port to the Customer's storage site. Once at the Consignee's site, the main gas pipes were unloaded using crane equipment and stacked into specialized cells for pipe storage. The entire transportation process took about 45 days.



**#INDUSTRIAL\_EQUIPMENT**  
**#GAS\_INDUSTRY**



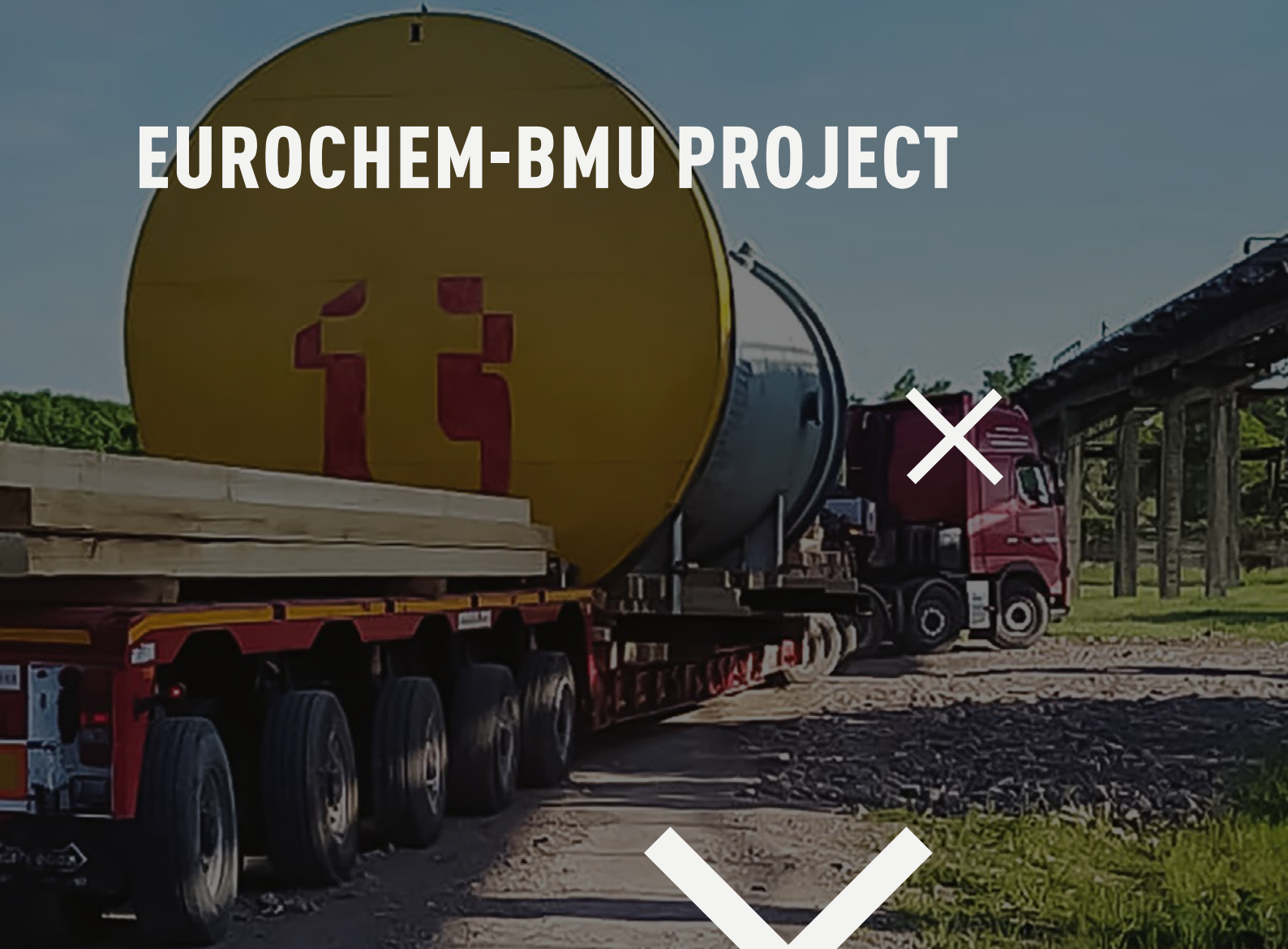
—  
Engineer, RTL LLC

**ROMAN KHACHATUROV**

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# RUSSIA

## EUROCHEM-BMU PROJECT



SCAN QR-CODE



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# 2019

# LAST MILE

The «last mile” is a notion that comes from e-commerce and express delivery realm. In project logistics, the “last mile” can stretch for hundreds of kilometers and represent an important stand-alone stage of transportation.

In April 2019, RTL LLC won a tender for the organization of road transportation of two recycling boilers and rigging/crane installation of three cargo items (two evaporators and one drum), meaning transportation from the temporary storage warehouse to the installation site on the territory of EuroChem-BMU LLC in Belorechensk, Krasnodar region, Russia.

Two heat exchangers-recyclers weighing 113 450 kg, measuring 865x440x455 cm were moved on the territory of the enterprise by our partner Trak-Service LLC. A clear vision of all stages of the project implementation allowed us to execute it flawlessly.

Key stages:

1. Site visit of the company specialists to perform a survey of the route.
2. Drafting of a handling operations plan, method statement and crane operations specific method statements.
3. Organization of transportation of two recycling boilers on the territory of the plant.
4. Organization of the rigging crew visit for transportation and installation of a waste heat exchanger # OA and waste heat exchanger # OB (putting the cargo on the blocking in accordance with the instructions of the Customer)
5. Call and organization of crane operations with a capacity of 250 tons for lifting and mounting a Steam Drum (installation on the base according to the instructions of the Customer).

To implement the project on the territory of “EuroChem-BMU” LLC plant, our company led a team of certified slingers.

# #TRANSPORTATION #SURVEY #LOADING



The main challenges we faced during the project implementation:

- On the way from the temporary storage warehouse to the installation site there were technological overpasses with a height of 5.2 m, while the height of the cargo was 5.05 m. To pass the difficult sections of the route, we used the features of vehicles to lower the transport height of goods.
- When performing rigging work with waste heat boilers, the distance of movement of equipment was 12 meters. This is a considerable distance for such heavy-weight loads. When the level luffing was completed, the waste heat boilers had to be set at a height of 2 meters above the ground. At the same time the steam drum was exposed to a height of 12 meters above the ground, also by rigging.

Our company has long-time customers in Nevinnomysk-Remstroyser-vis LLC and EuroChem-BMU LLC, we perform all operations in strict accordance with the customer's requirements and technical specifications. Based on the results of services rendered, RTL LLC received a thank-you letter and a positive feedback from our new partner, EuroChem Group of Companies.



**Project Manager, RTL LLC**

**DMITRIY ANTONENKO**



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# RUSSIA

## LOGISTICS CHALLENGES IN THE FAR NORTH

A large yellow crane is lifting a blue dome-shaped structure in a snowy, industrial setting. The crane is mounted on a white truck. In the background, there are other industrial structures and equipment. The scene is set in a snowy, open area, likely a construction site in the far north of Russia.

**#FREIGHT\_FORWARDING\_SERVICES**  
**#DRILLING\_RIGS**

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2019

# DRILLING RIGS TRANSPORTATION

Last year, RTL PROJECT LLC oil & gas division signed a contract with KATOBNEFT LLC (part of Petro Welt Technologies AG management company) to provide freight forwarding services for mobilizing drilling rigs and crews.

The execution of the contract was carried out at the requests from the Customer. At the end of the year, I would like to mention the mobilization of three drilling rigs and crews to remote areas of our country, a curious project due to its complexity and peculiarities of delivering drilling equipment for the oil and gas industry.

At the beginning of March 2019, RTL's Oil and Gas Department organized the transportation of the drilling crew for a distance of 3300 km from Nizhnevartovsk to well No. 16 of the Shchelyayursky field in the Komi Republic. Loading was carried out at three warehouses for equipment preservation in Nizhnevartovsk, Russia. We selected the vehicles based on the goods placement plan and set them up for loading in a very short time. The total weight of the equipment transported to well No. 16 amounted to 517 tons. At all stages of transportation, we tracked each vehicle using GPS, and monitored the condition of driveways and roadway.

Due to the difficult geography and weather conditions in the area, our employees maintained regular communication with road services to ensure timely upward slope filling operations and downward slope protection. The remoteness of the mining area would only complicate the delivery of multiple tons of equipment.

Special attention should be paid to the technical equipment in places where mineral deposits (natural gas, oil, ore, etc.) are developed. The wells are usually located in hard-to-reach places, which complicates the delivery of the necessary drilling equipment. The oversized equipment used in mining is delivered by a specialized transport, which will ensure its safety and protection from damage during long-distance transportation.

In April 2019, at the request of KATOBNEFT LLC, in accordance with the signed agreement, two equipped drilling crews were mobilized at the same time:

Drilling crew No. 16 was taken from Nizhnevartovsk to Bayandy field in Usinsky district (making a distance of 3,430 kilometers) and drilling crew No. 6 was taken from Nizhnevartovsk to Vozeyskoye field, to well No. 6.

Cargo weight: BR 16 — 395 tons, volume: 2 610 m<sup>3</sup>

BR 6 — 273 tons, volume: 1,082 m<sup>3</sup>

Bayandyskoye and Vozeyskoye fields are located along the banks of the river Kolva in the Usinsky District of the Komi Republic and belong to the Timano-Pechora oil & gas province. It should be noted that, taking into account the geographical and meteorological features of the region, in the process of preparation of transportation of drilling equipment, the options of transportation goods both by road and rail.





Having checked and considered all the options, our specialists decided to use the option of trucking drilling equipment with subsequent overloading to rail transport instead of water transportation, since the crossing over the Pechora river closes in spring. RTL PROJECT specialists drew up a transport management plan that allowed to monitor and manage traffic through GPS tracking of each vehicle for a rapid switch to railway transportation from Ukhta to Usinsk in the event of warming. To avoid the risk of tightening the deadlines and the closure of crossings on the river Pechora (in Vilovatnik, Yjit-Oshkurya, Ust-Usa), loading and transshipping operations for drill crews No. 6 and No. 16 were carried out simultaneously.

An important point in the implementation of the project was to monitor the functioning of the crossing through the duct on the winter road to Bayandy field, for mobilization within the specified time limits. The RTL PROJECT's oil & gas division mobile project team successfully implemented the project providing round-the-clock coordination at all stages.



**Lead Project Manager,  
RTL Project LLC**

**ILYA ZAYNYATULOV**



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# ROMANIA – RUSSIA

INTERNATIONAL  
TRANSPORTATION OF WALTER  
TOSTO'S REACTORS FOR  
BASHNEFT-UFANEFTTEKHIM,  
2019

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Project Manager, RTL-Europe LLC

**EKATERINA KAZANINA**

SCAN QR-CODE



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2019

# AROUND THE WORLD

In 2019, RTL delivered two reactors produced by Walter Tosto to Bashneft-Ufaneftekhim in Ufa, Russia.

Reactors' size: 3,520 x 762 x 480 cm, weight: 391,000 kg. The equipment was shipped from Walter Tosto, a Romanian enterprise, on the DAP terms. The reactors were loaded onto the vessel at Oltenița dock by the ro-ro, then the equipment was transported to the port of Constanta for transshipment from the river and sea-going barge to a crane vessel.

RTL signed a contract for the organization of transportation and forwarding services for the delivery of oversized heavy petrochemical equipment from Romania to Russia. Upon arrival in Rostov, the reactors were overloaded onto a river barge for further transportation to Ufa, Russia. On the bank of the Belaya River, the equipment was unloaded from the barge and transported to the territory of the enterprise by road transport. Prior to the start of transportation, RTL specialists worked out several possible options and routes for the carriage of goods, did calculations and analysed the vehicles that could be applied in this transportation project. Of all the possible options, we chose the one that enabled costs saving and ensured the safety of goods during transportation.

**#FREIGHTFORWARDING**  
**#WALTER\_TOSTO #BARGE**



**#TRANSPORTATION**

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# OPENING UP THE NORTHERN SEA ROUTE POSSIBILITIES

## EQUIPMENT SUPPLY PROJECT FOR OMSK REFINERY, 2019

SCAN QR-CODE



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# 2019

# OPENING UP THE NORTHERN SEA ROUTE POSSIBILITIES

As part of the modernization of the Omsk refinery during navigation season 2018- 2019, the team of RTL LLC successfully carried out a number of complex project cargo transportation projects using ice-rated crane vessels for delivery of oversized equipment through the Northern Sea Route with subsequent overload on barges in the roads at Novy Port and delivery to the project berth of Omsk Refinery (Omsk, Russia).

Several months' worth of preparations for the transportation required the employees of RTL LLC to apply all the experience they have accumulated throughout the years, as well as upgrade their skills and knowledge. The preparations included the visits of engineers of the company to the manufacturers' plants, working out a detailed schedule of shipments from the ports of loading with reference to a short weather gap, allowing to roll out a transshipment in proper conditions in the roads of the Ob Gulf. Detailed plan elaboration for loading barges in the roads to minimize shifting during the unloading of the vessel, development, and implementation of the customs strategy on par with the logistics strategy to optimize importer's costs for customs clearance.



#NORTHERN\_SEA\_ROUTE

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#GAZPROMNEFT\_ONPZ  
#RIVER\_SEA\_BARGE



#NORTHERN\_SEA\_ROUTE

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A total of 3 crane vessels and 12 barges were used to deliver the whole volume of oversized equipment. Total volume of cargo amounted to about 20 000 freight tons, total number of transported OSHL items was 49 units, max dimensions of a unit: L 52 m, W 7,5 m, H 9,85 m, weight: 131 tons.

To minimize the number of barges and save the customer's money, part of the cargo weighing up to 60 tons was loaded onto barges for crane unloading at the project berth. A 500-t mobile crane was used to carry out crane unloading. As a result, the unloading process was organized at two locations, the RO-RO berth and the crane unloading berth.

# #HEAVY\_CARGO

# #OSHL\_DELIVERY





During the project, RTL team faced severe weather conditions at the point of unloading vessels in the roads at Novy Port. There also were difficulties with the water level at RO-RO rolling out on the project berth in Omsk. However, all tasks have been successfully completed with the minimum allowable delay against the planned schedule.

Following the delivery of equipment to GAZPROMNEFT-ONPZ JSC project results, RTL LLC would like to take a moment to appreciate our long-term partners VBL LLC and TEC LLC (TRANS ENGINEERING COMPANY LLC), these companies' continuous support has contributed to the success of the projects carried out by the RTL Group.

# #PLANT\_MODERNIZATION





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**Executive Director, RTL LLC**

**ANTON REPKIN**

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# A SERVICE IN FOCUS

KEY TO SUCCESS  
THE ART OF CUSTOMS  
CLEARANCE STRATEGY  
PLANNING FOR MAJOR  
INDUSTRIAL PROJECTS

SCAN QR-CODE



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2019

# A SERVICE IN FOCUS

This page of RTL LLC magazine is dedicated to our “Customs clearance” service and all things related. Gennady Butenko, Deputy Director for Customs Affairs at RTL LLC, answers the questions. Gennady is an expert in the field of customs clearance and participates in all projects of the company on a regular basis.



—  
**Deputy Director for Customs Affairs,  
RTL LLC**

**GENNADY BUTENKO**

#CUSTOMS

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- What are the most challenging moments in the customs clearance of project cargoes in your opinion?

“According to my experience, I can say that in most of the cases the Customer holds two tenders on each project, one for the provision of customs clearance services, the other for the transportation of equipment. The goal of the Customer is clear and logical, it is to reduce the costs of each service taken individually, but that is a strategic error.

There is no denying that this way the customer gets the minimum cost, but at the same time he faces a maximum of issues and inconsistencies between the company that provides customs services and the company that carries out the transportation of equipment, which results in demurrage and excessive or unforeseen storage of goods at Customs Bonded Warehouses (CBW), delays in customs clearance due to the incompleteness of the delivered cargo. For example, the carrier might not take into account the peculiarities of customs clearance and split the equipment between several vehicles with long periods in between deliveries, or, the customs clearance might just be impossible due to errors in logistics strategy. This ultimately leads to extra costs, i.e., financial and time costs, which the Customer has to compensate in whole or in part to Contractors. The worst-case scenario would be a fully packed project with considerable scope, whole range of goods, extended terms of execution, which is also divided into several lots, just imagine several logistics companies and customs representatives at once win such a contract.

All of them will perform work on one project, while not being able to interact properly, and the whole process will turn into that of a popular Russian fable “Swan, Pike and Crawfish” by Ivan Krylov (you can check out the fable here: <https://russianuniverse.org/2014/04/06/ivan-krylovs-fable-swan-pike-and-crawfish/>)

- How do you think this problem could be solved?

“From my practice and RTL LLC’s many years’ experience in this market, we recommend that our Customers request comprehensive services from Contractors, including both customs clearance, and freight forwarding services. These two areas, logistics and customs clearance are strongly intertwined services within the project and the interaction between the customs and logistics team will impact delivery time, storage costs, and customs payments at times. Since the whole process is in the hands of a single Contractor, the Contractor must consider not only the logistical issues that arise during the project implementation but also the details of customs clearance. This is especially true for industrial equipment supplied within the Classification decisions of the Federal Customs Service of the Russian Federation, allowing the Customer to get a benefit on payment of customs payments.”

# #CUSTOMS\_CLEARANCE

# #TCBA #TSW #CUSTOMS\_DECLARATION



- Do customers heed your advice?

“Some Customers express their concerns on our recommendations, in this case, they feel they become a hostage of a circumstance, where a Contractor may fail to fulfill their obligations to provide logistics and customs clearance services. We can agree with this, but in order to avoid such risks, it is necessary to focus on the experience of the freight forwarding company, which offers customs services as a part of the service package provided.

RTL LLC has many years of experience in performing similar projects and offers its services at competitive market prices. For each project, we create a working group, that cooperates across the RTL Group’s divisions, providing a comprehensive approach to the execution of each task. “

- What projects did the company's Customs Department and Logistics Department carry out jointly in 2019?

Metafrax Gubakha Project This project is described in detail on the pages of this issue of the journal, but I would like to add on the project teamwork.

RTL LLC provided cargo forwarding services for the investment project for the construction of the PJSC Metafrax's chemical complex. A part of the services package included a multimodal transportation of equipment with several points of transshipment of goods in the ports of Rostov-on-Don, Nizhnekamsk, and Perm region. In terms of the customs strategy, in all the above points, we had to organize temporary customs bonded areas (TCBA) to complete the delivery of equipment, transship goods on new vehicles and formalize customs transit to the point of destination. The organization of TCBA in Nizhnekamsk and Chusovsky towns were the most difficult parts of this project.

The creation of the TCBA does not imply the storage of cargo when transshipping to a new vehicle or several vehicles, and therefore it was necessary to coordinate work on customs clearance and prompt the setting up of vehicles for quick and seamless transshipment of goods. This is where a company that provides a full set of services for the project comes in handy. Customs and Transport departments of RTL LLC successfully completed this task in next to no time.





It is also worth to mention the project for the delivery of equipment for the construction of the DCU (Delayed Coking Unit) on the territory of the Omsk Refinery in Omsk, Russia. In this project, several complex transportation trips were made to transport the oversized equipment from China to Omsk, Russia. Cargoes were shipped on sea vessels from the port of Shanghai to Sabetta via the port of Vladivostok, through the Bering Strait along the Northern Sea Route. In Sabetta, the oversized equipment was overloaded from the sea vessels in the road to barges to be towed through the Ob Gulf of the Ob River, and then along the Irtysh River to the berth of the Omsk refinery. As part of the customs strategy, it was necessary to formalize the transit of equipment from Vladivostok to Omsk with the change of vehicles.

The customs team had to formalize transit declarations for each package (each oversized item and its components) separately. This was due a number of reasons. The vessels were of different shipping capacity, and the equipment from one vessel had to be transshipped to several barges. It seemed to be impossible to calculate in what order and how many OSHL packages could be placed on each barge when transshipping the cargo in Sabetta.

Also, near the seaport of Sabetta we organized a temporary customs bonded area (TCBA) for transshipment of goods from steam vessels to barges. By the end of loading and unloading operations, changes were made to transit declarations on the change of vehicles. This customs strategy allowed RTL LLC to quickly overload the customs cargo without losses for sea vessels' dead time and costs for the Sabetta seaport services. In Omsk we organized a TCBA on a river berth for each barge with incoming equipment. Subsequently, all TCBA in Omsk were promptly opened and all cargoes were registered just in time upon arrival in the temporary customs bonded area and the closure of the customs transit procedure. These projects prove that even the most complex stages of multimodal transportation of project cargo can be facilitated and improved by working with a coordinated team, providing a full package of services as RTL LLC does it.



**#CLASSIFICATION\_DECISION**  
**#PCD #GOODS\_DECLARATION**



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