



# NEWS

The latest news from NMT Global Project Logistics | 2016 - 2017

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## Innovating to future proof

Despite the challenging market conditions in which we continue to operate, NMT has continued to invest in the company in order that we are better able to serve our customers and so that we are ready when market conditions eventually improve.

We are broadening the ways in which we communicate. Alongside our existing newsletters, we are investing in a new website and we are building social media platforms. These platforms play an increasingly important role in our daily lives in the digital age and will allow us to communicate our news more readily and to a wider audience.

We are in the process of accrediting all our offices to ISO 9001:2015 in order that we may provide a consistent level of service throughout the company. We have accredited a number of offices to this standard already.

On the business development front, we have strengthened our team with the appointment of two senior managers in the Americas and Asia markets.

Finally, we are continuing to invest in equipment for our Transport Division, which remains substantially deployed in Central America.

Enjoy reading the newsletter. Thank you  
Eelco Boorsma



*Eelco Boorsma, chairman NMT  
Global Project Logistics*



# NMT China Shanghai



**Cargo:** Batch Weigh Train Loader Equipment

**Client:** Schenck Process Australia

**Where:** From: Jiangyin, China. To: Roy Hill Iron Ore Project, Australia via Shanghai and Port Hedland

## Batch weigh train loader equipment

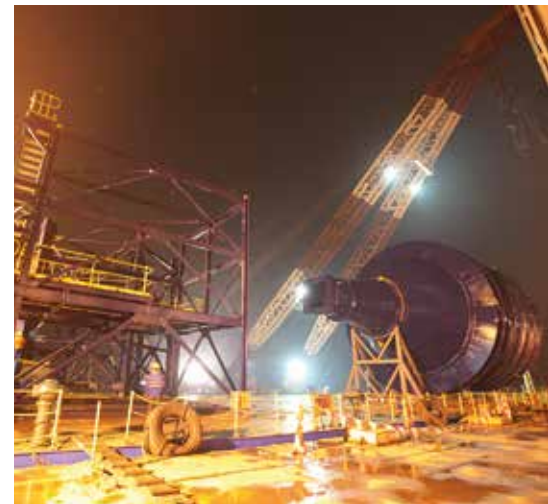
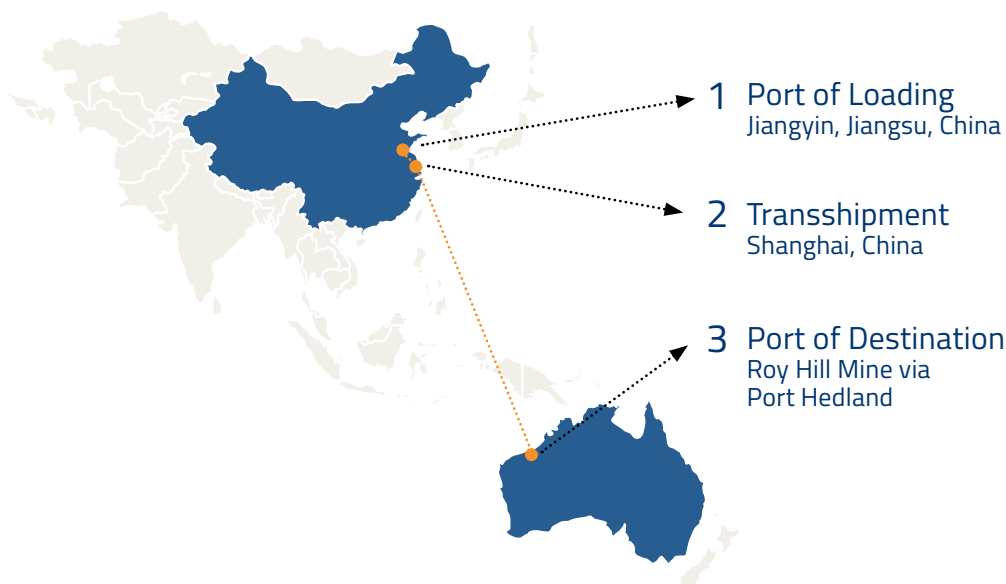
Schenck Process Australia Pty. Limited and Samsung C & T Corporation awarded separate contracts to NMT to manage the movement of the batch weigh train loader equipment from Jiangyin, China to the Roy Hill Iron Ore Project, Australia via Shanghai and Port Hedland. NMT employed the

services of a naval architect, an engineer and two port captains to supervise and coordinate the whole process in China.

The batch weigh train loader equipment measured 13.5m x 13.4m x 54.5m and weighed approximately 342 tonnes.

The cargo sub-assemblies were trial assembled in Jiangyin prior to loading and then dismantled into three major pieces for shipment. It took five days to load, secure and ship the cargo down the Yangtze River to the awaiting ocean vessel in Shanghai Port.

### Location



*Photos right. Jiangyin. Floating crane preparing to lift equipment onto a self-propelled barge which NMT time-chartered for shipment of cargo to Shanghai port.*

## Cargo structure

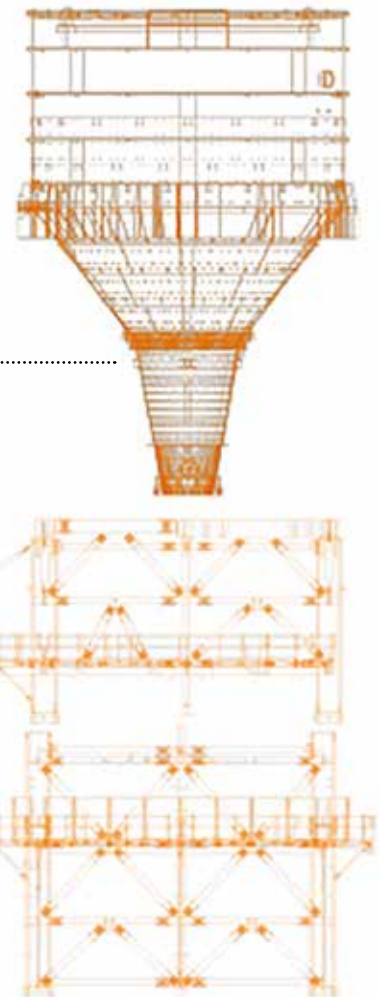
The cargo was dismantled into three major pieces for shipping together with numerous ancillary components.

Surge Bin Module  
21400(L)-13100(W)-13400(H)

66T Upper Module  
19100(L)-13500(W)-8400(H)

69T Lower Module  
14000(L)-13100(W)-11300(H)

*Exploded view of modules in final installation orientation.*



## Preparation for shipping

1



### Loading to barge

2



### Transfer to ocean vessel

3



1. Staircase modules rotated through 90° for shipping and road transport.
2. Train loader bin being lifted by floating crane following trial assembly on quayside.
3. Transfer of cargo from barge to ocean vessel in Shanghai.



**NMT Australia**



**Cargo:** Roy Hill Project

**Client:** Samsung C&T

**Where:** From: Various ports throughout Asia. To: Roy Hill Mine Site and various construction laydowns in the Pilbara

## Roy Hill Project

**403,000m<sup>3</sup> / 222,000 tonnes of project cargo**

SCT initially appointed NMT Global Project Logistics under an Early Contractor Involvement [ECI] arrangement to undertake a full logistics study for the project. This ECI phase included route studies and interfacing with major stakeholders, sub-contractors and government bodies. This involvement led to NMT securing a major contract with SCT for offshore services, the chartering of over 20 vessels, laydown management within NMT's Port Hedland staging area and onshore delivery of about 403,000 m<sup>3</sup>/ 222,000 tonnes of cargo. The items we shipped included (but were not limited to) the following:

- Bridge Girders, (Various)
- Concrete Sleepers (Various)
- Processing Plant Modules & Conveyors
- Train Load out Circuit (Mine site)
- Trippers (Port Stockyard)



*Inland transport of mine modules on route to RHIO Mine site, Pilbara Western Australia*



*Shipment of RHIO Mine modules ex Thailand to Port Hedland, Australia*



**Cargo:** Maules Creek Project, 2 x Scraper Reclaimers

**Client:** Tenova Takraf

**Where:** From: Mawan Port, China. To: Maules Creek Mine Site via Newcastle Port, Australia

## Maules Creek Project

NMT Global Project Logistics successfully completed the transportation of two x Scraper Reclaimer machines from the port of Mawan, China to the Maules Creek

Mine Site in NSW. We shipped both machines together and delivered to site via a temporary storage yard within Newcastle Port. NMT and our transport subcontractors managed

the entire project as an end-to-end operation, taking care of all facets from cargo inspections, ocean and land transport, managing statutory interfaces and project supervision.



*Discharge of scraper reclaimer modules in Australia NSW.*

## NMT receives ISO 9001:2015 certification



**NMT Global Project Logistics has recently received ISO 9001:2015 accreditation for Quality Management from Bureau Veritas.**

Bureau Veritas judged our quality management system [QMS] to exceed the requirements of ISO 9001:2015. This will ensure that we maintain the quality of our services to our valued customers. Our QMS sets-out a formal framework for continuous measured improvement of our performance.



# BEHIND THE SCENE

## NMT Thailand, helping children with HIV

NMT International (Thailand) became aware of the Camillion Social Centre in Rayong, which cares for orphan children suffering from HIV / AIDS, through social and networking events held in Bangkok and Pattaya, Thailand by the Lighthouse Club and the Australian Chamber of commerce.

During one of these events, Paul Patterson approached NMT. Paul has organised and participated in several charity walking events to raise awareness and funds to support the Centre. It is necessary to raise funds through the private sector in Thailand as the government does not have sufficient funds to support such organisations.

NMT initially sponsored Paul on one of his fundraising walks. During the walk, a number of the children from the Centre attended to provide Paul with water and encouragement as he completed his 50km walk. We decided to visit the Centre to find out more about how NMT could support this charity. The Centre advised that we could best support them by donating textbooks, art materials and sporting equipment.



We duly obliged and NMT purchased reading and writing books, crayons, pencils and paintbrushes, a table-tennis table, basketballs, footballs and badminton rackets for the children and the full management team and staff of NMT International (Thailand) attended the presentation to the children.

This was a joyous but heartbreaking occasion; seeing children ranging from 2 to 15 years old beaming with happiness as they received our gifts. We all joined in the fun, helping the children with colouring, reading and playing games before sharing a meal together. It was a truly inspiring experience.

After the joint activities with the children, we received a VIP tour of the Centre and the Director explained to us how the Centre operates. In Thailand, organisations of this type receive little local support due to the stigma associated with this unfortunate disease. This has made the Centre very self-reliant although still in need of external funding.

The older children attend classes at the Centre to learn how to administer medication to the younger children. Everyone at the Centre helps with cleaning, cooking, maintenance, etc.

The Centre advised that had recently received a donation of a fully equipped, state of the art dental surgery from a benefactor although it is lying idle because the Centre has been unable to secure the services of a local dentist to attend the Centre due to the stigma of the HIV/Aids. It was very upsetting to hear this.

After the guided tour, we met with the staff and children again and presented the Centre with a cheque for the funds we helped to raise.

Colin R. Ward  
Director NMT Thailand

*'NMT International (Thailand) would like to pass on a special thanks to the NMT board of directors for supporting this event and these children who have to live with this heartbreaking disease.'*





**NMT Thailand**



**Cargo:** 12 Shipments for Roy Hill Project

**Client:** Samsung C&T

**Where:** From: Ports in Thailand. To: Roy Hill Project site via Port Hedland, Australia

## 12 shipments for Roy Hill Project 235,690m<sup>3</sup> and 18,433 tonnes

NMT's Thailand office provided a range of on shore services to Samsung C&T for the Roy Hill Project in Australia from May 2014 to March 2015. Our services included inspection of cargo and vessels for Australian quarantine compliance, measurement surveys, coordination of movements from laydown areas to the ports, preparation of shipping documents, sail-away reports, vessel loading reports and providing information on stowage and lifting arrangements to our team based in Port Hedland to facilitate an expedient discharge.

SCT contracted multiple fabricators in Thailand to supply equipment and materials to the project due to its' fast-track nature. Sattahip Port allocated two berths as staging areas for the project's cargo and these were located some distance apart and not connected by access roads within the port. This proved challenging on the many occasions that cargo for a particular shipment was not ready in time. This required us to move either cargo or vessels between berths during loading to ensure that we filled vessels with alternative available cargo. This also necessitated revising stow plans during loading when it became apparent that planned items of cargo would not arrive at the port in time.



*Loading of Conveyors in Thailand.*

**NMT, Your innovative partner in  
industrial transportation**





10,178.00 tonnes of Mooring Chain + 15 containers with connectors

**Cargo:** Mooring chains for Prelude FLNG

**Client:** SBM Offshore

**Where:** From: Bilbao, Spain. To: Batam, Indonesia

## Mooring chains for prelude FLNG

SBM Offshore contracted NMT Global Project Logistics to move a consignment of approximately 10,178 tonnes of mooring chain from Bilbao to Batam. The chains were the largest chains ever produced and designed to withstand loads generated by a 1:10,000 year storm.

Due to the draft limitations in Bilbao and Batam, it was not feasible to load all 10,178 tonnes of chains on a single shipment. The optimum solution was to ship the chains into two shipments with a minimum 20-day gap between the arrival dates of the two vessels. This was in order to ensure that the receivers had sufficient time to transport the chains from the first shipment off the receiving quay and into storage.

On our customer's behalf, we negotiated a contract with the ship owner's and provided technical expertise and assistance throughout. This assistance commenced with a HAZID meeting with all parties involved to identify potential hazards throughout the operation and put appropriate control measures in place to control identified risks. We incorporated the HAZID output in our Transport Manual, which included:

- Mooring plans for the vessel.
- Vessel loading/offloading sequence, including relevant stability and ballasting plans and calculations.
- Cargo lashing and securing calculations for vessel including NDT of welds.
- Voyage plan, including weather restrictions and route criteria.
- Draft surveys, quay specifications.
- Safety measures.
- All equipment (Class) certifications

NMT Global Project Logistics were engaged to attend all meetings, toolbox talks and to manage loading operations.

The chains were initially loaded at the Deusto Channel in Bilbao using two large mobile cranes onto barges. The barges delivered the chains to Santurzi port and the chains discharged onto the quayside.

Once the attending Marine Warranty Surveyor had approved the Transport Plan, loading operations commenced. Particular care was required during cargo handling operations to maintain vessel and cargo stability. We loaded the chains using two port cranes operating in tandem and working hand over hand. The cranes



*Chains being carefully loaded onboard the vessel by means of 2 port cranes who worked simultaneously.*



*Lashing and securing of the mooring chains to prevent movement during the seavoyage.*

alternately lifted pre-slung bundles of chain into the vessel's hold with a connecting length of chain between each bundle. Before each lift, we visually inspected the lifting slings for integrity.

It was necessary to secure the cargo on-board the vessel in order to prevent movement of cargo due to vessel motion during the ocean voyage. The nature of the cargo required the crew to move around on the chains in order to attach the lashings. This presented a high likelihood of personal injury. The

Transport Manual identified this and included a Risk Assessment to control this specific operation. We reiterated the hazards and control measures to those involved in the lashing operation during our daily toolbox meetings.

Loading and securing took approximately one week per vessel. We loaded the second vessel approximately three weeks after the first vessel had sailed from Bilbao. This shipment included a number of 20' open top containers that NMT

had purchased for SBM Offshore. These units contained ancillary components that we had loaded into the containers and secured prior to the arrival of the second vessel.

In Batam, both vessels arrived within the agreed timeframe. We are proud to say that although the operation presented a high potential risk of injury, this was controlled and resulted in no incidents or injuries throughout the operation, which we performed to the highest QHSSE standards that our customers expect of us.

## 25 Mooring Wire Rope Reels of 102 and 95 tonnes



**Cargo:** 25 Mooring Wire Rope Reels of 102 and 95 tonnes

**Client:** SBM Offshore

**Where:** From: Tonsberg, Norway. To: Batam, Indonesia

## Mooring Wires for prelude FLNG

SBM Offshore contracted NMT Global Project Logistics to move a consignment of 25 wire rope reels from Norway to Indonesia in July 2015.

The supplier's quay in Tonsberg was located on the city canal and was not suitable to receive ocean vessels due to limited available draft and maximum length restrictions. The supplier's fixed quay crane was also unsuitable to load an ocean vessel due to its' limited lifting height. These factors led to a decision to load the reels onto two barges at the supplier's premises and

then transfer the cargo to the Agility quay, which was located about 800m further along the canal. Here, the ocean vessel could berth safely without any limitations. At the Agility quay, we hired a 400 tonne, floating crane to transfer the cargo from the barges onto the ocean vessel.

The preparations started with a HAZID-meeting approximately one month before the load-out in Norway. During the HAZID, all parties involved discussed the potential hazards and risks associated

with the load-out and determined the control measures that we would adopt. We incorporated the HAZID output in our Transport Manual, which included:

- Mooring plans for the barges, tugs and vessel
- Barge loading/offloading sequence with relevant stability and ballast plans calculations
- Cargo lashing and securing calculations on barge incl. NDI testing of welding
- Towing calculations, voyage and weather planning
- Vessel loading/offloading sequence with stability and ballast plans calculations
- Cargo lashing and securing on vessel incl. NDT testing of welding and loading spreading calculations
- Voyage planning incl. weather restrictions and route criteria
- Draft surveys, quay specifications
- Safety measures
- All equipment (class) certifications

2 days before the load-out, NMT Global Project Logistics organised a pre-loading meeting at the supplier's premises to ensure all parties were aware of the HSE requirements on the project, the methodology and the loading schedule.

Once the attending Marine Warranty Surveyor had approved the Transport Plan, we arranged a toolbox meeting with the stevedores and the barge crews and loading operations commenced thereafter.

The barges were loaded and unloaded in a continuous sequence to ensure continuous operation of the floating crane. Due to limited space on the ocean vessel, reels had to be stowed with less than 300mm between adjacent reels. This necessitated a robust communication protocol between the floating crane, stevedores and port captain. We reinforced these lines of communication during our toolbox talks. Upon completion of loading, lashing and securing, we performed visual inspections NDT of welds. The Marine Warranty Surveyor issued the sail-away certificate to everyone's satisfaction.

*25 reels between 85 & 102 tonnes being loaded onboard by means of a 400 tonne floating crane. The pre-carriage was carried out by 2 barges and 2 tugs who worked in a continuous sequence.*



# In the spotlight:



Paul Hubbeling



Tanks for nitrogen gas transported on semi-low loaders.



Feed tank transported on low-loader.

## Our customer:

**Paul Hubbeling, Senior Project Manager Danieli Corus B.V. IJmuiden, the Netherlands**

**Danieli Corus (DC) is an internationally active engineering and contracting company in the Iron and Steel Industry. Danieli Corus is part of the Italian Danieli Group.**

In May 2014 DC signed a contract with the steelplant of Arcelor Mittal in Kriviy Rih, Ukraine. The contract included the engineering and supply of a complete Pulverized Coal Injection (PCI) system for Blast Furnace no 9 of Arcelor Mittal Kriviy Rih (AMKR). The supplies included steel structures, bins and vessels, 350 meter ducting of 2.6 meter, 500 meter of coal transport piping, automation, piping, valves, compressors etc. The material was purchased by DC from many sources mainly within the European Union. The shipment of these goods was executed by NMT by appr 400 truck loads. The plant in Ukraine is not close to any port so truck transport was the most logical choice. For another project in Ukraine experience was gained by DC together with NMT. The shipments to Ukraine have some very specific rules and regulations to follow. It had become clear in the past that there are cultural differences between the European way of working and the Ukrainian way of

working, especially on the paper work. The custom clearance procedure in particular in Ukraine is more complex than we are used to in Europe or Asia. The more we understand about the system the more we understand the questions and requirements to the paperwork.

DC and NMT had this experience in the previous project, which made DC to give the order for shipment to NMT. Obviously this could only happen if the quoted prices were right. A close cooperation with NMT and DC's project management, procurement and finance department was required to realize all shipments.

Many surprises crossed our roads during the shipments, but all could be solved. Sometimes meaning that at very unusual times support was required from NMT (weekends, evenings etc.). Due to the NMT approach to assign a single point of contact the difficulties could always be overcome. As always there is room for improvement in the whole process and we had again a good lessons learned.

With the positive attitude of all parties, the shipments were realized.

Paul Hubbeling

## NMT Global Project Logistics:

The time available to complete this project for Danieli Corus (DC) was very limited. Local customs issues in Ukraine and very tight delivery dates were the principal challenges we faced.

The project required NMT to utilise a central warehouse facility to receive, pack, consolidate and load-out vehicles bound for Ukraine. NMT planned and executed a series of well-timed pick-up's and deliveries to maximize consolidation efficiency.

We needed to utilise a large number of different types of vehicle, which we used to transport cargo from all over the EU. These included flatbeds, semi-low loaders, tilt-trucks, mega trailers, small vans and 40ft container trailers.

Working closely with DC and our local representative in Ukraine, who we appointed to supervise the offloading operations, we pushed ourselves to make the project run like clockwork.

As Ukraine is not an EU-member, we needed to make sure every detail was properly covered and well thought through. With very strict local customs laws and tight delivery timeframes, there was no room for error.

We delivered all materials on time, on budget and to our customer's satisfaction, whilst contending with customs and local bureaucracy throughout. NMT controlled and monitored the complete project including all customs formalities from multiple origins through to final destination in Ukraine.

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## Colophon

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