

ATL JOURNAL

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DELIVERY CARGO FOR BELORUSSIAN ATOMIC POWER STATION



In July 2016 the project for delivery of four «ECCS Tanks» from «Petrozavodsk-mash» to Belorussian Atomic Power Station currently under construction was accomplished.



OOG INDEX

H0200

4

items

304

tons

In July, 2016 the project for delivery of four “ECCS Tanks” from “Petrozavodsk-mash” Factory, Petrozavodsk, to Belorussian Atomic Power Station currently under construction in the Republic of Belarus was accomplished, the cargo delivered being the cylindrical cisterns with dimensions of 1073 x 340 x 321 cm and weighting more than 76 tons. The cargo was sent from Petrozavodsk loaded onto 4 eight-axle trucks with H0200 degree of bulkiness.

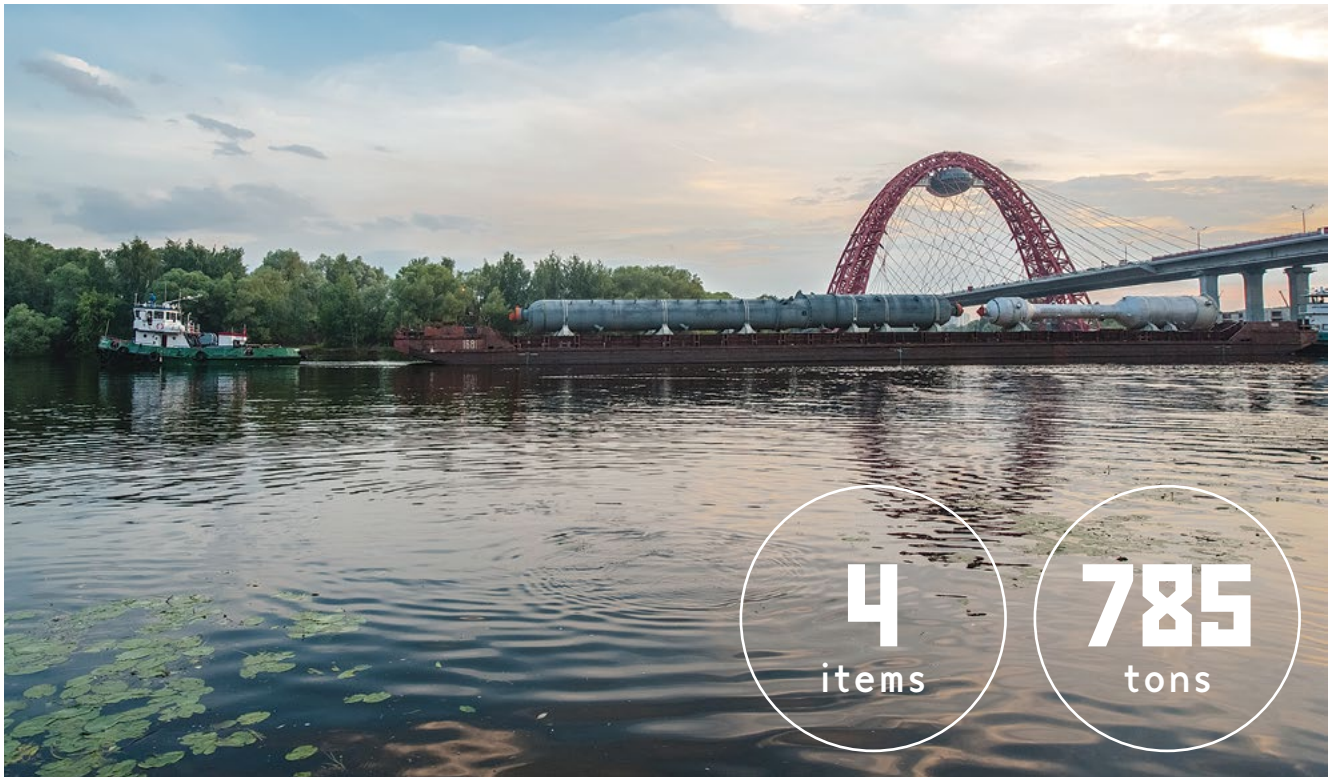
“RTL” company had been taking the role of consignee at Bobrovniki railway station, Republic of Belorussia. Having the trucks placed at approach road to BAPS, the “RTL” company’s employees had performed the cargo handling work, transshipping it from the rail transporters to the trucks and subsequently delivered it to the installation site. The whole scope of work was accomplished within the shortest period of time possible.



IZHORSKIYE ZAVODY



Following the order from PJSC "Gazprom", RTL logistics company has organized the transportation of equipment for Moscow Oil Refinery modernization.



The cargo subject to transportation comprised 4 cargo units weighting 785 tons in total. The experts from RTL company have elaborated the optimal cargo delivery route from “Izhorskiye Zavody” Manufacturing Plant in the town of Kolpino, Leningrad District, to Moscow Oil Refinery.

The cargo was carried by specialized trucks from “Izhorskiye Zavody” to the jetty on Neva River constructed by RTL ad hoc. The difficulty lay in the fact that the cargo transportation route lay across the residential areas and 2 railway crossings. The HV lines disconnection was needed for the safe passage of the road trains via each of these railway

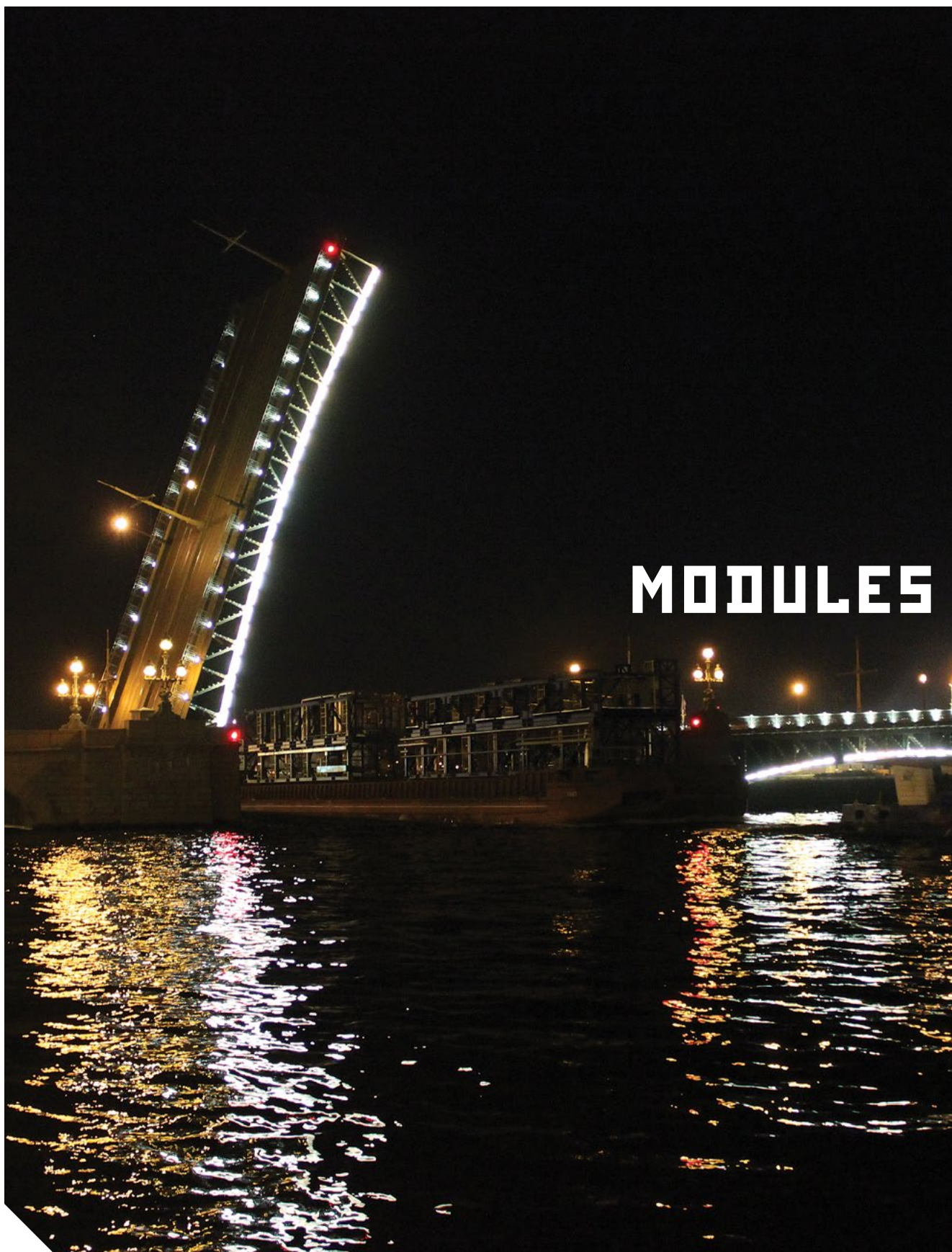
crossings combined with respective agreements upon the changes in train schedules. The safety of cargo transportation was guaranteed by preliminary road strengthening. The next stage included the cargo transportation by trucks wielding special platforms to the prearranged jetty, where the cargo was loaded onto river barge.

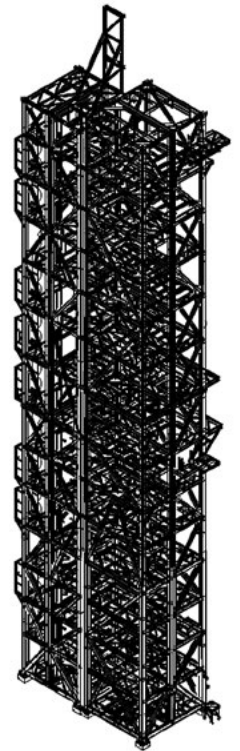
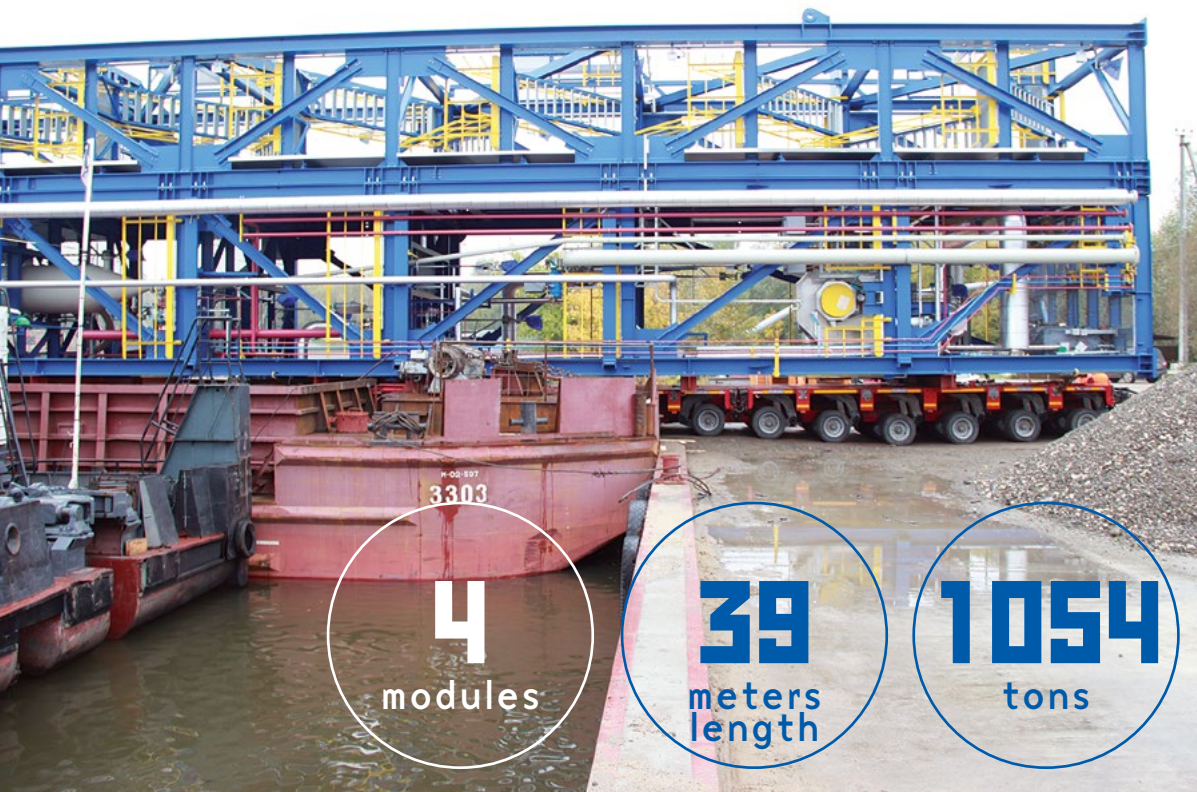
The transshipment and lashing work have taken 2 days. The barge sailed off to Moscow via Neva River, Ladoga Lake, Volgo-Baltic Route, Belaye Ozero, Sheksna River, Rybinsk Reservoir, Volga River and Moscow Canal.

The final stage of the project will see the car-

riage of equipment right to its installation site at Moscow Oil Refinery area. At the moment, the full-scale reconstruction and modernization is under way at Moscow Oil Refinery aimed at its productivity effectiveness and ecological safety enhancement. The issues of preservation of environment and environmental improvement (all this agenda being even more pressing for big cities) require great deal of persistent effort in the social sphere.

Meeting these requirements has become the core issue and concern for RTL company during the execution of this project.





Four CCR Modules were manufactured in South Korea and delivered to the Port of St. Petersburg by two ocean-going vessels. After transshipment to barges, the Modules were sent along Neva – Ladoga Lake – Onega Lake – Volga-Baltic Waterway – Volga River – Nizhny Novgorod – Kolomna Port (via Oka River) – Besedy Port (via Moskwa River) to Besedy Port.

The Modules were unloaded and disassembled into two parts for the purpose of cargo height reduction, thus resulting in 8 OSHV units subject to further transportation. The disassemblage was carried

out with the involvement of a gentry crane. It took 4 round trips two Modules per road train to deliver the Modules to Moscow Oil Refinery. The transportation by road was carried out at night time in accordance with the OSHV haulage rules.

This cargo transportation took almost five months in whole – since the end of July, 2016 till the beginning of December, 2016.





DELIVERY OF INDUSTRIAL METALLURGICAL EQUIPMENT TO CALCUTTA, INDIA.



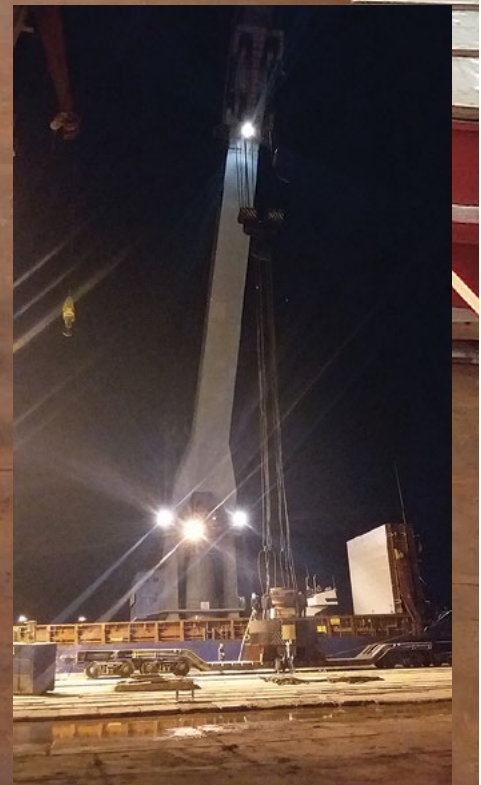
The project for delivery of 6 pieces of industrial metallurgical equipment with total weight of 235 tons from Kramatorsk, Ukraine to Calcutta, India, has started in May 2016, "NMBP" Novokramatorsky Machine Building Plant being the owner of the services provided by "RTL".

OOG INDEX

H2600

The cargo was being carried by rail and by sea from Kramatorsk, Ukraine, to Bokaro Steel Plant in Calcutta, India.

The cargo was delivered from Kramatorsk to Port of Ilyichevsk by multipurpose rail cars, one of the cargo units with dimensions 470 x 420 x 430 cm and weighting 106 tons being delivered by eight-axle rail transporter with 240 t load-carrying capacity. The latter cargo unit's degree of bulkiness was classified as H2600, resulting in the necessity of use of the rail car equipped with control skid along all the route of its transportation. On the arrival of the rail road train at the Port of Ilyichevsk, Ukraine, the cargo was transhipped to FORTIS sea vessel for further transportation and delivery to Calcutta, India. The direct transshipment of cargo unit, weighting 106 tons was carried out with involvement of "Bogatyr" boat crane of 300 t lifting capacity.





REACTOR

The chemical reactor has been manufactured in Italy and delivered by trucks to the Port of Marghera, where it was loaded onto sea vessel. Then it was delivered to the Port of Rostov-on-Don and transshipped to pontoon barge by the cranes of an emergency train. The river transportation route ran via Don River, Volgo-Don Canal, Volga River, Oka River and Moskwa River to Besedy Port.

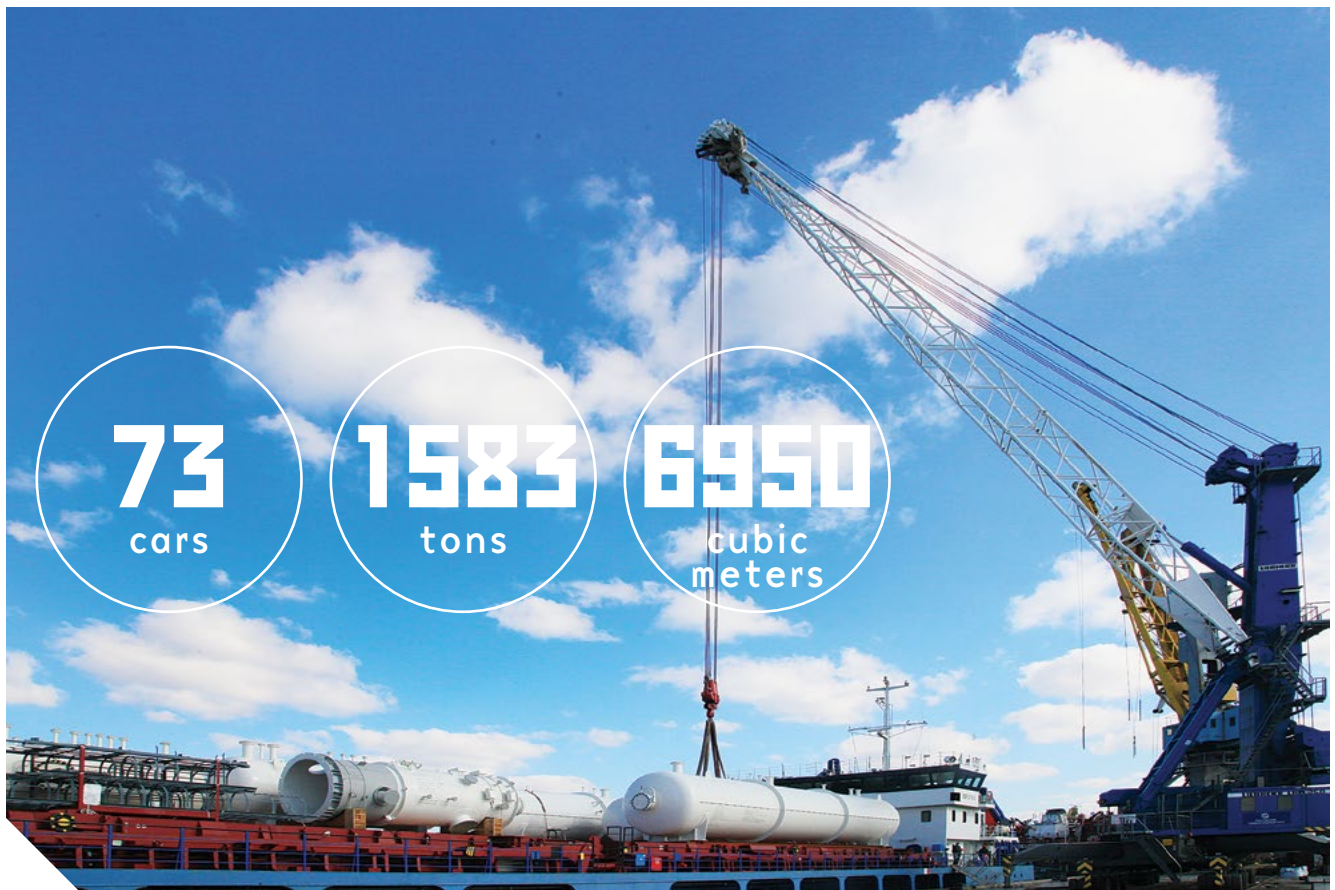
The transportation has been carried out during the start of close of navigation at Moskwa river basin and was successfully accomplished in spite of harsh weather conditions and early ice formation.

The chemical reactor was unloaded at Besedy port by Ro-Ro method. The cargo delivery to Moscow Oil Refinery has been carried out by modular trucks equipped with swinging tables for turning radii shortening.

It took 110 days in total to accomplish this cargo transportation.



OIL REFINERY AT CHINAREVO OIL-FIELD



In spring, 2016 “RTL” Company has successfully delivered building materials for Oil Refinery construction at Chinarevo oil-field (Zelensky District) in Western Kazakhstan. Chinarevo oil-fields is situated approximately 90 km to the North-West from the city of Uralsk, the overall volume of freight reaching 7 000 freight tons (1 583 500 kg, 6 950 cubic meters).

The overall number of road vehicles involved: 73.



The cargo had been carried to the Port of Rostov by Volgo-Balt 216 and Anatoly Sidenko motor vessels with subsequent handling and transshipment to the trucks for further transportation and delivery to Chinarevo, passing the customs control at Uralsk Customs.

The main difficulty lay in clearing from the port and delivery of de-ethanizer column (48,7 x 4,2 x 4,15 m, 107.5 t weight).



232
tons

July, 2016 had seen the accomplishment of the project for delivery of backup roll with dimensions of 1131 x 270 x 259 cm and weighting 231 580 kg manufactured by NIPPON STEEL & SUMIKIN BUS-SAN CORPORATION Company. The delivery route lay from the Japanese port of Muroran to Vyksunsky Steel Mill, Vyska, Russia.

The cargo was sent by an ocean-going vessel to the Port of St. Petersburg, Russia, the respective cargo transit time totaling three months.

Upon arrival at the Port of St. Petersburg, the cargo was directly transhipped to 16-axle rail transporter with 240 t load-carrying capacity. It's worth remarking that this is the only transporter of such model throughout the whole of Russia. "Bogatyr" crane boat was involved in this transshipment. Upon the completion of lashing work, the cargo was sent to the consignee's address.

Time of cargo transit along St. Petersburg – Vyska route totaled 2 weeks.



 www.rtltd.com

 **YouTube: RTL LLC**

 *Instagram* **Instagram: RTL_LL**

