

scope	service procedure for handling out of gauge cargo (XXL)
	once a job is awarded to TPL in close cooperation with the engineers of the trucking company and the crane company we will investigate carefully all operational aspects from EXW till final destination as per contract.
step 1	Client should provide us immediately with complete specifications and drawings of the units marking CPG (central point of gravity) , actual shipping dimensions and bottom plan indicating date of readiness at loading point and port of loading with ship stowage requirement for delivery to site we need of course job site plan and scheduled delivery planning
step 2	In close cooperation with project manager and transport engineers we will define most appropriate means of transport and crange where required, considering all safety aspects (safe lifting of wires)
step 3	<p>Route survey needs to be carried out from point of loading to final destination (jobsite) Client needs to be informed in case any problem arises route maps with pictures are provided based on conducted road survey inclusive : review of obstacles (natural, manmade such as traffic lights or panels, bridges and planning road by-passes where required.</p> 
step 4	<p>Once road survey conducted, necessary permits will be obtained from competent authorities, this timing should not be underestimated (eg for a recent project from Bretagne till Antwerp, 13 french "prefectures" need to give their approval. The whole process took 12 weeks in spite of very close follow-up from various sides. Where needed power companies, tramways and of course police must be involved for temporary cutting off the electricity when lifting or cutting wires is required.</p>
step 5	<p>Job sites are always inspected prior to shipment delivery to examine the positioning of trucks and cranes, jacking off where required. Close coordination on sequence of delivery and arrangements for off-loading with site management is needed.</p> 

LOADING BY
LO/LO operations

Special attention is to be given for maritime operations

Unit will be place alongside vessel either by barge or by special truck for loading on board of unit, either with ship's own gear or with floating crane of the port.



LOADING BY RO/RO operations

Either load will be jacked up on board, trailer leaves and adjusted on mafi by the heavy lift specialist of the ro/ro carrier.

or load is loaded at quay on mafi of ro/ro lines , cargo is properly lashed and secured on the MAFI which is tugged inside the vessel.



DISCHARGING operation by ro/ro

Discharging operation is of course controlled by the ship's first mate.

Discharging of oversized heavy lifts (XXL) may require special attention, since balasting/debalasting of the vessel must be taken care of in accordance with the discharging planning of the vessel.

a special transport permit is required in BELGIUM for all vehicles with following characteristics :

width exceeding	255 cm
height exceeding	400 cm
length exceeding	1650 cm (for truck and trailer)
length exceeding	1875 cm (for truck and trailer in combination)
overall weight exceeding	44 mt (on the ground) -
individual axle weight	15 mt maximum

in certain with extra long transport (more than 30 m) :

height can be limited upto maximum 430 cm
and weight can be restricted upto to 60 mt

Permits can be requested at Federal Ministry of Transport Mobility) dept. Special transport permits can be permanent for (1 - 2 - 4 - 6 month, 1 year or 5 year)
the validity of the permits depends on the difference in weight or size
the more size, and the more weight the shorter the validity of the permits.
The permits are mainly based on the Directory of roads suited for special transport
In Antwerp, special transport should us as much as possible the passage to the Port via Liefkenshoektunnel