

300 tonnes of extreme cargo fill three Antonov bellies

The original assignment was to transport over 200 tonnes of bulky oil drilling equipment by airfreight to the oilfields of western Siberia. However, when this figure suddenly jumped to nearly 300 tonnes, Kuehne + Nagel Hamburg, which handled the project on a joint basis together with Albacorshipping Toronto, speedily organised the transport of the additional freight. They could depend on the specialists of Volga-Dnepr for the delicate job of loading the cargo.

The order, which was already urgently awaited in Siberia, included containers with special interior fittings, cement pumps, cleaning pumps and cement preparation machines for the lining of boreholes. The highly specialised equipment had

been brought by sea to Hamburg from Canada and the USA, and transported by rail and truck to the former military airfield located a short distance away at Parchim in Mecklenburg-West Pomerania.

The loading of the highly specialised equipment calls for a sure hand: this time there are only centimetres to spare.



There, it had to be loaded into the blue-and-white Antonovs, a tricky task even for the specialists of Volga-Dnepr as there was little room to spare inside the giant bellies of the aircrafts. The two originally scheduled freighters carried respective loads of 105 and 100 tonnes, close to the maximum capacity of 120 tonnes with the heaviest freight item weighing 42 tonnes. In the hold, with a length of nearly 37 metres, the cargo filled almost the full height of 4.40 metres with a clearance of only four centimetres. The additional freighter, which carried a further 90 tonnes to Nishnevartovsk in western Siberia, was needed at short notice due to delays in the approval procedure for the originally planned transport by rail. This third aircraft – the Antonov 124-100 “Ruslan” – was organised within ten days. And here too, the freight flyers from Ulyanovsk proved to be strong partners.

A Russian award

Originally founded by the Russian State Duma and the Ministry of Transport, this year’s annual Golden Car Awards held in late June honoured the Russian Kuehne + Nagel organisation with the title “Leader in Transport and Forwarding Industry in Russia”. For Managing Director Perry Neumann the prestigious award is a confirmation of the company’s commitment and success in the up-and-coming Russian logistics market, as well as “a compelling obligation to consistently continue with our expansion strategy in line with growing customer demand in this huge country.” Kuehne + Nagel has been active in Russia for 16 years and today operates offices and warehouses in Moscow, St. Petersburg, Yekaterinburg, Kaliningrad, Rostov-on-Don and on Sakhalin.

On the glass road

Multimodal shipments to Russia – Kuehne + Nagel ensures punctual completion of a factory for glass manufacturer Guardian.

Kuehne + Nagel is handling another major project in Russia. The company is currently responsible for all shipments needed for the establishment of a new glass factory in Ryazan. The customer is Guardian, one of the world’s biggest producers of float glass and fabricated glass products headquartered in Michigan.

Everything for the new glass production plant has to be brought to Ryazan (roughly 200 kilometres to the southeast of Moscow). Equipment and machinery amounting to a total of 35,000 tonnes of cargo has to be collected from all over the world: the USA, China, Taiwan, Indonesia and Europe (UK, Luxembourg, Italy, France, Poland, Germany, Belgium, Finland, Sweden, Netherlands and Austria). A period of 14 months is planned for the project, for which the exact time schedule has been drawn up jointly by Kuehne + Nagel and Guardian. The Ryazan assignment is a multimodal project which involves different forms of transport and the carriage of oversized items by ship, rail and road.



As far as the eye can see: oversized special transport by rail.

415 standard and high-cube containers were collected at their points of departure in the USA, Taiwan, China and Indonesia, transported to ports, loaded onto ships and carried by sea to St. Petersburg from where they were transported overland to the customer. 32 oversized units – some of them with widths of up to 6 metres – were moved to ports on special trailers before being likewise carried across the sea. The contents of 28 railway wagons with sometimes sensitive equipment and machine parts from Europe had to be transferred onto trucks for the final kilometres to Ryazan. In addition, 49 oversized and 680 standard trucks went directly to the destination, and a few special items travelled by airfreight. Guardian had no need to worry about any of the individual steps in the shipping process or the formalities involved in special transport, customs clearance, measurement and final delivery. Kuehne + Nagel successfully took care of everything.